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Bureau of Transportation Statistics

STATE SUMMARIES

2012 COMMODITY FLOW SURVEY

June 2016

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U.S. Department of Transportation

Anthony Foxx
Secretary

Victor Mendez
Deputy Secretary

Office of the Assistant Secretary for Research and Technology

Greg Winfree
Assistant Secretary

Mark Dowd
Deputy Assistant Secretary

Bureau of Transportation Statistics

Patricia Hu
Director

Rolf Schmitt
Deputy Director

Produced under the direction of:

Joy Sharp
Assistant Director for
Survey Programs

Project Manager
Ron Duych

Major Contributors
Ryan Grube
Janine McFadden
Julie Parker

Other Contributors
Hossain Sanjani

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Introduction

The Commodity Flow Survey (CFS) is conducted as part of the Census Bureau's Economic Census, occurring every five years. It is the primary source of national and state-level data on domestic freight shipments in the United States. The survey sampled approximately 100,000 business establishments quarterly in 2012. The CFS measures domestic freight flows from establishments in mining, manufacturing, wholesale, and selected retail industries, as well as shipments from auxiliary establishments¹. The 2012 CFS was undertaken through a partnership between the U.S. Department of Transportation's Office of the Assistant Secretary for Research and Technology (OST-R) and Bureau of Transportation Statistics (BTS) and the U.S. Department of Commerce's Census Bureau.

This report summarizes and highlights freight shipments for each of the 50 states and the District of Columbia. It provides tables for each state's value and weight of shipments, major commodities shipped, mode of transportation used, distance shipped, state of origin, state of destination, and industry.

Highlights

Tables in this section present data for all 50 states and the District of Columbia and show the value, weight, and ton-miles of commodity shipments by mode of transportation as estimated in the 2012 CFS.

- American businesses covered by the CFS shipped about \$13.9 trillion worth of goods in 2012, weighing 11.3 billion tons and generating 3.0 trillion ton-miles.
- Trucking continued to dominate the Nation's movement of freight for value and tonnage, accounting for 73.1 percent of the value (\$10.1 trillion) and 71.3 percent of weight (8.1 billion tons). Truck and rail each accounted for 1.2 trillion ton-miles, 42.0 and 40.8 percent respectively.
- Mixed freight was the commodity with the highest value at \$1.4 trillion. Gravel and crushed stone was the largest commodity by weight at 1.5 billion tons. Coal was the commodity accounting for the most ton-miles with 663.7 billion in 2012.

Origin of Freight

- By **value**, Texas originated goods worth \$1.9 trillion, and California shipped goods worth \$1.5 trillion.
- By **weight**, the two states that shipped the most were Texas with 1.69 billion tons and California with 718 million tons.
- By **ton-miles**, goods originating in Wyoming generated 462 billion ton-miles, and goods originating in Texas generated 244 billion ton-miles.

¹ Auxiliary establishments are establishments that are primarily involved in rendering support services to other establishments within the same company, instead of for the public, government, or other business firms.

Destination of the Freight

- By **value**, Texas had incoming freight shipments worth \$2.01 trillion, and California had incoming freight worth \$1.35 trillion.
- By **weight**, Texas received 1.86 billion tons of goods, and California received 765 million tons.
- By **ton-miles**, incoming goods for Texas generated 430 billion ton-miles, and California had incoming goods generating 248 billion ton-miles.

Mode of Transportation

- Single mode truck was the dominant mode of freight transportation, accounting for at least 60 percent of the total value of shipments for 43 states (figure 1).
- By weight, the truck mode transported at least 60 percent of originating shipments for 40 States, including the District of Columbia (figure 2).

Figure 1: Percent Share of Truck Shipment for Origin State—Value: 2012

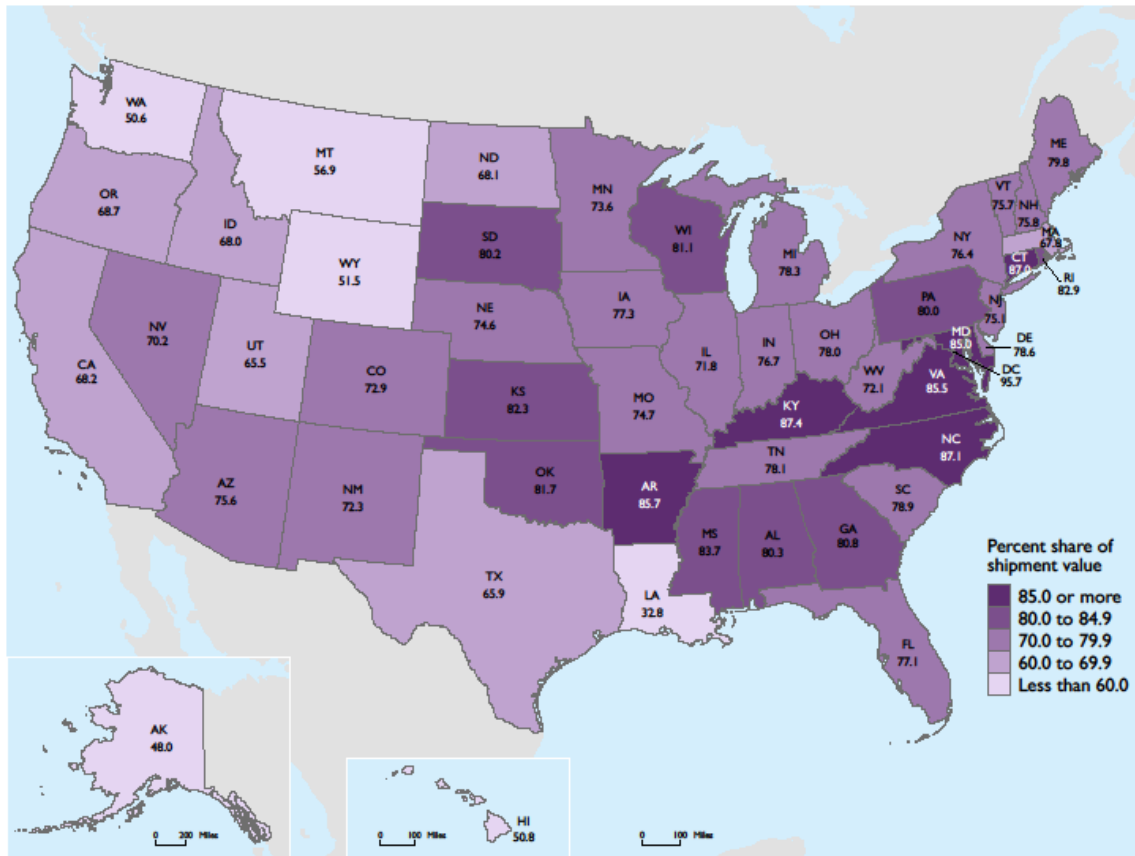
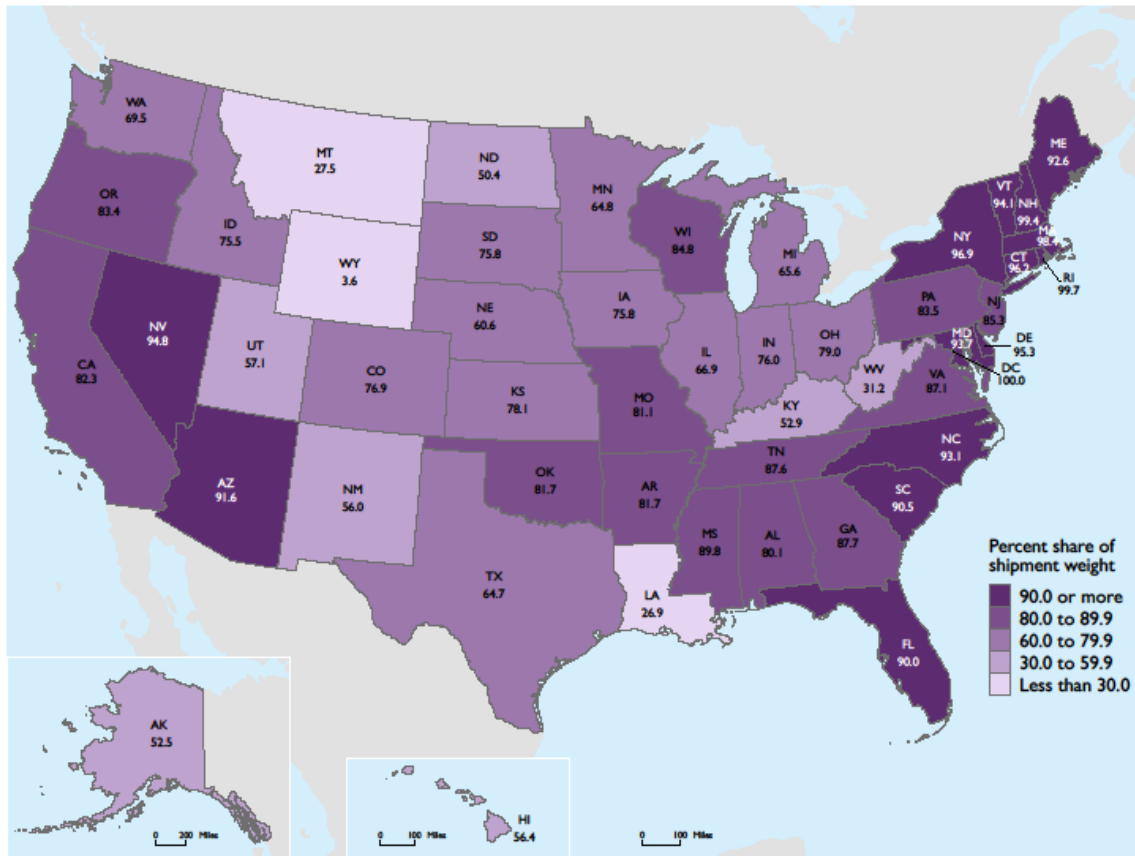


Figure 2: Percent Share of Truck Shipment for Origin State—Weight: 2012



Percent Share of Truck Shipment from Originating State—Value: 2012

In the South geographic region², nine states and the District of Columbia had more than 80 percent of the value of originating shipments transported by truck. Only Louisiana and Texas had truck mode shares below 60 percent.

For the Northeast³ region, Massachusetts was the only state with a truck mode share under 70 percent. The states in the West⁴ region generally had the lowest shares of values carried by the truck mode. Five states in the West region had fewer than 60 percent of originated freight by value transported by truck, and only Arizona and Nevada had mode shares for truck exceeding 75 percent (figure 1).

² The South region includes Alabama, Arkansas, Delaware, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia, West Virginia, and the District of Columbia.

³ The Northeast region includes Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont.

⁴ The West region includes Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.

Percent Share of Truck Shipment from Originating State—Weight: 2012

In the Northeast region, all states have mode shares for truck exceeding 80 percent. In contrast, the West region only had 4 of 13 states with mode shares for truck over 80 percent. Louisiana, Montana, West Virginia, and Wyoming all had mode shares by weight of under 50 percent for truck. Wyoming only had 5.6 percent of shipment weight transported by truck. (figure 2)

Reliability of the Estimates and Interpreting Confidence Intervals

Because CFS results are estimates obtained from a sample survey, the data are subject to sampling error. This report provides 90-percent confidence intervals for the estimates in tables 1, 2, 3, and 4.

The coefficient of variation (CV) of an estimate is the standard error of the estimate divided by the estimate and measures the relative sampling variability. The CV and standard error associated with an estimate can be used to construct a confidence interval. The CVs of the estimates in tables 5a to 10a are provided in tables 5b to 10b.

A confidence interval is a range around an estimate that has a specified probability of containing the average of all the estimates when samples are repeated using the same sampling frame conducted under the same survey conditions. Confidence intervals can help in assessing the reliability of estimates and in making comparisons between and among geographic areas, commodities, and modes of transportation. In other words, they help to represent the precision of an estimate and are an important reminder of the limitations of the estimates. Note that the wider a confidence interval, the less precise the estimate. Precision depends on sample size and sample variability.

For example, the value of shipments originating in Alabama in 2012 was \$214.8 billion. The corresponding 90-percent confidence interval around that estimate gives the range of \$191.5 billion to \$238.0 billion. (For more information regarding confidence intervals see Appendix B.)

Summary Tables of Inbound and Outbound Shipments

Table 1

Value of Outbound Commodity Flows by State of Origin: 2012

State of Origin	Value of shipments		90 percent confidence intervals			
	Value (Million \$)	Percent share of U.S. total	Of value (in millions)		Of percent share	
			90 percent (lower bound)	90 percent (upper bound)	90 percent (lower bound)	90 percent (upper bound)
United States	13,852,143	100.0	13,572,842	14,131,444	—	—
Alabama	214,750	1.6	191,526	237,974	1.4	1.8
Alaska	19,848	0.1	13,264	26,432	0.1	0.1
Arizona	147,147	1.1	128,537	165,757	1.0	1.2
Arkansas	114,095	0.8	101,337	126,853	0.7	0.9
California	1,476,407	10.7	1,397,925	1,554,889	10.2	11.2
Colorado	158,800	1.1	140,463	177,137	1.0	1.2
Connecticut	271,125	2.0	198,568	343,682	1.5	2.5
Delaware	42,768	0.3	28,658	56,878	0.2	0.4
District of Columbia	2,509	0.0	1,662	3,356	0.0	0.0
Florida	440,516	3.2	405,795	475,237	2.9	3.5
Georgia	395,725	2.9	365,985	425,465	2.7	3.1
Hawaii	22,156	0.2	15,739	28,573	0.2	0.2
Idaho	41,405	0.3	33,739	49,071	0.2	0.4
Illinois	825,191	6.0	763,175	887,207	5.6	6.4
Indiana	393,998	2.8	359,332	428,664	2.6	3.0
Iowa	195,992	1.4	180,543	211,441	1.3	1.5
Kansas	218,973	1.6	181,646	256,300	1.3	1.9
Kentucky	268,530	1.9	239,981	297,079	1.7	2.1
Louisiana	349,658	2.5	297,744	401,572	2.1	2.9
Maine	38,545	0.3	32,256	44,834	0.2	0.4
Maryland	162,416	1.2	115,973	208,859	0.9	1.5
Massachusetts	235,932	1.7	184,469	287,395	1.3	2.1
Michigan	427,177	3.1	393,507	460,847	2.9	3.3
Minnesota	270,394	2.0	250,073	290,715	1.9	2.1
Mississippi	140,334	1.0	99,434	181,234	0.7	1.3
Missouri	242,404	1.7	213,078	271,730	1.5	1.9
Montana	30,561	0.2	24,455	36,667	0.2	0.2
Nebraska	109,147	0.8	95,143	123,151	0.7	0.9
Nevada	69,591	0.5	55,305	83,877	0.4	0.6
New Hampshire	42,805	0.3	37,548	48,062	0.3	0.3
New Jersey	450,795	3.3	410,306	491,284	3.0	3.6
New Mexico	48,793	0.4	30,905	66,681	0.3	0.5
New York	545,050	3.9	508,084	582,016	3.6	4.2
North Carolina	385,732	2.8	356,743	414,721	2.6	3.0
North Dakota	45,743	0.3	37,106	54,380	0.2	0.4
Ohio	587,929	4.2	539,433	636,425	3.8	4.6
Oklahoma	169,262	1.2	134,202	204,322	1.0	1.4
Oregon	147,065	1.1	129,274	164,856	1.0	1.2
Pennsylvania	550,644	4.0	496,140	605,148	3.6	4.4
Rhode Island	45,575	0.3	34,381	56,769	0.2	0.4
South Carolina	159,760	1.2	145,705	173,815	1.1	1.3
South Dakota	58,621	0.4	26,708	90,534	0.2	0.6
Tennessee	329,399	2.4	298,606	360,192	2.2	2.6
Texas	1,897,658	13.7	1,730,694	2,064,622	12.7	14.7
Utah	108,593	0.8	90,279	126,907	0.7	0.9
Vermont	24,980	0.2	19,714	30,246	0.2	0.2
Virginia	238,576	1.7	213,649	263,503	1.5	1.9
Washington	296,901	2.1	256,628	337,174	1.8	2.4
West Virginia	54,759	0.4	46,729	62,789	0.3	0.5
Wisconsin	311,937	2.3	288,495	335,379	2.1	2.5
Wyoming	25,470	0.2	17,953	32,987	0.1	0.3

NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Table 2

Value of Inbound Commodity Flows by State of Destination: 2012

State of Destination	Value of shipments		90 percent confidence intervals			
	Value (Million \$)	Percent share of U.S. total	Of value (in millions)		Of percent share	
			90 percent (lower bound)	90 percent (upper bound)	90 percent (lower bound)	90 percent (upper bound)
United States	13,852,143	100.0	13,572,842	14,131,444	—	—
Alabama	220,927	1.6	195,010	246,844	1.4	1.8
Alaska	28,204	0.2	23,396	33,012	0.2	0.3
Arizona	183,196	1.3	165,399	200,993	1.2	1.5
Arkansas	126,079	0.9	114,755	137,403	0.8	1.0
California	1,345,716	9.7	1,298,849	1,392,583	9.2	10.2
Colorado	163,758	1.2	144,247	183,269	1.0	1.3
Connecticut	217,466	1.6	143,324	291,608	1.1	2.1
Delaware	43,457	0.3	32,624	54,290	0.2	0.4
District of Columbia	11,716	0.1	10,191	13,241	0.1	0.1
Florida	573,292	4.1	545,970	600,614	3.9	4.4
Georgia	394,523	2.8	374,998	414,048	2.6	3.1
Hawaii	30,112	0.2	23,875	36,349	0.2	0.3
Idaho	46,389	0.3	41,882	50,896	0.3	0.4
Illinois	681,850	4.9	641,855	721,845	4.5	5.4
Indiana	366,660	2.6	335,744	397,576	2.4	2.9
Iowa	179,651	1.3	162,527	196,775	1.2	1.4
Kansas	176,345	1.3	152,102	200,588	1.0	1.5
Kentucky	233,765	1.7	212,340	255,190	1.5	1.9
Louisiana	384,512	2.8	344,338	424,686	2.4	3.1
Maine	50,565	0.4	44,911	56,219	0.3	0.4
Maryland	185,093	1.3	172,540	197,646	1.0	1.7
Massachusetts	250,490	1.8	205,034	295,946	1.4	2.2
Michigan	431,158	3.1	412,190	450,126	2.9	3.4
Minnesota	248,392	1.8	217,431	279,353	1.7	1.9
Mississippi	136,869	1.0	122,820	150,918	0.7	1.3
Missouri	252,509	1.8	233,069	271,949	1.6	2.1
Montana	70,848	0.5	60,589	81,107	0.5	0.6
Nebraska	97,518	0.7	86,614	108,422	0.6	0.8
Nevada	74,643	0.5	70,128	79,158	0.4	0.6
New Hampshire	58,731	0.4	45,490	71,972	0.4	0.5
New Jersey	365,357	2.6	339,239	391,475	2.4	2.9
New Mexico	60,143	0.4	49,339	70,947	0.3	0.6
New York	706,374	5.1	680,478	732,270	4.8	5.4
North Carolina	318,388	2.3	299,713	337,063	2.1	2.5
North Dakota	60,417	0.4	51,779	69,055	0.4	0.5
Ohio	551,213	4.0	515,850	586,576	3.6	4.3
Oklahoma	178,963	1.3	161,905	196,021	1.0	1.5
Oregon	147,458	1.1	130,970	163,946	0.9	1.2
Pennsylvania	527,803	3.8	501,682	553,924	3.5	4.2
Rhode Island	36,716	0.3	30,255	43,177	0.2	0.3
South Carolina	173,364	1.3	159,700	187,028	1.2	1.3
South Dakota	44,042	0.3	34,355	53,729	0.1	0.6
Tennessee	289,459	2.1	273,542	305,376	1.9	2.3
Texas	2,006,684	14.5	1,852,197	2,161,171	13.4	15.5
Utah	115,326	0.8	104,756	125,896	0.7	1.0
Vermont	27,237	0.2	24,092	30,382	0.2	0.2
Virginia	302,583	2.2	259,321	345,845	2.0	2.4
Washington	314,151	2.3	277,297	351,005	2.0	2.5
West Virginia	64,278	0.5	56,620	71,936	0.4	0.5
Wisconsin	268,383	1.9	254,117	282,649	1.7	2.1
Wyoming	29,369	0.2	24,416	34,322	0.2	0.3

NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Table 3

Weight of Outbound Commodity Flows by State of Origin: 2012

State of Origin	Weight of shipments		90 percent confidence intervals			
	Tons (Thousand)	Percent share of U.S. total	Of tonnage (in thousand)		Of Percent Share	
			90 percent (lower bound)	90 percent (upper bound)	90 percent (lower bound)	90 percent (upper bound)
United States	11,299,409	100.0	10,926,596	11,672,222	—	—
Alabama	191,500	1.7	165,875	217,125	1.5	1.9
Alaska	23,958	0.2	16,976	30,940	0.1	0.3
Arizona	117,119	1.0	95,865	138,373	0.8	1.2
Arkansas	121,430	1.1	104,513	138,347	1.0	1.2
California	718,345	6.4	674,894	761,796	6.0	6.8
Colorado	169,335	1.5	143,884	194,786	1.3	1.7
Connecticut	179,846	1.6	106,662	253,030	1.0	2.2
Delaware	25,537	0.2	15,894	35,180	0.1	0.3
District of Columbia	3,049	0.0	1,529	4,569	0.0	0.0
Florida	414,015	3.7	304,735	523,295	2.7	4.7
Georgia	272,760	2.4	211,265	334,255	1.8	3.0
Hawaii	25,730	0.2	16,580	34,880	0.1	0.3
Idaho	44,001	0.4	32,548	55,454	0.3	0.5
Illinois	606,874	5.4	554,591	659,157	4.9	5.9
Indiana	324,668	2.9	291,342	357,994	2.6	3.2
Iowa	263,357	2.3	223,289	303,425	2.0	2.6
Kansas	193,929	1.7	140,609	247,249	1.2	2.2
Kentucky	285,812	2.5	186,273	385,351	1.6	3.4
Louisiana	438,166	3.9	364,276	512,056	3.3	4.5
Maine	44,888	0.4	30,983	58,793	0.3	0.5
Maryland	101,222	0.9	88,605	113,839	0.8	1.0
Massachusetts	109,368	1.0	59,250	159,486	0.6	1.4
Michigan	258,965	2.3	228,110	289,820	2.0	2.6
Minnesota	291,694	2.6	228,067	355,321	2.0	3.2
Mississippi	119,048	1.1	63,622	174,474	0.6	1.6
Missouri	197,077	1.7	174,680	219,474	1.5	1.9
Montana	90,511	0.8	59,321	121,701	0.5	1.1
Nebraska	146,474	1.3	102,442	190,506	0.9	1.7
Nevada	40,254	0.4	24,611	55,897	0.3	0.5
New Hampshire	26,554	0.2	17,209	35,899	0.1	0.3
New Jersey	219,863	1.9	171,100	268,626	1.5	2.3
New Mexico	48,681	0.4	22,357	75,005	0.2	0.6
New York	317,630	2.8	281,533	353,727	2.4	3.2
North Carolina	220,669	2.0	195,592	245,746	1.8	2.2
North Dakota	88,071	0.8	59,496	116,646	0.5	1.1
Ohio	449,851	4.0	399,552	500,150	3.6	4.4
Oklahoma	217,905	1.9	154,797	281,013	1.3	2.5
Oregon	106,742	0.9	76,611	136,873	0.7	1.1
Pennsylvania	418,478	3.7	364,784	472,172	3.2	4.2
Rhode Island	26,719	0.2	17,462	35,976	0.1	0.3
South Carolina	99,936	0.9	88,212	111,660	0.8	1.0
South Dakota	70,357	0.6	55,655	85,059	0.5	0.7
Tennessee	187,514	1.7	156,580	218,448	1.4	2.0
Texas	1,686,264	14.9	1,451,354	1,921,174	13.1	16.7
Utah	89,129	0.8	64,460	113,798	0.6	1.0
Vermont	17,862	0.2	9,546	26,178	0.1	0.3
Virginia	173,461	1.5	160,108	186,814	1.4	1.6
Washington	183,138	1.6	145,877	220,399	1.2	2.0
West Virginia	174,741	1.5	131,180	218,302	1.1	1.9
Wisconsin	234,984	2.1	185,020	284,948	1.6	2.6
Wyoming	421,925	3.7	270,341	573,509	2.4	5.0

NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Table 4

Weight of Inbound Commodity Flows by State of Destination: 2012

State of Destination	Weight of shipments		90 percent confidence intervals			
	Tons (Thousand)	Percent share of U.S. total	Of tonnage (in thousand)		Of Percent Share	
			90 percent (lower bound)	90 percent (upper bound)	90 percent (lower bound)	90 percent (upper bound)
United States	11,299,409	100.0	10,926,596	11,672,222	—	—
Alabama	197,503	1.7	177,230	217,776	2.0	2.6
Alaska	25,882	0.2	19,193	32,571	0.2	0.2
Arizona	137,013	1.2	113,405	160,621	1.5	1.8
Arkansas	133,291	1.2	108,370	158,212	1.0	1.4
California	764,736	6.8	707,264	822,208	6.7	8.4
Colorado	171,172	1.5	151,719	190,625	1.0	1.4
Connecticut	151,471	1.3	76,229	226,713	0.6	0.6
Delaware	30,115	0.3	20,234	39,996	0.2	0.6
District of Columbia	4,154	0.0	3,355	4,953	0.1	0.1
Florida	474,621	4.2	365,003	584,239	4.4	5.4
Georgia	295,855	2.6	248,675	343,035	3.0	4.0
Hawaii	26,752	0.2	18,612	34,892	0.1	0.5
Idaho	38,359	0.3	30,203	46,515	0.4	0.4
Illinois	593,580	5.3	532,650	654,510	4.5	5.1
Indiana	342,761	3.0	295,640	389,882	2.8	3.4
Iowa	248,495	2.2	207,501	289,489	1.6	2.0
Kansas	180,735	1.6	155,226	206,244	1.3	1.7
Kentucky	227,861	2.0	176,905	278,817	2.1	2.7
Louisiana	401,479	3.6	338,927	464,031	3.6	4.6
Maine	38,659	0.3	29,163	48,155	0.1	0.5
Maryland	127,687	1.1	115,984	139,390	1.0	1.3
Massachusetts	129,873	1.1	84,880	174,866	0.9	1.3
Michigan	279,276	2.5	241,906	316,646	2.2	2.8
Minnesota	259,719	2.3	218,301	301,137	1.8	2.1
Mississippi	141,438	1.3	79,735	203,141	1.0	1.3
Missouri	244,489	2.2	207,293	281,685	2.3	3.0
Montana	46,696	0.4	33,686	59,706	0.2	0.5
Nebraska	128,810	1.1	98,588	159,032	0.7	1.7
Nevada	45,381	0.4	32,737	58,025	0.5	0.8
New Hampshire	34,381	0.3	22,785	45,977	0.3	0.3
New Jersey	207,688	1.8	171,142	244,234	1.8	2.1
New Mexico	60,980	0.5	37,060	84,900	0.3	0.6
New York	386,554	3.4	347,584	425,524	2.7	3.1
North Carolina	256,319	2.3	224,840	287,798	2.2	2.8
North Dakota	82,221	0.7	54,490	109,952	0.3	1.0
Ohio	484,691	4.3	430,496	538,886	4.0	4.6
Oklahoma	199,083	1.8	160,402	237,764	1.3	1.7
Oregon	107,304	0.9	83,308	131,300	1.2	1.9
Pennsylvania	419,090	3.7	380,680	457,500	3.4	4.1
Rhode Island	22,851	0.2	17,196	28,506	0.1	0.1
South Carolina	125,489	1.1	107,317	143,661	1.3	1.6
South Dakota	55,617	0.5	41,039	70,195	0.4	0.4
Tennessee	183,756	1.6	154,789	212,723	2.1	2.8
Texas	1,859,375	16.5	1,610,574	2,108,176	11.0	12.6
Utah	68,662	0.6	60,985	76,339	0.7	1.0
Vermont	22,709	0.2	14,883	30,535	0.2	0.2
Virginia	222,300	2.0	179,108	265,492	2.0	2.6
Washington	208,846	1.8	168,650	249,042	1.8	2.4
West Virginia	96,164	0.9	75,893	116,435	0.6	1.0
Wisconsin	257,515	2.3	222,113	292,917	1.8	2.1
Wyoming	49,947	0.4	34,291	65,603	0.4	1.0

NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

**Summary Tables by Mode of Transportation of
Inbound and Outbound Shipments**

Table 5a**Value of Commodity Flows for Selected Mode of Transportation by State of Origin: 2012 [Millions of dollars]**

Origin State	All Modes ¹	Truck	Rail	Water	Air (incl truck and air)	Multiple Modes
Alabama	214,750	172,409	10,663	S	1,458	28,749
Alaska	19,848	9,530	1,412	3,121	2,695	1,036
Arizona	147,147	111,311	1,596	—	8,168	26,072
Arkansas	114,095	97,775	6,142	480	S	8,186
California	1,476,407	1,007,514	19,843	19,400	78,193	292,281
Colorado	158,800	115,690	2,932	—	5,121	35,058
Connecticut	271,125	235,893	S	3	5,073	28,759
Delaware	42,768	33,624	S	S	850	7,385
District of Columbia	2,509	2,401	—	—	S	108
Florida	440,516	339,635	4,761	85	19,885	73,973
Georgia	395,725	319,668	9,357	S	16,506	48,831
Hawaii	22,156	11,256	S	602	1,027	1,896
Idaho	41,405	28,164	4,611	—	S	6,993
Illinois	825,191	592,716	34,802	7,349	11,390	139,912
Indiana	393,998	302,165	17,975	1,217	7,489	47,962
Iowa	195,992	151,533	21,700	1,468	584	20,588
Kansas	218,973	180,201	9,672	—	3,203	25,897
Kentucky	268,530	199,843	9,047	4,513	4,210	39,978
Louisiana	349,658	114,670	36,129	103,011	903	17,907
Maine	38,545	30,752	1,037	S	261	5,200
Maryland	162,416	138,127	879	S	1,860	21,457
Massachusetts	235,932	159,947	1,251	S	16,515	58,210
Michigan	427,177	334,655	8,095	441	6,515	73,038
Minnesota	270,394	198,889	14,751	1,678	8,625	46,376
Mississippi	140,334	117,393	3,301	7,853	S	9,065
Missouri	242,404	181,115	8,330	2,067	S	42,517
Montana	30,561	17,385	4,697	—	1,058	2,538
Nebraska	109,147	81,467	17,436	—	395	9,850
Nevada	69,591	48,866	S	—	3,457	14,201
New Hampshire	42,805	32,443	S	—	1,570	8,792
New Jersey	450,795	338,763	3,910	6,362	9,811	81,924
New Mexico	48,793	35,265	1,338	—	S	2,947
New York	545,050	416,636	2,425	—	16,915	108,083
North Carolina	385,732	336,156	3,737	—	8,796	36,985
North Dakota	45,743	31,151	8,872	—	48	3,489
Ohio	587,929	458,467	19,467	626	13,714	70,056
Oklahoma	169,262	138,341	9,182	1,400	1,144	8,884
Oregon	147,065	101,027	S	882	20,253	16,905
Pennsylvania	550,644	440,574	11,971	S	11,288	74,953
Rhode Island	45,575	37,770	27	S	S	6,133
South Carolina	159,760	125,987	8,633	52	S	19,080
South Dakota	58,621	47,004	4,770	—	S	6,595
Tennessee	329,399	257,154	S	1,398	5,492	50,024
Texas	1,897,658	1,251,071	78,194	125,452	49,259	166,454
Utah	108,593	71,145	4,969	—	4,360	23,521
Vermont	24,980	18,912	138	—	1,688	4,242
Virginia	238,576	203,978	3,565	473	5,404	25,138
Washington	296,901	150,146	8,840	4,548	56,529	62,849
West Virginia	54,759	39,476	9,532	1,132	631	3,977
Wisconsin	311,937	253,057	6,912	42	7,217	34,742
Wyoming	25,470	13,111	8,667	—	15	957

KEY:

— Represents data cell equal to zero.

S = Withheld because estimate did not meet publication standards.

¹ "All Modes" include shipments by other modes not separately listed on this table, such as pipeline and multimodal shipments such as parcel, postal and courier; truck and rail; truck and water; rail and water; other multiple combinations, and unknown modes. Hence the sum of the four modes shown here will not equal the total.NOTES: The appendices provide information on confidentially protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Table 6a

Value of Commodity Flows for Selected Mode of Transportation by State of Destination: 2012 [Millions of dollars]

Destination State	All Modes ¹	Truck	Rail	Water	Air (incl truck and air)	Multiple Modes
Alabama	220,927	179,748	9,843	3,660	1,945	25,284
Alaska	28,204	11,782	1,407	3,867	2,245	6,850
Arizona	183,196	136,771	5,321	—	6,174	34,929
Arkansas	126,079	103,921	6,431	1,703	689	13,269
California	1,345,716	908,910	27,136	19,958	83,815	248,068
Colorado	163,758	124,707	4,745	—	2,679	31,627
Connecticut	217,466	185,721	730	S	3,325	26,422
Delaware	43,457	35,342	437	15	S	7,116
District of Columbia	11,716	8,822	S	—	S	2,651
Florida	573,292	420,349	7,553	12,890	32,413	97,911
Georgia	394,523	305,821	15,342	4,763	18,519	49,745
Hawaii	30,112	11,256	S	1,128	2,383	8,724
Idaho	46,389	35,832	1,778	—	666	8,113
Illinois	681,850	494,914	29,517	1,722	31,804	99,534
Indiana	366,660	289,054	13,970	899	4,037	36,335
Iowa	179,651	144,213	12,379	194	1,266	21,333
Kansas	176,345	144,643	7,227	—	1,375	20,790
Kentucky	233,765	183,853	7,462	7,491	4,059	27,605
Louisiana	384,512	184,090	23,027	68,851	4,946	43,348
Maine	50,565	40,590	952	S	582	7,145
Maryland	185,093	143,694	7,341	63	3,112	30,870
Massachusetts	250,490	190,937	3,688	—	6,615	49,250
Michigan	431,158	345,616	23,257	128	2,265	53,401
Minnesota	248,392	188,758	11,155	S	2,026	36,907
Mississippi	136,869	95,294	4,149	7,703	2,234	14,226
Missouri	252,509	189,239	8,566	S	S	37,003
Montana	70,848	50,538	6,260	—	107	9,891
Nebraska	97,518	79,412	7,181	—	438	10,351
Nevada	74,643	56,465	768	—	1,335	16,075
New Hampshire	58,731	49,814	85	—	436	8,395
New Jersey	365,357	253,991	9,119	2,711	24,966	62,659
New Mexico	60,143	44,070	998	—	567	10,933
New York	706,374	527,135	4,106	S	39,798	131,075
North Carolina	318,388	257,408	12,153	S	1,515	44,546
North Dakota	60,417	47,422	2,290	—	200	8,323
Ohio	551,213	429,534	22,581	3,804	7,902	61,695
Oklahoma	178,963	150,198	2,873	89	644	19,368
Oregon	147,458	108,611	4,403	1,723	S	25,133
Pennsylvania	527,803	412,648	16,274	5,035	13,360	71,134
Rhode Island	36,716	30,649	57	S	203	5,737
South Carolina	173,364	128,729	10,734	225	4,853	28,823
South Dakota	44,042	37,273	1,221	—	140	5,020
Tennessee	289,459	215,244	9,416	S	22,784	38,570
Texas	2,006,684	1,334,428	84,157	131,120	40,314	182,564
Utah	115,326	86,553	4,464	—	4,176	15,701
Vermont	27,237	23,258	121	—	140	3,718
Virginia	302,583	234,917	11,730	S	S	41,517
Washington	314,151	184,611	16,690	2,364	35,735	60,800
West Virginia	64,278	46,131	3,009	S	299	7,850
Wisconsin	268,383	218,306	7,842	215	1,492	38,585
Wyoming	29,369	21,007	1,104	—	99	3,832

KEY:

— Represents data cell equal to zero.

S = Withheld because estimate did not meet publication standards.

¹ "All Modes" include shipments by other modes not separately listed on this table, such as pipeline and multimodal shipments such as parcel, postal and courier; truck and rail; truck and water; rail and water; other multiple combinations, and unknown modes. Hence the sum of the four modes shown here will not equal the total.NOTES: The appendices provide information on confidentially protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Table 7a**Weight of Commodity Flows for Selected Mode of Transportation by State of Origin: 2012 [Thousands of tons]**

Origin State	All Modes ¹	Truck	Rail	Water	Air (incl truck and air)	Multiple Modes
Alabama	191,500	153,300	27,064	2,907	26	7,716
Alaska	23,958	12,567	5,371	2,971	S	255
Arizona	117,119	107,309	9,183	—	37	591
Arkansas	121,430	99,168	13,475	1,102	S	7,668
California	718,345	591,255	23,515	17,419	787	19,336
Colorado	169,335	130,299	32,850	—	66	6,120
Connecticut	179,846	173,097	2,340	150	60	3,048
Delaware	25,537	24,341	S	S	6	662
District of Columbia	3,049	3,048	—	—	Z	1
Florida	414,015	372,719	22,244	271	317	16,606
Georgia	272,760	239,271	23,046	S	86	8,379
Hawaii	25,730	14,514	S	406	150	618
Idaho	44,001	33,205	7,770	—	2	3,024
Illinois	606,874	406,182	110,051	18,391	163	25,021
Indiana	324,668	246,671	41,382	9,234	S	8,588
Iowa	263,357	199,551	44,718	3,375	22	15,593
Kansas	193,929	151,496	31,416	—	32	S
Kentucky	285,812	151,111	53,718	S	78	9,206
Louisiana	438,166	118,049	47,892	172,691	18	10,281
Maine	44,888	41,552	2,170	S	3	772
Maryland	101,222	94,798	3,131	840	20	S
Massachusetts	109,368	107,657	513	S	226	964
Michigan	258,965	169,882	36,797	31,751	184	15,532
Minnesota	291,694	188,948	73,138	10,654	58	18,707
Mississippi	119,048	106,851	7,430	1,593	S	3,031
Missouri	197,077	159,925	15,789	11,812	34	9,517
Montana	90,511	24,882	59,712	—	4	856
Nebraska	146,474	88,699	52,818	—	S	4,855
Nevada	40,254	38,179	1,556	—	15	505
New Hampshire	26,554	26,404	S	—	9	139
New Jersey	219,863	187,592	3,576	11,963	147	2,801
New Mexico	48,681	27,264	14,674	—	5	724
New York	317,630	307,907	4,513	—	199	4,244
North Carolina	220,669	205,443	9,202	—	83	5,672
North Dakota	88,071	44,365	22,601	—	1	1,572
Ohio	449,851	355,460	38,448	6,337	404	19,887
Oklahoma	217,905	178,007	19,706	4,109	36	3,441
Oregon	106,742	89,042	8,231	2,325	57	7,060
Pennsylvania	418,478	349,506	33,895	3,517	135	20,690
Rhode Island	26,719	26,629	14	S	8	68
South Carolina	99,936	90,393	6,016	33	90	3,404
South Dakota	70,357	53,324	14,085	—	S	2,939
Tennessee	187,514	164,355	12,391	3,568	48	7,025
Texas	1,686,264	1,090,688	123,888	176,742	297	28,617
Utah	89,129	50,912	S	—	S	S
Vermont	17,862	16,805	945	—	3	109
Virginia	173,461	151,169	18,871	1,200	41	2,035
Washington	183,138	127,349	16,706	10,087	96	11,133
West Virginia	174,741	54,550	99,808	8,339	3	11,866
Wisconsin	234,984	199,171	19,265	658	149	4,888
Wyoming	421,925	15,308	393,344	—	Z	745

KEY:

— Represents data cell equal to zero.

S = Withheld because estimate did not meet publication standards.

Z = Rounds to zero.

¹ "All Modes" include shipments by other modes not separately listed on this table, such as pipeline and multimodal shipments such as parcel, postal and courier; truck and rail; truck and water; rail and water; other multiple combinations, and unknown modes. Hence the sum of the four modes shown here will not equal the total.NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Table 8a**Weight of Commodity Flows for Selected Mode of Transportation by State of Destination: 2012 [Thousands of tons]**

Destination State	All Modes ¹	Truck	Rail	Water	Air (incl truck and air)	Multiple Modes
Alabama	197,503	147,616	36,038	8,664	19	4,679
Alaska	25,882	13,045	5,368	3,545	172	1,080
Arizona	137,013	113,658	20,701	—	24	2,631
Arkansas	133,291	101,430	23,359	3,592	7	S
California	764,736	588,361	59,472	19,012	720	32,918
Colorado	171,172	123,542	41,660	—	27	5,944
Connecticut	151,471	145,158	1,416	S	9	3,035
Delaware	30,115	28,371	839	S	S	766
District of Columbia	4,154	4,056	S	—	1	85
Florida	474,621	393,924	42,691	14,953	366	20,829
Georgia	295,855	232,056	48,295	8,347	118	6,463
Hawaii	26,752	14,514	S	908	215	1,919
Idaho	38,359	30,581	4,970	—	4	S
Illinois	593,580	405,445	136,104	7,025	583	15,954
Indiana	342,761	232,531	57,897	10,922	76	16,952
Iowa	248,495	196,905	48,153	665	S	2,178
Kansas	180,735	154,087	22,076	—	14	2,024
Kentucky	227,861	153,103	30,456	S	37	5,601
Louisiana	401,479	125,616	35,613	146,640	14	21,916
Maine	38,659	35,597	2,020	S	S	637
Maryland	127,687	99,707	25,885	257	S	1,793
Massachusetts	129,873	122,955	4,313	—	S	2,372
Michigan	279,276	179,183	70,037	10,794	31	12,076
Minnesota	259,719	184,867	50,119	10,795	20	4,752
Mississippi	141,438	110,168	10,972	2,648	S	S
Missouri	244,489	161,998	56,776	S	12	12,803
Montana	46,696	27,486	14,316	—	3	645
Nebraska	128,810	89,700	37,946	—	3	912
Nevada	45,381	40,208	3,036	—	9	2,128
New Hampshire	34,381	33,709	S	—	2	345
New Jersey	207,688	169,733	13,181	3,838	289	4,606
New Mexico	60,980	35,609	14,622	—	5	931
New York	386,554	360,936	9,565	S	684	7,886
North Carolina	256,319	198,223	47,771	S	20	5,087
North Dakota	82,221	52,775	9,252	—	4	658
Ohio	484,691	333,552	60,892	32,206	77	28,651
Oklahoma	199,083	160,843	28,539	134	5	2,773
Oregon	107,304	88,475	8,863	6,149	33	3,751
Pennsylvania	419,090	328,306	53,733	10,405	93	16,558
Rhode Island	22,851	22,325	211	S	S	309
South Carolina	125,489	89,714	29,070	218	23	6,465
South Dakota	55,617	49,170	4,823	—	1	1,202
Tennessee	183,756	146,212	22,624	8,049	152	6,591
Texas	1,859,375	1,114,447	242,342	186,757	283	40,876
Utah	68,662	47,643	9,726	—	S	1,076
Vermont	22,709	21,996	448	—	2	264
Virginia	222,300	153,519	60,937	1,643	93	5,725
Washington	208,846	131,912	40,943	4,580	88	13,622
West Virginia	96,164	56,353	6,855	13,217	S	13,555
Wisconsin	257,515	194,165	53,147	5,554	14	2,439
Wyoming	49,947	14,682	20,116	—	1	334

KEY:

— Represents data cell equal to zero.

S = Withheld because estimate did not meet publication standards.

¹ "All Modes" include shipments by other modes not separately listed on this table, such as pipeline and multimodal shipments such as parcel, postal and courier; truck and rail; truck and water; rail and water; other multiple combinations, and unknown modes. Hence the sum of the four modes shown here will not equal the total.NOTES: The appendices provide information on confidentially protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Table 9a

Ton-miles of Commodity Flows for Selected Mode of Transportation by State of Origin: 2012 [Millions of ton-miles]

Origin State	All Modes ¹	Truck	Rail	Water	Air (incl truck and air)	Multiple Modes
Alabama	51,227	27,111	15,638	1,974	39	6,462
Alaska	3,108	581	1,616	408	69	337
Arizona	16,298	14,027	1,690	—	54	527
Arkansas	30,478	18,658	7,362	S	S	4,214
California	171,432	120,333	23,757	763	1,328	19,083
Colorado	50,450	21,031	25,453	—	103	3,863
Connecticut	32,455	29,153	1,944	15	42	1,297
Delaware	2,786	1,850	S	S	S	266
District of Columbia	S	S	—	—	S	Z
Florida	61,698	42,623	11,514	452	180	6,920
Georgia	62,439	44,461	12,213	S	87	5,674
Hawaii	S	199	S	117	81	272
Idaho	24,417	10,854	9,834	—	4	3,725
Illinois	149,574	62,449	47,333	15,551	173	16,508
Indiana	66,176	38,675	17,127	5,491	85	4,688
Iowa	85,170	23,135	43,035	2,864	31	16,100
Kansas	70,888	24,448	S	—	52	S
Kentucky	88,294	25,279	26,802	S	80	7,936
Louisiana	138,352	22,488	37,353	67,256	27	6,915
Maine	9,628	7,565	1,385	S	3	673
Maryland	12,042	9,215	1,174	161	17	1,475
Massachusetts	13,472	12,029	187	S	281	975
Michigan	61,455	30,937	9,388	11,508	216	8,929
Minnesota	101,362	30,834	42,627	9,283	77	18,539
Mississippi	24,662	16,410	5,201	S	S	2,469
Missouri	47,770	26,368	7,628	7,726	44	6,004
Montana	73,468	4,602	67,405	—	6	956
Nebraska	66,851	13,489	47,641	—	S	5,624
Nevada	10,176	7,514	1,899	—	30	733
New Hampshire	3,474	3,344	S	—	10	120
New Jersey	35,599	30,544	2,785	207	67	1,943
New Mexico	7,472	4,906	1,957	—	8	S
New York	42,457	35,281	2,704	—	169	4,265
North Carolina	47,304	37,270	5,875	—	131	4,025
North Dakota	31,915	6,967	22,605	—	1	2,167
Ohio	81,668	56,239	14,118	1,521	380	8,080
Oklahoma	51,251	30,181	13,497	3,958	49	1,862
Oregon	31,974	16,643	8,361	S	72	5,649
Pennsylvania	76,704	50,920	15,856	201	112	9,542
Rhode Island	1,882	1,775	28	S	10	69
South Carolina	26,526	20,524	3,057	40	S	2,781
South Dakota	27,891	6,030	17,571	—	S	4,277
Tennessee	48,264	32,646	8,268	S	57	5,013
Texas	243,743	119,476	54,191	25,185	404	S
Utah	29,911	13,102	S	—	S	4,490
Vermont	3,324	2,428	772	—	3	120
Virginia	30,082	21,053	7,736	108	48	1,132
Washington	46,771	23,939	9,891	5,037	129	7,546
West Virginia	56,674	6,483	42,532	1,724	3	5,930
Wisconsin	53,485	35,408	13,157	16	152	4,612
Wyoming	461,804	5,871	454,929	—	Z	S

KEY:

— Represents data cell equal to zero.

S = Withheld because estimate did not meet publication standards.

Z = Rounds to zero.

¹ "All Modes" include shipments by other modes not separately listed on this table, such as pipeline and multimodal shipments such as parcel, postal and courier; truck and rail; truck and water; rail and water; other multiple combinations, and unknown modes. Hence the sum of the four modes shown here will not equal the total.

NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Table 10a**Ton-miles of Commodity Flows for Selected Mode of Transportation by State of Destination: 2012 [Millions of ton-miles]**

Destination State	All Modes ¹	Truck	Rail	Water	Air (incl truck and air)	Multiple Modes
Alabama	59,607.0	22,731.0	29,627.0	3,962.0	20.0	3,265.0
Alaska	8,604.0	2,620.0	1,616.0	1,569.0	202.0	2,498.0
Arizona	44,712.0	19,309.0	21,613.0	—	34.0	3,755.0
Arkansas	33,985.0	14,977.0	15,332.0	2,455.0	6.0	1,185.0
California	248,208.0	116,435.0	73,514.0	S	977.0	47,107.0
Colorado	40,203.0	19,367.0	16,537.0	—	31.0	4,269.0
Connecticut	15,035.0	10,702.0	1,145.0	S	11.0	2,980.0
Delaware	3,645.0	2,329.0	795.0	S	S	323.0
District of Columbia	415.0	341.0	S	—	1.0	51.0
Florida	115,608.0	65,218.0	27,272.0	12,501.0	215.0	10,393.0
Georgia	101,096.0	41,974.0	43,526.0	9,301.0	123.0	5,910.0
Hawaii	6,277.0	199.0	S	1,503.0	305.0	4,183.0
Idaho	12,618.0	6,631.0	4,043.0	—	4.0	S
Illinois	170,890.0	53,500.0	102,112.0	2,932.0	658.0	8,995.0
Indiana	78,674.0	30,738.0	30,351.0	4,991.0	47.0	11,675.0
Iowa	51,189.0	20,298.0	29,166.0	S	S	1,226.0
Kansas	45,280.0	24,254.0	17,591.0	—	12.0	1,746.0
Kentucky	62,249.0	20,244.0	25,594.0	13,370.0	34.0	2,806.0
Louisiana	130,340.0	27,081.0	31,825.0	50,586.0	15.0	17,536.0
Maine	9,060.0	7,165.0	1,075.0	S	10.0	807.0
Maryland	42,435.0	12,725.0	28,378.0	28.0	22.0	1,283.0
Massachusetts	24,331.0	15,815.0	5,250.0	—	S	2,843.0
Michigan	93,270.0	34,025.0	48,767.0	2,730.0	17.0	7,416.0
Minnesota	75,541.0	26,373.0	35,971.0	S	18.0	3,527.0
Mississippi	25,866.0	14,617.0	6,899.0	997.0	S	S
Missouri	90,962.0	27,395.0	49,758.0	S	10.0	6,568.0
Montana	24,499.0	11,245.0	S	—	4.0	939.0
Nebraska	28,007.0	13,249.0	13,876.0	—	2.0	703.0
Nevada	14,200.0	8,963.0	2,874.0	—	13.0	2,349.0
New Hampshire	6,137.0	5,354.0	437.0	—	3.0	343.0
New Jersey	44,882.0	23,558.0	17,115.0	S	245.0	3,763.0
New Mexico	11,868.0	7,316.0	2,182.0	—	7.0	1,000.0
New York	72,857.0	54,638.0	8,646.0	S	745.0	5,929.0
North Carolina	73,608.0	29,657.0	31,939.0	S	22.0	5,179.0
North Dakota	15,639.0	9,368.0	5,296.0	—	7.0	793.0
Ohio	105,341.0	43,614.0	29,392.0	16,797.0	76.0	14,165.0
Oklahoma	50,556.0	22,164.0	24,319.0	153.0	6.0	2,815.0
Oregon	35,295.0	19,404.0	10,568.0	S	40.0	3,426.0
Pennsylvania	93,456.0	49,828.0	29,959.0	2,251.0	65.0	10,809.0
Rhode Island	2,562.0	2,011.0	167.0	S	S	379.0
South Carolina	41,427.0	17,869.0	19,170.0	405.0	35.0	3,949.0
South Dakota	10,392.0	5,240.0	3,977.0	—	2.0	1,150.0
Tennessee	46,072.0	24,553.0	13,193.0	S	219.0	4,180.0
Texas	429,941.0	154,158.0	208,655.0	15,719.0	460.0	34,143.0
Utah	21,832.0	13,878.0	5,944.0	—	S	1,423.0
Vermont	3,806.0	3,143.0	395.0	—	3.0	265.0
Virginia	65,649.0	23,478.0	36,479.0	S	S	4,561.0
Washington	78,600.0	28,843.0	40,245.0	S	124.0	7,697.0
West Virginia	20,654.0	5,788.0	3,489.0	S	S	3,557.0
Wisconsin	73,911.0	29,979.0	39,262.0	2,358.0	15.0	2,248.0
Wyoming	8,215.0	3,357.0	4,139.0	—	1.0	345.0

KEY:

— Represents data cell equal to zero.

S = Withheld because estimate did not meet publication standards.

¹ "All Modes" include shipments by other modes not separately listed on this table, such as pipeline and multimodal shipments such as parcel, postal and courier; truck and rail; truck and water; rail and water; other multiple combinations, and unknown modes. Hence the sum of the four modes shown here will not equal the total.NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

**Statistical Reliability Tables by Mode of Transportation of
Inbound and Outbound Shipments**

Table 5b

Coefficient of Variation for Value of Outbound Commodity Flows for Selected Mode of Transportation by State of Origin: 2012

Origin State	All Modes ¹	Truck	Rail	Water	Air (incl truck and air)	Multiple Modes
Alabama	5.9	7.6	12.0	S	26.6	15.9
Alaska	18.1	15.3	17.4	28.4	29.2	24.8
Arizona	6.9	5.3	24.7	—	25.4	16.7
Arkansas	6.1	8.0	18.4	23.6	S	18.6
California	2.9	3.2	12.7	39.1	7.8	4.0
Colorado	6.3	6.4	22.0	—	17.7	11.0
Connecticut	14.6	16.6	S	23	27.3	8.4
Delaware	18.0	21.9	S	S	31.1	43.3
District of Columbia	18.4	19.7	—	—	S	36.3
Florida	4.3	4.7	20.4	22.0	13.5	7.6
Georgia	4.1	4.4	18.7	S	31.9	10.5
Hawaii	15.8	5.6	S	15.7	20.0	10.7
Idaho	10.1	9.1	23.7	—	S	21.0
Illinois	4.1	4.1	16.7	30.8	12.0	11.7
Indiana	4.8	4.0	12.2	36.6	49.0	10.5
Iowa	4.3	4.0	9.0	17.5	16.1	11.7
Kansas	9.3	10.0	40.1	—	26.1	15.9
Kentucky	5.8	6.3	15.9	39.9	48.5	17.6
Louisiana	8.1	6.7	11.0	14.9	36.6	18.2
Maine	8.9	9.8	18.5	S	19.1	19.0
Maryland	15.6	17.2	25.1	S	15.9	10.6
Massachusetts	11.9	17.7	33.1	S	14.1	8.1
Michigan	4.3	3.1	21.9	18.1	11.2	12.7
Minnesota	4.1	4.1	25.4	42.1	18.3	6.7
Mississippi	15.9	19.5	20.5	5.0	S	17.1
Missouri	6.6	6.1	37.9	36.4	S	12.1
Montana	10.9	9.8	36.6	—	32.1	12.4
Nebraska	7.0	5.5	33.2	—	22.5	8.3
Nevada	11.2	13.9	S	—	35.9	33.0
New Hampshire	6.7	9.6	S	—	17.1	8.7
New Jersey	4.9	5.6	29.4	33.4	19.2	10.5
New Mexico	20.0	18.0	26.2	—	S	16.1
New York	3.7	4.6	29.3	—	14.1	7.6
North Carolina	4.1	3.9	24.5	—	32.9	10.4
North Dakota	10.3	16.4	14.0	—	39.0	14.0
Ohio	4.5	4.6	19.0	25.9	31.5	8.6
Oklahoma	11.3	13.0	26.9	41	27.5	13.2
Oregon	6.6	7.7	S	34.1	32.8	6.6
Pennsylvania	5.4	6.3	12.2	S	14.7	7.4
Rhode Island	13.4	14.3	19.1	S	S	21.3
South Carolina	4.8	3.9	17.3	21.6	S	12.0
South Dakota	29.7	37.1	22.8	—	S	40.9
Tennessee	5.1	4.1	0.0	44.3	26.2	10.2
Texas	4.8	5.5	12.0	39.2	16.7	8.7
Utah	9.2	12.9	24.4	—	16.3	14.1
Vermont	11.5	11.4	33.5	—	31.0	22.8
Virginia	5.7	6.8	17.3	44.3	22.1	12.2
Washington	7.4	6.5	28.1	28.9	34.1	16.5
West Virginia	8.0	9.6	17.1	39.9	42.4	14.5
Wisconsin	4.1	3.3	16.8	9.0	21.5	7.6
Wyoming	16.1	13.8	9.0	—	32.2	25.1

KEY:

— Represents data cell equal to zero.

S = Withheld because estimate did not meet publication standards.

¹ "All Modes" include shipments by other modes not separately listed on this table, such as pipeline and multimodal shipments such as parcel, postal and courier; truck and rail; truck and water; rail and water; other multiple combinations, and unknown modes. Hence the sum of the four modes shown here will not equal the total.NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Table 6b**Coefficient of Variation for Value of Inbound Commodity Flows for Selected Mode of Transportation by State of Destination: 2012**

Destination State	All Modes ¹	Truck	Rail	Water	Air (incl truck and air)	Multiple Modes
Alabama	6.4	7.9	18.6	49.5	21.1	10.1
Alaska	9.3	14.3	17.4	26.8	15.3	12.1
Arizona	5.3	5.9	14.5	—	19.3	7.2
Arkansas	126,079.0	103,921.0	6,431.0	1,703.0	689.0	13,269.0
California	1,345,716.0	908,910.0	27,136.0	19,958.0	83,815.0	248,068.0
Colorado	163,758.0	124,707.0	4,745.0	—	2,679.0	31,627.0
Connecticut	217,466.0	185,721.0	730.0	S	3,325.0	26,422.0
Delaware	43,457.0	35,342.0	437.0	15.0	S	7,116.0
District of Columbia	11,716.0	8,822.0	S	—	S	2,651.0
Florida	573,292.0	420,349.0	7,553.0	12,890.0	32,413.0	97,911.0
Georgia	394,523.0	305,821.0	15,342.0	4,763.0	18,519.0	49,745.0
Hawaii	30,112.0	11,256.0	S	1,128.0	2,383.0	8,724.0
Idaho	46,389.0	35,832.0	1,778.0	—	666.0	8,113.0
Illinois	681,850.0	494,914.0	29,517.0	1,722.0	31,804.0	99,534.0
Indiana	366,660.0	289,054.0	13,970.0	899.0	4,037.0	36,335.0
Iowa	179,651.0	144,213.0	12,379.0	194.0	1,266.0	21,333.0
Kansas	176,345.0	144,643.0	7,227.0	—	1,375.0	20,790.0
Kentucky	233,765.0	183,853.0	7,462.0	7,491.0	4,059.0	27,605.0
Louisiana	384,512.0	184,090.0	23,027.0	68,851.0	4,946.0	43,348.0
Maine	50,565.0	40,590.0	952.0	S	582.0	7,145.0
Maryland	185,093.0	143,694.0	7,341.0	63.0	3,112.0	30,870.0
Massachusetts	250,490.0	190,937.0	3,688.0	—	6,615.0	49,250.0
Michigan	431,158.0	345,616.0	23,257.0	128.0	2,265.0	53,401.0
Minnesota	248,392.0	188,758.0	11,155.0	S	2,026.0	36,907.0
Mississippi	136,869.0	95,294.0	4,149.0	7,703.0	2,234.0	14,226.0
Missouri	252,509.0	189,239.0	8,566.0	S	S	37,003.0
Montana	70,848.0	50,538.0	6,260.0	—	107.0	9,891.0
Nebraska	97,518.0	79,412.0	7,181.0	—	438.0	10,351.0
Nevada	74,643.0	56,465.0	768.0	—	1,335.0	16,075.0
New Hampshire	58,731.0	49,814.0	85.0	—	436.0	8,395.0
New Jersey	365,357.0	253,991.0	9,119.0	2,711.0	24,966.0	62,659.0
New Mexico	60,143.0	44,070.0	998.0	—	567.0	10,933.0
New York	706,374.0	527,135.0	4,106.0	S	39,798.0	131,075.0
North Carolina	318,388.0	257,408.0	12,153.0	S	1,515.0	44,546.0
North Dakota	60,417.0	47,422.0	2,290.0	—	200.0	8,323.0
Ohio	551,213.0	429,534.0	22,581.0	3,804.0	7,902.0	61,695.0
Oklahoma	178,963.0	150,198.0	2,873.0	89.0	644.0	19,368.0
Oregon	147,458.0	108,611.0	4,403.0	1,723.0	S	25,133.0
Pennsylvania	527,803.0	412,648.0	16,274.0	5,035.0	13,360.0	71,134.0
Rhode Island	36,716.0	30,649.0	57.0	S	203.0	5,737.0
South Carolina	173,364.0	128,729.0	10,734.0	225	4,853.0	28,823.0
South Dakota	44,042.0	37,273.0	1,221.0	—	140.0	5,020.0
Tennessee	289,459.0	215,244.0	9,416.0	S	22,784.0	38,570.0
Texas	2,006,684.0	1,334,428.0	84,157.0	131,120.0	40,314.0	182,564.0
Utah	115,326.0	86,553.0	4,464.0	—	4,176.0	15,701.0
Vermont	27,237.0	23,258.0	121.0	—	140.0	3,718.0
Virginia	302,583.0	234,917.0	11,730.0	S	S	41,517.0
Washington	314,151.0	184,611.0	16,690.0	2,364.0	35,735.0	60,800.0
West Virginia	64,278.0	46,131.0	3,009.0	S	299.0	7,850.0
Wisconsin	268,383.0	218,306.0	7,842.0	215.0	1,492.0	38,585.0
Wyoming	29,369.0	21,007.0	1,104.0	—	99.0	3,832.0

KEY:

— Represents data cell equal to zero.

S = Withheld because estimate did not meet publication standards.

¹ "All Modes" include shipments by other modes not separately listed on this table, such as pipeline and multimodal shipments such as parcel, postal and courier; truck and rail; truck and water; rail and water; other multiple combinations, and unknown modes. Hence the sum of the four modes shown here will not equal the total.

NOTES: The appendices provide information on confidentially protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Table 7b**Coefficient of Variation of Reliability for Ton of Outbound Commodity Flows for Selected Mode of Transportation by State of Origin: 2012**

Origin State	All Modes ¹	Truck	Rail	Water	Air (incl truck and air)	Multiple Modes
Alabama	7.3	7.3	15.1	30.6	19.0	17.6
Alaska	15.9	16.6	28.6	49.3	S	33.8
Arizona	9.9	12.9	45.1	—	26.5	17.7
Arkansas	7.6	9.1	20.9	25.0	S	31.2
California	3.3	3.9	14.6	47.1	27.1	12.4
Colorado	8.2	10.1	16.2	—	29.6	31.4
Connecticut	22.2	23.0	24.4	13	25.4	43.2
Delaware	20.6	22.3	S	S	43.9	43.3
District of Columbia	27.2	27.2	—	—	19.8	25.0
Florida	14.4	16.0	19.0	28.5	11.0	45.7
Georgia	12.3	13.9	23.0	S	21.3	19.8
Hawaii	19.4	15.7	S	23.7	47.3	27.7
Idaho	14.2	15.5	20.3	—	21.3	39.6
Illinois	4.7	4.8	12.9	24.0	13.0	21.6
Indiana	5.6	3.9	13.3	23.2	S	21.4
Iowa	8.3	9.5	13.4	17.8	40.2	17.9
Kansas	15.0	9.4	42.6	—	26.6	S
Kentucky	19.0	8.9	25.7	S	40.1	36.9
Louisiana	9.2	12.9	15.0	14.5	46.0	29.5
Maine	16.9	18.0	20.4	0.0	19.9	30.6
Maryland	6.8	6.8	32.7	25.0	21.3	S
Massachusetts	25.0	25.2	12.2	0.0	30.7	21.9
Michigan	6.5	6.6	27.0	23.4	17.7	24.3
Minnesota	11.9	8.0	22.3	39.7	19.2	40.2
Mississippi	25.4	28.4	18.1	33.9	S	37.5
Missouri	6.2	6.9	17.5	20.5	18.8	21.4
Montana	18.8	15.7	23.0	—	46.5	24.6
Nebraska	16.4	7.4	42.0	—	S	22.4
Nevada	21.2	22.8	27.3	—	24.0	30.7
New Hampshire	19.2	19.3	S	—	19.4	20.2
New Jersey	12.1	8.8	35.7	40.7	37.5	24.4
New Mexico	29.5	20.9	34.8	—	33.1	49.5
New York	6.2	6.2	28.4	—	26.8	8.2
North Carolina	6.2	6.8	33.0	—	21.4	41.0
North Dakota	17.7	29.9	16.8	—	31.9	38.2
Ohio	6.1	6.3	15.6	44.3	40.7	27.0
Oklahoma	15.8	18.4	19.3	28	47.5	29.0
Oregon	15.4	17.7	17.8	37.4	11.0	24.7
Pennsylvania	7.0	6.1	23.1	49.5	13.8	35.5
Rhode Island	18.9	18.9	27.4	S	30.6	20.3
South Carolina	6.4	6.6	13.2	26.4	47.5	21.5
South Dakota	11.4	15.4	25.8	—	S	35.7
Tennessee	9.0	9.1	11.0	48.9	28.6	28.1
Texas	7.6	7.8	22.8	43.2	7.8	16.4
Utah	15.1	10.1	S	—	S	S
Vermont	25.4	27.3	24.4	—	14.0	23.0
Virginia	4.2	5.3	20.2	29.0	24.4	15.6
Washington	11.1	14.0	24.4	43.3	16.9	34.6
West Virginia	13.6	8.5	23.3	36.3	27.6	26.4
Wisconsin	11.6	10.0	18.7	11.0	23.9	21.9
Wyoming	19.6	14.9	20.6	—	33.0	48.6

KEY:

— Represents data cell equal to zero.

S = Withheld because estimate did not meet publication standards.

¹ "All Modes" include shipments by other modes not separately listed on this table, such as pipeline and multimodal shipments such as parcel, postal and courier; truck and rail; truck and water; rail and water; other multiple combinations, and unknown modes. Hence the sum of the four modes shown here will not equal the total.NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Table 8b**Coefficient of Variation for Weight of Inbound Commodity Flows for Selected Mode of Transportation by State of Destination: 2012**

Destination State	All Modes ¹	Truck	Rail	Water	Air (incl truck and air)	Multiple Modes
Alabama	5.6	7.5	17.0	33.4	22.1	17.6
Alaska	14.1	16.3	28.6	43.4	34.8	16.3
Arizona	9.4	13.0	19.4	—	31.2	11.4
Arkansas	10.2	11.9	20.3	26.3	44.1	S
California	4.1	3.3	22.0	42.1	9.2	13.8
Colorado	6.2	8.8	21.4	—	18.5	28.1
Connecticut	27.1	28.4	28.6	S	17.6	32.8
Delaware	17.9	18.7	25.3	S	S	39.9
District of Columbia	10.5	10.8	S	—	36.5	33.5
Florida	12.6	14.9	17.1	33.2	12.1	36.9
Georgia	8.7	12.6	13.2	37.1	13.9	12.6
Hawaii	16.6	15.7	S	14.8	34.4	11.9
Idaho	11.6	13.7	22.8	—	16.1	S
Illinois	5.6	4.8	14.8	15.1	19.4	26.8
Indiana	7.5	5.9	21.4	24.4	25.5	33.1
Iowa	9.0	8.4	23.0	33.6	S	15.3
Kansas	7.7	8.4	20.8	—	28.2	22.0
Kentucky	12.2	8.1	17.6	S	35.1	15.9
Louisiana	8.5	9.1	12.3	11.2	19.8	27.0
Maine	13.4	14.5	21.7	S	S	21.7
Maryland	5.0	6.5	12.6	47.4	S	16.1
Massachusetts	18.9	19.4	18.0	—	S	23.5
Michigan	7.3	7.0	18.3	41.7	19.7	33.5
Minnesota	8.7	10.0	13.3	29.1	14.0	21.2
Mississippi	23.8	29.4	17.5	20.9	S	S
Missouri	8.3	5.9	24.6	S	22.4	9.8
Montana	15.2	11.7	39.7	—	34.6	21.2
Nebraska	12.8	7.5	35.8	—	17.5	12.5
Nevada	15.2	18.2	36.4	—	27.5	31.7
New Hampshire	18.4	18.3	S	—	29.9	33.9
New Jersey	9.6	6.5	12.4	38.3	13.6	26.3
New Mexico	21.4	13.3	39.3	—	42.6	13.4
New York	5.5	5.2	15.4	S	21.3	13.5
North Carolina	6.7	6.2	24.1	S	19.2	16.6
North Dakota	18.4	24.9	21.0	—	28.4	17.7
Ohio	6.1	6.9	19.3	26.7	14.0	23.8
Oklahoma	10.6	12.0	17.3	9.9	36.2	14.4
Oregon	12.2	16.6	26.3	37.5	31.8	41.6
Pennsylvania	5.0	5.4	12.4	21.2	23.1	28.1
Rhode Island	13.5	13.5	40.6	S	S	37.1
South Carolina	7.9	5.7	31.6	33	20.2	43.5
South Dakota	14.3	16.3	20.9	—	29.9	27.4
Tennessee	8.6	8.3	14.0	40.9	14.7	21.5
Texas	7.3	7.0	14.5	39.8	18.1	16.3
Utah	6.1	7.3	24.6	—	S	18.0
Vermont	18.8	19.3	31.0	—	33.9	27.9
Virginia	10.6	4.6	34.3	36.7	26.1	16.1
Washington	10.5	12.3	11.6	29.9	12.3	32.4
West Virginia	11.5	9.3	22.9	45.4	S	34.1
Wisconsin	7.5	8.9	14.0	30.9	25.8	17.1
Wyoming	17.1	11.9	28.6	—	22.1	26.6

KEY:

— Represents data cell equal to zero.

S = Withheld because estimate did not meet publication standards.

¹ "All Modes" include shipments by other modes not separately listed on this table, such as pipeline and multimodal shipments such as parcel, postal and courier; truck and rail; truck and water; rail and water; other multiple combinations, and unknown modes. Hence the sum of the four modes shown here will not equal the total.NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Table 9b**Coefficient of Variation for Ton-miles of Outbound Commodity Flows for Selected Mode of Transportation by State of Origin: 2012**

Origin State	All Modes ¹	Truck	Rail	Water	Air (incl truck and air)	Multiple Modes
Alabama	6.9	4.2	13.1	31.2	21.1	15.4
Alaska	16.0	15.7	26.3	24.8	40.6	21.8
Arizona	10.7	11.4	19.7	—	23.5	15.6
Arkansas	9.7	11.1	15.8	S	S	20.3
California	7.4	8.6	14.3	39.1	42.6	7.6
Colorado	9.2	12.4	16.3	—	30.8	18.2
Connecticut	34.6	38.3	45.3	26.9	19.9	37.2
Delaware	15.8	12.7	S	S	S	32.3
District of Columbia	S	S	—	—	S	24.4
Florida	10.9	9.0	45.8	—	37.8	23.9
Georgia	5.4	7.1	14.3	S	22.8	13.4
Hawaii	S	20.6	S	26.8	33.6	26.2
Idaho	17.5	20.2	24.0	—	32.2	27.3
Illinois	7.8	4.9	9.8	30.1	13.6	17.0
Indiana	4.7	3.4	14.5	32.1	40.9	13.6
Iowa	10.3	5.5	16.3	27.0	41.5	22.7
Kansas	40.6	9.7	S	—	35.9	S
Kentucky	22.8	5.8	26.3	S	37.2	27.5
Louisiana	12.1	15.1	12.9	22.4	44.9	12.3
Maine	15.0	16.1	18.7	S	24.2	32.4
Maryland	8.6	7.0	30.4	19.1	20.6	38.7
Massachusetts	13.4	14.0	17.1	S	42.8	21.8
Michigan	8.8	5.6	30.5	23.3	21.4	14.8
Minnesota	13.5	7.8	22.5	34.2	20.0	39.2
Mississippi	11.5	9.9	17.7	S	S	37.7
Missouri	8.8	6.6	17.8	23.9	21.0	27.9
Montana	20.1	14.3	21.4	—	38.8	25.0
Nebraska	24.2	5.7	34.0	—	S	22.3
Nevada	7.2	10.6	32.1	—	31.7	43.9
New Hampshire	22.3	23.2	S	—	24.1	9.6
New Jersey	7.9	7.4	38.1	39.4	29.5	29.1
New Mexico	13.8	12.5	23.9	—	32.0	S
New York	5.9	6.2	43.4	—	25.5	13.3
North Carolina	5.8	2.8	37.1	—	26.2	24.9
North Dakota	12.1	25.6	15.1	—	28.7	43.0
Ohio	5.4	4.1	13.3	22.3	30.9	20.4
Oklahoma	21.1	28.3	22.7	29.3	44.9	16.3
Oregon	10.0	7.2	20.2	S	14.7	12.0
Pennsylvania	9.1	5.2	26.8	47.8	14.4	31.0
Rhode Island	18.6	19.0	38.5	S	38.1	21.7
South Carolina	6.9	8.2	13.4	36.3	S	21.8
South Dakota	17.6	14.8	29.1	—	S	40.1
Tennessee	8.3	8.8	12.1	S	30.9	26.6
Texas	7.3	8.9	11.1	26.0	8.0	S
Utah	22.7	14.9	S	—	S	48.1
Vermont	12.3	9.8	32.6	—	20.4	34.6
Virginia	7.8	5.2	22.5	32.1	24.9	24.4
Washington	5.4	9.6	10.4	43.1	16.1	6.2
West Virginia	17.5	8.1	22.8	30.9	27.4	27.7
Wisconsin	9.6	5.0	25.1	7.0	18.0	16.9
Wyoming	19.6	15.5	20.1	—	33.6	S

KEY:

— Represents data cell equal to zero.

S = Withheld because estimate did not meet publication standards.

¹ "All Modes" include shipments by other modes not separately listed on this table, such as pipeline and multimodal shipments such as parcel, postal and courier; truck and rail; truck and water; rail and water; other multiple combinations, and unknown modes. Hence the sum of the four modes shown here will not equal the total.NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Table 10b**Coefficient of Variation for Ton-miles of Inbound Commodity Flows for Selected Mode of Transportation by State of Destination: 2012**

Destination State	All Modes ¹	Truck	Rail	Water	Air (incl truck and air)	Multiple Modes
Alabama	8.3	6.8	16.4	21.1	21.8	10.4
Alaska	8.1	18.3	26.3	36.6	14.6	14.1
Arizona	8.5	4.4	16.0	—	37.9	13.1
Arkansas	13.3	6.7	29.2	38.4	34.8	28.6
California	9.5	1.7	24.0	S	10.5	34.1
Colorado	8.7	4.8	20.5	—	19.5	13.5
Connecticut	15.7	20.0	25.1	S	34.2	44.1
Delaware	12.9	9.6	26.2	S	S	32.1
District of Columbia	10.5	9.7	S	—	33.0	27.1
Florida	12.5	14.5	14.3	33.5	11.7	11.7
Georgia	9.9	4.4	17.7	48.8	15.0	12.6
Hawaii	10.7	20.6	S	24.0	13.1	10.5
Idaho	9.8	9.3	20.1	—	17.2	S
Illinois	8.5	3.6	15.1	25.8	18.0	11.7
Indiana	14.4	2.4	36.9	23.0	20.2	40.6
Iowa	10.0	2.5	17.3	S	S	18.9
Kansas	10.0	13.6	21.8	—	25.9	25.2
Kentucky	11.4	3.5	20.8	39.6	31.3	13.9
Louisiana	10.1	6.0	18.5	16.1	20.6	24.6
Maine	9.7	8.8	23.1	S	40.7	35.8
Maryland	11.7	2.4	17.9	45.1	24.5	12.3
Massachusetts	10.8	8.1	22.2	—	S	28.8
Michigan	8.7	3.4	14.7	47.1	14.2	26.5
Minnesota	7.6	6.4	19.0	S	17.4	22.5
Mississippi	16.4	18.9	21.0	31.8	S	S
Missouri	16.4	5.1	24.7	S	20.8	13.2
Montana	24.9	2.8	S	—	33.2	23.1
Nebraska	8.6	4.4	15.3	—	19.7	13.7
Nevada	7.8	4.1	26.5	—	26.0	24.6
New Hampshire	13.2	12.3	38.6	—	31.4	30.1
New Jersey	8.2	2.4	19.4	S	9.9	10.4
New Mexico	14.7	6.3	13.7	—	44.3	18.2
New York	5.2	4.9	11.1	S	31.2	13.3
North Carolina	12.4	3.5	21.9	S	21.0	28.7
North Dakota	11.5	11.7	25.8	—	28.8	16.5
Ohio	4.5	4.0	13.1	30.9	9.9	23.8
Oklahoma	12.1	10.3	18.5	14.4	37.6	17.7
Oregon	9.1	8.3	22.6	S	40.4	11.5
Pennsylvania	6.5	3.0	11.0	32.2	18.9	29.1
Rhode Island	21.1	18.1	42.9	S	S	41.1
South Carolina	12.4	10.2	26.5	37.2	30.8	36.1
South Dakota	10.2	8.6	27.5	—	25.8	27.4
Tennessee	5.7	3.6	13.6	S	12.2	26.0
Texas	8.8	5.4	14.1	21.4	30.3	30.9
Utah	4.9	5.2	11.4	—	S	13.9
Vermont	5.5	6.5	35.6	—	38.7	40.3
Virginia	13.4	3.4	23.3	S	S	19.2
Washington	7.1	4.0	14.3	S	11.1	13.2
West Virginia	23.9	8.3	19.2	S	S	34.7
Wisconsin	8.8	4.9	18.1	38.4	27.2	26.0
Wyoming	9.7	5.0	18.8	—	26.0	38.3

KEY:

— Represents data cell equal to zero.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

¹ "All Modes" include shipments by other modes not separately listed on this table, such as pipeline and multimodal shipments such as parcel, postal and courier; truck and rail; truck and water; rail and water; other multiple combinations, and unknown modes. Hence the sum of the four modes shown here will not equal the total.NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Summary Tables by Selected Industry Group

Table 11a

Value of Commodity Flows for Selected Industry Group (NAICS) by State of Origin: 2012 [Millions of dollars]

Origin State	NAICS 212	NAICS 31533	NAICS 42	NAICS 4541	NAICS 45431	NAICS 4931	NAICS 5111	NAICS 551114
Alabama	2,938	124,178	63,114	802	282	22,763	377	295
Alaska	2,819	7,437	7,443	28	392	S	S	938
Arizona	7,921	49,696	66,089	7,042	216	14,202	S	1,903
Arkansas	454	69,355	33,333	285	262	8,291	S	1,634
California	2,250	503,966	722,658	49,417	1,156	120,529	4,284	72,146
Colorado	3,013	49,816	85,769	2,128	225	10,629	971	6,250
Connecticut	404	54,482	175,543	3,220	2,153	10,651	S	24,024
Delaware	12	22,649	16,768	460	251	S	46	S
District of Columbia	208	2,298	—	—	—	—	—	2
Florida	2,617	95,639	263,264	21,707	672	45,087	1,554	9,976
Georgia	1,387	154,010	167,419	3,881	385	51,772	951	15,919
Hawaii	38	7,325	10,979	S	91	675	24	S
Idaho	763	19,839	18,310	S	163	714	65	S
Illinois	2,383	285,886	447,199	17,917	564	61,715	2,755	S
Indiana	2,224	240,803	104,194	5,020	492	32,374	1,443	S
Iowa	574	114,370	65,939	S	298	9,994	1,564	1,283
Kansas	229	85,941	91,376	2,520	172	10,738	1,739	S
Kentucky	6,253	127,549	104,385	2,873	236	21,023	S	S
Louisiana	271	260,905	73,433	1,011	92	6,830	279	6,837
Maine	18	15,908	13,998	S	1,784	3,383	185	2,213
Maryland	408	38,790	62,976	1,819	956	54,886	1,062	S
Massachusetts	174	80,419	127,738	5,687	2,404	11,075	1,689	6,744
Michigan	1,745	236,799	154,644	3,092	987	22,098	S	6,220
Minnesota	4,051	121,262	118,120	6,916	683	6,690	S	S
Mississippi	S	66,427	35,509	330	225	S	21	S
Missouri	934	109,829	98,138	10,826	477	21,377	S	195
Montana	1,961	11,437	16,415	139	92	42	46	427
Nebraska	284	56,991	43,813	3,024	S	3,236	1,400	275
Nevada	10,392	14,088	20,721	3,137	199	15,256	361	S
New Hampshire	49	18,604	17,487	1,382	1,129	3,976	S	S
New Jersey	351	107,584	286,221	12,249	1,697	32,901	776	9,017
New Mexico	2,154	29,664	14,093	543	S	1,814	S	220
New York	766	141,309	332,312	15,393	5,326	40,499	3,701	5,744
North Carolina	728	201,821	125,050	4,057	1,174	39,585	1,559	11,758
North Dakota	738	14,688	29,686	399	200	—	S	-
Ohio	2,568	310,382	179,488	16,332	843	64,529	S	10,871
Oklahoma	485	73,177	84,237	1,645	144	7,658	S	S
Oregon	268	63,740	54,625	2,181	149	24,892	131	S
Pennsylvania	5,051	229,186	213,743	18,454	3,740	72,298	S	5,870
Rhode Island	41	10,999	23,370	399	494	8,125	93	S
South Carolina	267	100,132	44,408	938	265	10,917	191	2,642
South Dakota	292	16,259	21,673	183	70	S	174	S
Tennessee	865	141,601	134,493	13,213	248	34,629	1,493	2,856
Texas	3,046	700,325	991,946	19,075	S	150,909	4,058	27,311
Utah	3,196	49,163	31,548	6,649	87	S	10	S
Vermont	281	9,070	12,677	344	829	15	S	S
Virginia	3,249	96,930	94,755	3,657	956	35,230	S	2,953
Washington	1,163	127,197	101,161	36,310	389	25,461	473	S
West Virginia	9,347	24,566	17,422	133	94	706	34	S
Wisconsin	1,065	176,134	92,165	6,901	565	30,169	2,372	2,567
Wyoming	7,307	10,775	5,122	259	S	1,772	34	S

KEY:

— Represents data cell equal to zero

S = Withheld because estimate did not meet publication standards.

NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Table 12a

Weight of Commodity Flows for Selected Industry Group (NAICS) by State of Origin: 2012 [Thousands of tons]

Origin State	NAICS 212	NAICS 31-33	NAICS 42	NAICS 4541	NAICS 45431	NAICS 4931	NAICS 5111	NAICS 551114
Alabama	48,194	88,263	47,928	S	262	4,169	S	S
Alaska	7,477	9,677	3,909	S	332	S	S	2,413
Arizona	55,296	34,743	23,861	74	203	2,795	25	122
Arkansas	31,816	50,601	34,630	5	273	3,053	31	1,021
California	109,732	313,308	242,967	2,688	1,176	22,524	1,405	24,544
Colorado	79,321	39,603	46,005	79	241	1,885	175	2,026
Connecticut	21,353	13,551	136,966	108	2,045	4,727	S	1,023
Delaware	1,487	17,440	4,789	34	274	1,504	9	—
District of Columbia	1,435	1,614	—	—	—	—	—	S
Florida	142,246	107,798	144,792	202	581	15,168	582	2,646
Georgia	63,852	107,351	85,659	316	392	9,813	297	S
Hawaii	1,273	16,308	4,977	2	58	311	4	S
Idaho	4,525	19,586	19,223	S	187	133	S	S
Illinois	123,641	184,693	280,574	S	594	14,218	665	1,554
Indiana	90,252	154,143	71,305	111	542	7,463	138	S
Iowa	53,497	114,109	92,554	S	354	2,052	S	S
Kansas	22,143	57,026	100,508	32	200	2,250	112	S
Kentucky	161,259	76,456	44,120	86	236	3,255	164	S
Louisiana	15,853	319,096	85,983	68	87	2,836	70	14,174
Maine	1,603	26,857	12,024	S	2,062	1,154	10	1,170
Maryland	27,211	35,826	27,161	198	989	S	258	S
Massachusetts	15,192	33,129	54,563	118	2,180	3,672	S	274
Michigan	75,348	94,217	82,104	124	964	4,915	152	1,138
Minnesota	86,856	103,428	96,969	529	731	1,707	S	771
Mississippi	3,103	81,357	28,518	7	207	5,770	13	S
Missouri	58,898	70,544	61,118	118	554	5,754	84	S
Montana	55,025	15,469	19,197	4	103	19	9	685
Nebraska	11,826	55,925	76,305	S	179	S	284	65
Nevada	—	19,587	6,766	155	205	S	53	S
New Hampshire	3,292	12,365	9,244	15	1,022	591	S	S
New Jersey	29,464	85,733	81,400	289	1,682	S	S	5,138
New Mexico	22,178	15,274	10,139	S	S	850	30	31
New York	55,468	99,521	148,941	1,257	5,189	6,531	353	369
North Carolina	50,424	93,885	56,307	167	1,177	S	193	2,938
North Dakota	35,203	16,887	35,729	5	231	—	S	—
Ohio	111,421	203,182	116,011	777	856	14,256	S	S
Oklahoma	46,777	72,171	94,913	102	159	2,870	S	S
Oregon	22,241	46,049	35,014	89	165	2,846	36	S
Pennsylvania	144,333	154,005	93,633	490	3,730	19,192	S	2,756
Rhode Island	2,621	3,883	18,727	4	494	452	16	S
South Carolina	22,402	49,629	24,373	53	290	1,985	85	1,120
South Dakota	9,760	17,328	39,518	S	76	31	61	S
Tennessee	38,003	78,782	65,966	299	247	3,531	139	547
Texas	186,980	631,039	816,180	758	S	42,536	S	6,627
Utah	41,255	32,288	11,920	92	102	3,350	4	S
Vermont	4,203	S	5,465	S	803	1	S	S
Virginia	60,728	55,014	44,723	S	969	S	S	S
Washington	26,428	81,909	66,529	579	395	6,537	138	S
West Virginia	143,946	21,428	8,775	2	92	S	11	414
Wisconsin	68,185	95,327	57,348	207	724	9,865	449	S
Wyoming	397,144	21,453	2,456	7	S	626	8	S

KEY:

— Represents data cell equal to zero

S = Withheld because estimate did not meet publication standards.

NOTES: The appendices provide information on confidentially protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Table 13a

Ton-miles of Commodity Flows for Selected Industry Group (NAICS) by State of Origin: 2012 [Millions of ton-miles]

Origin State	NAICS 212	NAICS 31-33	NAICS 42	NAICS 4541	NAICS 45431	NAICS 4931	NAICS 5111	NAICS 551114
Alabama	8,691	35,007	6,691	37	4	695	S	S
Alaska	1,213	1,089	683	S	19	S	S	97
Arizona	2,341	9,064	3,760	62	5	1,007	1	58
Arkansas	2,243	21,062	5,617	5	9	431	23	1,089
California	4,505	85,769	57,086	2,469	25	6,487	S	S
Colorado	25,886	14,525	9,040	104	6	546	52	290
Connecticut	872	3,175	27,716	135	28	334	S	186
Delaware	87	2,236	394	10	4	S	S	—
District of Columbia	S	107	—	—	—	—	—	S
Florida	7,489	29,090	22,760	217	10	1,750	67	315
Georgia	8,666	35,067	13,751	161	9	2,130	S	S
Hawaii	S	271	294	8	1	S	S	S
Idaho	1,360	14,795	7,844	14	6	139	S	S
Illinois	17,502	69,854	57,821	339	15	3,420	S	S
Indiana	5,701	44,016	14,291	88	9	1,909	45	S
Iowa	2,479	57,775	23,719	S	6	903	S	S
Kansas	S	16,939	S	34	4	708	50	S
Kentucky	54,455	23,053	9,779	80	6	671	S	S
Louisiana	6,596	110,382	20,135	43	2	759	1	433
Maine	S	7,998	1,283	S	27	155	3	106
Maryland	1,003	6,547	2,679	94	17	1,673	9	19
Massachusetts	272	6,422	5,931	121	24	461	21	219
Michigan	15,442	29,097	15,457	107	17	842	S	386
Minnesota	36,805	36,340	26,859	354	21	321	—	S
Mississippi	S	17,205	5,535	7	7	931	S	S
Missouri	8,972	21,870	14,211	95	10	2,587	19	S
Montana	58,086	7,179	S	6	3	2	1	263
Nebraska	S	31,247	S	S	S	426	9	19
Nevada	2,873	4,957	1,105	106	15	1,063	1	S
New Hampshire	117	2,211	1,046	16	18	58	S	S
New Jersey	1,601	12,645	19,182	260	28	1,538	S	207
New Mexico	1,568	4,454	1,161	S	S	257	S	14
New York	1,590	19,487	19,376	500	104	1,203	126	71
North Carolina	2,066	31,814	11,017	92	17	1,479	42	776
North Dakota	903	8,427	22,572	7	6	—	S	—
Ohio	5,131	49,042	23,731	432	20	2,900	24	S
Oklahoma	4,166	26,431	S	109	3	705	S	S
Oregon	1,125	17,347	12,174	143	3	1,172	5	S
Pennsylvania	19,249	38,643	13,457	392	89	4,186	26	S
Rhode Island	51	699	1,069	4	S	33	S	S
South Carolina	1,283	19,641	4,820	58	8	299	4	414
South Dakota	719	10,086	16,463	S	S	4	1	S
Tennessee	3,896	29,202	13,240	222	7	1,362	51	284
Texas	9,738	159,821	64,251	473	—	8,438	—	853
Utah	14,325	12,406	2,005	135	4	887	S	S
Vermont	1,134	1,162	865	10	15	S	S	S
Virginia	7,681	13,706	7,049	S	17	1,082	S	S
Washington	1,520	25,672	15,641	857	8	2,176	9	S
West Virginia	48,244	6,744	S	S	2	S	S	275
Wisconsin	7,606	32,963	9,703	202	14	2,030	104	S
Wyoming	446,247	14,625	738	9	S	174	1	S

KEY:

— Represents data cell equal to zero

S = Withheld because estimate did not meet publication standards.

NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Statistical Reliability Tables by Selected Industry Group

Table 11b

Coefficient of Variation for Value of Commodity Flows for Selected Industry Group (NAICS) by State of Origin: 2012

Origin State	NAICS 212	NAICS 31S33	NAICS 42	NAICS 4541	NAICS 45431	NAICS 4931	NAICS 5111	NAICS 551114
Alabama	26.0	8.1	11.2	29.2	36.1	16.4	48.4	44.0
Alaska	42.7	26.9	6.9	16.6	25.2	S	S	5.1
Arizona	22.6	10.4	12.0	32.2	20.3	17.1	S	41.7
Arkansas	20.4	9.8	11.9	20.0	28.6	21.0	S	42.4
California	9.1	3.6	4.2	15.9	13.5	15.1	36.6	19.1
Colorado	13.0	10.6	6.2	32.0	24.9	12.1	38.4	27.8
Connecticut	12.3	7.1	19.6	14.5	11.6	28.2	S	43.9
Delaware	15.4	31.9	39.2	37.7	12.8	S	41.4	—
District of Columbia	23.9	20.6	—	—	—	—	—	33.8
Florida	27.0	2.8	5.8	23.7	16.5	16.9	20.5	40.6
Georgia	13.2	6.8	4.8	17.4	23.2	13.0	29.7	41.6
Hawaii	20.5	31.2	8.5	S	19.8	17.4	26.6	S
Idaho	40.7	17.0	10.1	S	22.8	25.0	46.4	S
Illinois	9.8	9.5	6.3	37.7	20.7	9.6	47.5	S
Indiana	16.1	6.5	7.3	44.8	22.1	9.1	30.2	S
Iowa	22.2	5.6	8.5	S	19.3	23.4	30.6	37.6
Kansas	31.9	9.3	11.9	27.3	18.4	14.3	34.5	S
Kentucky	35.0	3.2	11.2	38.8	20.3	22.0	S	S
Louisiana	23.2	10.5	9.2	13.7	19.6	27.3	45.5	19.8
Maine	44.2	8.4	11.9	S	25.4	41.7	41.6	33.7
Maryland	24.3	9.2	5.1	20.7	13.5	46.9	22.1	S
Massachusetts	5.3	6.6	19.8	15.5	21.5	24.6	47.7	29.8
Michigan	39.2	7.1	5.2	19.0	37.3	13.8	S	15.1
Minnesota	17.4	4.3	10.1	22.5	13.0	15.1	S	S
Mississippi	S	10.5	11.3	22.1	28.5	S	24.6	S
Missouri	13.0	8.4	7.8	28.0	21.9	23.4	S	42.9
Montana	17.8	21.5	14.9	41.5	29.8	29.2	33.6	38.8
Nebraska	47.3	4.4	15.1	41.7	S	19.7	47.4	41.1
Nevada	29.4	9.1	11.8	24.0	14.8	47.3	36.3	S
New Hampshire	9.6	8.5	12.2	21.2	21.6	37.0	S	S
New Jersey	24.7	10.9	7.1	22.9	20.1	21.4	43.9	20.1
New Mexico	21.6	30.5	30.3	26.2	S	6.0	S	21.9
New York	12.6	2.0	3.5	17.8	13.8	25.9	44.2	48.2
North Carolina	7.9	6.7	5.6	25.9	33.4	26.9	43.9	17.4
North Dakota	25.4	12.9	14.7	28.7	26.7	—	S	—
Ohio	2,568.0	310,382.0	179,488.0	16,332.0	843.0	64,529.0	S	10,871.0
Oklahoma	485.0	73,177.0	84,237.0	1,645.0	144.0	7,658.0	S	S
Oregon	268.0	63,740.0	54,625.0	2,181.0	149.0	24,892.0	131.0	S
Pennsylvania	5,051.0	229,186.0	213,743.0	18,454.0	3,740.0	72,298.0	S	5,870.0
Rhode Island	41.0	10,999.0	23,370.0	399.0	494.0	8,125.0	93.0	S
South Carolina	267.0	100,132.0	44,408.0	938.0	265.0	10,917.0	191.0	2,642.0
South Dakota	292.0	16,259.0	21,673.0	183.0	70.0	S	174.0	S
Tennessee	865.0	141,601.0	134,493.0	13,213.0	248.0	34,629.0	1,493.0	2,856.0
Texas	3,046.0	700,325.0	991,946.0	19,075.0	S	150,909.0	4,058.0	27,311.0
Utah	3,196.0	49,163.0	31,548.0	6,649.0	87.0	S	10.0	S
Vermont	281.0	9,070.0	12,677.0	344.0	829.0	15.0	S	S
Virginia	3,249.0	96,930.0	94,755.0	3,657.0	956.0	35,230.0	S	2,953.0
Washington	1,163.0	127,197.0	101,161.0	36,310.0	389.0	25,461.0	473.0	S
West Virginia	9,347.0	24,566.0	17,422.0	133.0	94.0	706.0	34.0	S
Wisconsin	1,065.0	176,134.0	92,165.0	6,901.0	565.0	30,169.0	2,372.0	2,567.0
Wyoming	7,307.0	10,775.0	5,122.0	259.0	S	1,772.0	34.0	S

KEY:

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NOTES: The appendices provide information on confidentially protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014

Table 12b

Coefficient of Variation for Weight of Commodity Flows for Selected Industry Group (NAICS) by State of Origin: 2012

Origin State	NAICS 212	NAICS 31-33	NAICS 42	NAICS 4541	NAICS 45431	NAICS 4931	NAICS 5111	NAICS 551114
Alabama	19.3	6.9	16.2	S	30.8	17.9	S	S
Alaska	39.0	32.0	15.6	36.8	28.0	S	S	8.2
Arizona	21.5	22.3	10.2	44.8	21.6	19.4	40.8	42.9
Arkansas	21.2	11.7	17.3	37.3	27.9	24.4	38.9	13.7
California	13.6	7.1	7.7	30.1	13.1	11.8	14.4	41.9
Colorado	13.4	16.0	23.2	30.9	25.4	15.6	26.9	35.8
Connecticut	13.7	11.9	30.2	14.9	13.8	36.2	S	44.9
Delaware	15.7	31.1	13.9	38.6	13.8	42.7	49.8	—
District of Columbia	28.3	32.5	—	—	—	—	—	28.0
Florida	39.0	11.8	5.1	22.5	16.1	44.9	16.0	30.4
Georgia	23.3	10.9	20.6	26.9	23.4	29.5	37.0	S
Hawaii	30.0	20.2	12.7	34.0	22.0	45.9	24.8	S
Idaho	45.6	12.5	16.8	S	22.2	25.8	S	S
Illinois	11.9	10.2	10.0	S	22.7	18.4	27.5	31.3
Indiana	13.4	7.5	8.3	30.8	22.8	15.8	19.2	S
Iowa	24.4	10.9	7.3	S	21.6	13.1	S	S
Kansas	22.5	7.9	27.0	24.6	20.0	11.4	22.9	S
Kentucky	29.5	11.1	7.3	42.6	20.6	30.5	34.6	S
Louisiana	29.1	11.1	12.1	16.7	18.4	28.1	36.1	32.8
Maine	36.7	31.1	21.2	S	25.7	41.1	24.0	41.5
Maryland	17.7	17.6	10.0	40.8	15.3	S	30.0	S
Massachusetts	8.8	11.3	47.6	19.2	22.5	43.7	S	22.7
Michigan	16.8	7.1	15.4	22.2	37.5	12.5	49.4	26.6
Minnesota	19.2	11.8	13.1	23.3	12.2	16.3	S	36.7
Mississippi	45.2	30.8	21.1	20.5	31.6	43.1	25.8	S
Missouri	10.1	9.0	14.4	20.6	21.5	13.8	21.6	S
Montana	20.5	27.5	34.3	37.8	29.9	48.0	17.5	36.5
Nebraska	25.7	12.3	31.6	S	40.6	S	45.8	42.7
Nevada	S	25.5	12.0	39.2	16.6	S	49.4	S
New Hampshire	28.7	27.7	23.0	16.6	21.1	37.2	S	S
New Jersey	25.7	23.8	8.9	20.5	20.5	S	S	37.1
New Mexico	41.6	24.8	42.7	S	S	13.9	26.8	19.0
New York	11.6	11.7	12.9	24.9	14.7	19.8	25.7	41.1
North Carolina	8.5	6.1	11.3	27.9	31.7	S	41.9	31.1
North Dakota	34.2	19.9	13.3	20.6	26.9	—	S	—
Ohio	13.4	9.7	11.8	31.3	15.9	15.4	S	S
Oklahoma	16.6	14.2	34.9	42.3	19.9	13.8	S	S
Oregon	12.9	36.7	16.2	22.9	29.5	21.1	33.7	S
Pennsylvania	14.7	5.7	11.4	18.6	18.3	37.1	S	45.9
Rhode Island	38.5	18.3	30.3	20.2	41.0	29.6	29.7	S
South Carolina	12.7	8.1	14.1	37.2	18.9	29.7	45.8	39.9
South Dakota	32.6	7.8	19.8	S	49.1	31.0	49.3	S
Tennessee	18.8	8.4	15.9	13.3	21.2	26.7	26.8	25.3
Texas	15.4	3.6	13.5	38.7	S	17.5	S	44.4
Utah	18.0	20.7	7.5	24.0	24.6	37.2	32.2	S
Vermont	38.6	S	19.2	S	27.6	13.3	—	S
Virginia	10.1	9.1	10.6	S	12.6	S	—	S
Washington	39.0	12.6	14.2	49.1	18.3	19.6	30.6	S
West Virginia	16.2	10.0	26.6	26.8	21.8	S	22.6	43.0
Wisconsin	20.7	9.7	8.6	24.7	21.7	27.6	27.2	S
Wyoming	21.1	22.9	8.5	41.8	S	29.5	31.7	S

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NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Table 13b

Coefficient of Variation for Ton-miles of Commodity Flows for Selected Industry Group (NAICS) by State of Origin: 2012

Origin State	NAICS 212	NAICS 31-33	NAICS 42	NAICS 4541	NAICS 45431	NAICS 4931	NAICS 5111	NAICS 551114
Alabama	29	5	17	41	29	11	S	S
Alaska	33	26	20	25	41	S	S	8
Arizona	14	19	9	23	25	36	34	46
Arkansas	24	15	11	31	39	35	50	15
California	13	10	7	22	13	19	S	S
Colorado	16	16	22	31	28	22	48	38
Connecticut	26	6	41	21	17	37	S	32
Delaware	30	19	28	37	20	S	47	—
District of Columbia	S	42	—	—	—	—	—	25
Florida	43	19	10	18	20	25	35	33
Georgia	28	7	16	33	22	18	S	S
Hawaii	S	20	16	33	22	S	31	S
Idaho	38	18	36	40	22	27	S	S
Illinois	19	8	12	36	39	15	S	S
Indiana	28	4	14	32	18	14	45	S
Iowa	27	15	23	S	23	21	S	S
Kansas	S	6	S	33	20	15	32	S
Kentucky	37	6	15	44	29	18	S	S
Louisiana	41	10	27	19	14	33	45	42
Maine	S	18	23	S	28	41	38	46
Maryland	26	10	7	40	20	32	15	45
Massachusetts	11	8	27	17	18	37	45	34
Michigan	27	7	28	29	33	17	S	32
Minnesota	24	6	26	39	25	27	S	S
Mississippi	S	11	17	21	47	17	36	S
Missouri	30	6	13	25	22	34	37	S
Montana	22	20	S	40	26	31	18	43
Nebraska	S	16	S	S	S	50	45	49
Nevada	26	13	11	34	20	41	19	S
New Hampshire	32	37	18	20	30	37	S	S
New Jersey	42	9	8	25	23	35	S	29
New Mexico	26	25	27	S	S	11	S	34
New York	20	6	11	42	38	27	47	48
North Carolina	19	6	28	23	28	26	43	31
North Dakota	43	18	16	21	35	—	S	—
Ohio	22	5	15	23	26	17	44	S
Oklahoma	20	14	S	44	23	17	—	S
Oregon	26	11	22	28	40	23	40	S
Pennsylvania	22	8	9	16	20	41	28	S
Rhode Island	34	20	32	19	S	31	14	S
South Carolina	27	7	18	40	28	30	40	36
South Dakota	44	8	33	S	S	23	36	S
Tennessee	36	8	14	13	27	23	45	35
Texas	27	10	12	34	S	28	—	30
Utah	35	16	10	25	28	35	—	S
Vermont	36	19	26	46	31	S	45	S
Virginia	23	7	12	—	14	24	—	S
Washington	18	8	14	44	17	22	48	S
West Virginia	20	13	S	S	33	S	S	43
Wisconsin	23	6	32	24	25	16	32	S
Wyoming	21	25	21	44	S	27	29	S

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NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at http://www.bts.gov/publications/commodity_flow_survey.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2012 Economic Census: Transportation Commodity Flow Survey, December 2014.

Geographic Reports: State Summary Tables

This section presents two tables for each state on commodity movements originating in and destined to each state. The first table for each state summarizes shipments by major commodities, major destinations, major industries, distance, and modes of transportation. Data on the mode of transportation are aggregated. For example, the truck category includes for-hire, private, and a combination of both; the air category includes truck and air. Note that each state's share of total U.S. shipments is calculated using both final state data and national data measured in the 2012 Commodity Flow Survey (CFS).

Because CFS data are estimates based on a sample, the data are subject to sampling errors. The second table for each state provides the 90-percent confidence intervals for each estimate. A confidence interval is a range about a given estimator that has a specified probability of containing the result of a complete enumeration of the sampling frame conducted under the same survey conditions. Associated with each interval is a percentage of confidence, which is interpreted as follows. If, for each possible sample, an estimate of a population parameter and its approximate standard error were obtained, then for approximately 90 percent of the possible samples, the interval from 1.833 standard errors below to 1.833 standard errors above the estimate would include the result as obtained from a complete enumeration of the sampling frame conducted under the same survey conditions. Appendix B discusses data reliability in more detail.

Alabama

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Alabama	\$214,750	191,500
Percent of Total U.S. shipments (%)	1.6	1.7

Commodities Originating in Alabama

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
36 Motorized and other vehicles (includes parts)	18.9	12 Gravel and crushed stone (excludes dolomite and slate)	15.0
43 Mixed freight	13.0	15 Coal	10.2
32 Base metal in primary or semi-finished forms and in finished basic shapes	7.8	32 Base metal in primary or semi-finished forms and in finished basic shapes	8.5
21 Pharmaceutical products	6.6	31 Non-metallic mineral products	8.4
24 Plastics and rubber	5.3	26 Wood products	5.8
All other commodities	48.4	All other commodities	52.1
Total	100	Total	100

Shipments Originating from Alabama

Destination	% of Value	Destination	% of Weight
Alabama	41.5	Alabama	60.9
Georgia	7.8	Georgia	5.2
Tennessee	5.9	Mississippi	4.3
Texas	5.8	Tennessee	3.8
Florida	5.2	Texas	3.6
Louisiana	3.8	Florida	3.5
All other states	30.0	All other states	18.7
Total	100	Total	100

Shipments Inbound to Alabama

Origin	% of Value	Origin	% of Weight
Alabama	40.3	Alabama	59.1
Georgia	8.4	Georgia	5.6
Tennessee	5.2	Wyoming	4.5
Texas	3.4	Louisiana	3.4
Florida	2.9	Tennessee	3.1
Ohio	2.9	Mississippi	2.4
All other states	36.9	All other states	21.9
Total	100	Total	100

Mode of Transportation for Shipments Originating in Alabama

Mode	% of Value	Mode	% of Weight
Truck	80.3	Truck	80.1
Air (includes truck and air)	0.7	Air (includes truck and air)	2
Rail	5.0	Rail	14.1
Water	5	Water	1.5
Pipeline ¹	0.2	Pipeline ¹	0.3
Multiple modes ²	13.4	Multiple modes ²	4.0
Parcel, U.S.P.S., or courier	7.2	Parcel, U.S.P.S., or courier	0.1
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Alabama

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	28.6	Less than 50	46.1
50 to 99	9.9	50 to 99	11.8
100 to 249	19.2	100 to 249	15.7
250 to 499	17.1	250 to 499	12.5
500 to 749	13.2	500 to 749	8.5
750 to 999	6.2	750 to 999	3.1
1,000 to 1,499	2.6	1,000 to 1,499	1.2
1,500 to 1,999	2.4	1,500 to 1,999	1.0
2,000 or more	1.1	2,000 or more	0.3
Total	100	Total	100

Industry for Shipments Originating in Alabama

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	1.4	212 Mining (except oil and gas)	25.2
31-33 Manufacturing	57.8	31-33 Manufacturing	46.1
42 Wholesale trade	29.4	42 Wholesale trade	25.0
4541 Electronic shopping and mail-order houses	0.4	4541 Electronic shopping and mail-order houses	5
45431 Fuel dealers	0.1	45431 Fuel dealers	0.1
4931 ⁴ Warehousing and storage	10.6	4931 ⁴ Warehousing and storage	2.2
5111 Newspaper, periodical, book, and directory publishers	0.2	5111 Newspaper, periodical, book, and directory publishers	5
551114 Corporate, subsidiary, and regional managing offices	0.1	551114 Corporate, subsidiary, and regional managing offices	5
Total	100	Total	100

5 Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Alabama - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Alabama	\$191,526 - \$237,974	165,875 - 217,125
Percent of Total U.S. shipments (%)	1.4 - 1.8	1.5 - 1.9

Commodities Originating in Alabama

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
36 Motorized and other vehicles (includes parts)	10.8 - 27.0	12 Gravel and crushed stone (excludes dolomite and slate)	9.5 - 20.5
43 Mixed freight	9.2 - 16.8	15 Coal	6.0 - 14.4
32 Base metal in primary or semi-finished forms and in finished basic shapes	6.2 - 9.4	32 Base metal in primary or semi-finished forms and in finished basic shapes	6.7 - 10.3
21 Pharmaceutical products	2.8 - 10.4	31 Non-metallic mineral products	4.2 - 12.6
24 Plastics and rubber	2.6 - 8.0	26 Wood products	3.8 - 7.8
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Alabama

Destination	% of Value	Destination	% of Weight
Alabama	38.4 - 44.6	Alabama	57.8 - 64.0
Georgia	6.9 - 8.7	Georgia	4.1 - 6.3
Tennessee	4.8 - 7.0	Mississippi	3.2 - 5.4
Texas	5.1 - 6.5	Tennessee	3.1 - 4.5
Florida	3.9 - 6.5	Texas	2.7 - 4.5
Louisiana	2.7 - 4.9	Florida	2.8 - 4.2
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Alabama

Origin	% of Value	Origin	% of Weight
Alabama	35.5 - 45.1	Alabama	54.3 - 63.9
Georgia	6.6 - 10.2	Georgia	4.7 - 6.5
Tennessee	3.7 - 6.7	Wyoming	1.2 - 7.8
Texas	2.7 - 4.1	Louisiana	0.5 - 6.3
Florida	2.4 - 3.4	Tennessee	2.2 - 4.0
Ohio	2.0 - 3.8	Mississippi	1.7 - 3.1
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Alabama

Mode	% of Value	Mode	% of Weight
Truck	76.5 - 84.1	Truck	76.1 - 84.1
Air (includes truck and air)	0.3 - 1.1	Air (includes truck and air)	NA - NA
Rail	3.7 - 6.3	Rail	11.0 - 17.2
Water	NA - NA	Water	0.2 - 2.8
Pipeline ¹	0.0 - 0.4	Pipeline ¹	0.1 - 0.5
Multiple modes ²	9.9 - 16.9	Multiple modes ²	2.7 - 5.3
Parcel, U.S.P.S., or courier	3.7 - 10.7	Parcel, U.S.P.S., or courier	0.1 - 0.1
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Alabama

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	24.0 - 33.2	Less than 50	41.0 - 51.2
50 to 99	7.9 - 11.9	50 to 99	9.8 - 13.8
100 to 249	17.2 - 21.2	100 to 249	13.1 - 18.3
250 to 499	15.1 - 19.1	250 to 499	10.5 - 14.5
500 to 749	11.6 - 14.8	500 to 749	7.2 - 9.8
750 to 999	5.1 - 7.3	750 to 999	2.6 - 3.6
1,000 to 1,499	2.2 - 3.0	1,000 to 1,499	1.0 - 1.4
1,500 to 1,999	2.0 - 2.8	1,500 to 1,999	0.6 - 1.4
2,000 or more	0.7 - 1.5	2,000 or more	0.1 - 0.5
Total	NA	Total	NA

Industry for Shipments Originating in Alabama

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.7 - 2.1	212 Mining (except oil and gas)	18.8 - 31.6
31-33 Manufacturing	51.4 - 64.2	31-33 Manufacturing	40.8 - 51.4
42 Wholesale trade	25.0 - 33.8	42 Wholesale trade	19.3 - 30.7
4541 Electronic shopping and mail-order houses	0.2 - 0.6	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.0 - 0.3	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	7.3 - 13.9	4931 ³ Warehousing and storage	1.5 - 2.9
5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.4	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.0 - 0.3	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Alaska - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Alaska	\$13,264 - \$26,432	16,976 - 30,940
Percent of Total U.S. shipments (%)	0.1 - 0.1	0.1 - 0.3

Commodities Originating in Alaska

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	15.2 - 27.2	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	10.4 - 29.8
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	12.5 - 16.1	19 Other coal and petroleum products, not elsewhere classified	9.2 - 24.6
40 Miscellaneous manufactured products	6.9 - 20.5	12 Gravel and crushed stone (excludes dolomite and slate)	4.2 - 29.2
05 Meat, poultry, fish, seafood, and their preparations	5.6 - 16.6	15 Coal	1.1 - 31.9
19 Other coal and petroleum products, not elsewhere classified	0.2 - 14.4	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	4.9 - 19.9
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Alaska

Destination	% of Value	Destination	% of Weight
Alaska	71.9 - 85.5	Alaska	NA
Utah	2.5 - 16.1	Washington	0.0 - 2.4
Washington	4.4 - 13.6	California	NA
California	0.0 - 0.8		NA
	NA		NA
	NA		NA
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Alaska

Origin	% of Value	Origin	% of Weight
Alaska	47.5 - 63.3	Alaska	82.8 - 99.0
Washington	9.7 - 22.1	Washington	0.0 - 11.3
California	1.0 - 5.0	Oregon	0.3 - 1.1
Oregon	1.0 - 4.6	Kansas	0.0 - 0.8
Kansas	0.9 - 3.1	Missouri	0.0 - 0.9
Missouri	0.3 - 3.3	California	0.0 - 0.4
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Alaska

Mode	% of Value	Mode	% of Weight
Truck	37.9 - 58.1	Truck	39.1 - 65.9
Air (includes truck and air)	7.7 - 19.5	Air (includes truck and air)	0.1 - 0.9
Rail	4.5 - 9.7	Rail	14.0 - 30.8
Water	9.1 - 22.3	Water	4.3 - 20.5
Pipeline ¹	0.0 - 20.9	Pipeline ¹	0.0 - 27.9
Multiple modes ²	1.7 - 8.7	Multiple modes ²	0.0 - 2.2
Parcel, U.S.P.S., or courier	0.9 - 3.5	Parcel, U.S.P.S., or courier	NA
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Alaska

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	44.0 - 59.4	Less than 50	58.9 - 76.1
50 to 99	4.7 - 10.1	50 to 99	1.4 - 8.0
100 to 249	1.8 - 5.8	100 to 249	4.8 - 12.2
250 to 499	9.6 - 18.0	250 to 499	12.5 - 21.7
500 to 749	1.3 - 5.7	500 to 749	NA
750 to 999	NA	750 to 999	NA
1,000 to 1,499	NA	1,000 to 1,499	0.0 - 1.4
1,500 to 1,999	1.1 - 5.5	1,500 to 1,999	0.2 - 0.6
2,000 or more	4.8 - 15.4	2,000 or more	0.0 - 0.3
Total	NA	Total	NA

Industry for Shipments Originating in Alaska

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	7.4 - 21.0	212 Mining (except oil and gas)	14.3 - 48.1
31-33 Manufacturing	27.6 - 47.4	31-33 Manufacturing	20.8 - 60.0
42 Wholesale trade	23.0 - 52.0	42 Wholesale trade	1.5 - 31.1
4541 Electronic shopping and mail-order houses	0.0 - 0.3	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.9 - 3.1	45431 Fuel dealers	0.0 - 3.0
4931 ³ Warehousing and storage	NA	4931 ³ Warehousing and storage	NA
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.0 - 52.4	551114 Corporate, subsidiary, and regional managing offices	0.0 - 55.4
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Arizona

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Arizona	\$147,147	117,119
Percent of Total U.S. shipments (%)	1.1	1.0

Commodities Originating in Arizona

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
21 Pharmaceutical products	15.6	12 Gravel and crushed stone (excludes dolomite and slate)	40.5
43 Mixed freight	14.3	31 Non-metallic mineral products	11.2
35 Electronic and other electrical equipment and components, and office equipment	12.0	15 Coal	6.0
40 Miscellaneous manufactured products	7.7	07-R Other prepared foodstuffs, and fats and oils	5.3
37 Transportation equipment, not elsewhere classified	6.4	11 Natural sands	4.7
All other commodities	44.0	All other commodities	32.3
Total	100	Total	100

Shipments Originating from Arizona

Destination	% of Value	Destination	% of Weight
Arizona	49.4	Arizona	87.0
California	13.7	California	4.2
Texas	7.1	Nevada	2.2
New Mexico	2.5	Texas	1.6
Nevada	2.4	New Mexico	1.2
Indiana	1.6	Colorado	0.5
All other states	23.3	All other states	3.3
Total	100	Total	100

Shipments Inbound to Arizona

Origin	% of Value	Origin	% of Weight
Arizona	39.7	Arizona	74.4
California	20.8	California	7.1
Texas	5.5	Wyoming	3.3
Illinois	2.3	Texas	1.7
Colorado	1.7	New Mexico	1.4
Missouri	1.5	Nevada	1.2
All other states	28.5	All other states	10.9
Total	100	Total	100

Mode of Transportation for Shipments Originating in Arizona

Mode	% of Value	Mode	% of Weight
Truck	75.6	Truck	91.6
Air (includes truck and air)	5.6	Air (includes truck and air)	2
Rail	1.1	Rail	7.8
Water	-	Water	-
Pipeline ¹	-	Pipeline ¹	-
Multiple modes ²	17.7	Multiple modes ²	0.5
Parcel, U.S.P.S., or courier	17.6	Parcel, U.S.P.S., or courier	0.2
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Arizona

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	34.9	Less than 50	70.1
50 to 99	5.3	50 to 99	11.3
100 to 249	11.4	100 to 249	7.2
250 to 499	15.7	250 to 499	5.8
500 to 749	6.3	500 to 749	1.6
750 to 999	5.4	750 to 999	1.0
1,000 to 1,499	10.3	1,000 to 1,499	1.5
1,500 to 1,999	6.7	1,500 to 1,999	0.6
2,000 or more	4.1	2,000 or more	5
Total	100	Total	100

Industry for Shipments Originating in Arizona

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	5.4	212 Mining (except oil and gas)	47.2
31-33 Manufacturing	33.8	31-33 Manufacturing	29.7
42 Wholesale trade	44.9	42 Wholesale trade	20.4
4541 Electronic shopping and mail-order houses	4.8	4541 Electronic shopping and mail-order houses	0.1
45431 Fuel dealers	0.1	45431 Fuel dealers	0.2
4931 ⁴ Warehousing and storage	9.7	4931 ⁴ Warehousing and storage	2.4
5111 Newspaper, periodical, book, and directory publishers	5	5111 Newspaper, periodical, book, and directory publishers	2
551114 Corporate, subsidiary, and regional managing offices	1.3	551114 Corporate, subsidiary, and regional managing offices	0.1
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Arizona - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Arizona	\$128,537 - \$165,757	95,865 - 138,373
Percent of Total U.S. shipments (%)	1.0 - 1.2	0.8 - 1.2

Commodities Originating in Arizona

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
21 Pharmaceutical products	9.2 - 22.0	12 Gravel and crushed stone (excludes dolomite and slate)	28.2 - 52.8
43 Mixed freight	9.7 - 18.9	31 Non-metallic mineral products	3.7 - 18.7
35 Electronic and other electrical equipment and components, and office equipment	9.1 - 14.9	15 Coal	0.0 - 30.2
40 Miscellaneous manufactured products	4.4 - 11.0	07-R Other prepared foodstuffs, and fats and oils	3.1 - 7.5
37 Transportation equipment, not elsewhere classified	3.5 - 9.3	11 Natural sands	2.7 - 6.7
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Arizona

Destination	% of Value	Destination	% of Weight
Arizona	45.4 - 53.4	Arizona	82.6 - 91.4
California	11.3 - 16.1	California	2.6 - 5.8
Texas	6.2 - 8.0	Nevada	0.9 - 3.5
New Mexico	2.1 - 2.9	Texas	1.2 - 2.0
Nevada	1.9 - 2.9	New Mexico	1.0 - 1.4
Indiana	0.5 - 2.7	Colorado	0.1 - 0.9
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Arizona

Origin	% of Value	Origin	% of Weight
Arizona	35.7 - 43.7	Arizona	69.6 - 79.2
California	17.3 - 24.3	California	4.9 - 9.3
Texas	4.0 - 7.0	Wyoming	0.2 - 6.4
Illinois	1.8 - 2.8	Texas	1.0 - 2.4
Colorado	0.8 - 2.6	New Mexico	0.7 - 2.1
Missouri	0.6 - 2.4	Nevada	0.7 - 1.7
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Arizona

Mode	% of Value	Mode	% of Weight
Truck	71.0 - 80.2	Truck	84.1 - 99.1
Air (includes truck and air)	3.8 - 7.4	Air (includes truck and air)	NA
Rail	0.6 - 1.6	Rail	0.3 - 15.3
Water	NA	Water	NA
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	13.9 - 21.5	Multiple modes ²	0.3 - 0.7
Parcel, U.S.P.S., or courier	13.8 - 21.4	Parcel, U.S.P.S., or courier	0.2 - 0.2
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Arizona

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	31.2 - 38.6	Less than 50	60.8 - 79.4
50 to 99	4.0 - 6.6	50 to 99	4.3 - 18.3
100 to 249	10.1 - 12.7	100 to 249	5.2 - 9.2
250 to 499	13.3 - 18.1	250 to 499	3.4 - 8.2
500 to 749	5.0 - 7.6	500 to 749	0.9 - 2.3
750 to 999	3.4 - 7.4	750 to 999	0.6 - 1.4
1,000 to 1,499	8.1 - 12.5	1,000 to 1,499	1.0 - 2.0
1,500 to 1,999	5.4 - 8.0	1,500 to 1,999	0.4 - 0.8
2,000 or more	3.4 - 4.8	2,000 or more	NA - NA
Total	NA	Total	NA

Industry for Shipments Originating in Arizona

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	2.8 - 8.0	212 Mining (except oil and gas)	35.8 - 58.6
31-33 Manufacturing	28.1 - 39.5	31-33 Manufacturing	19.6 - 39.8
42 Wholesale trade	39.0 - 50.8	42 Wholesale trade	15.8 - 25.0
4541 Electronic shopping and mail-order houses	2.2 - 7.4	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	7.1 - 12.3	4931 ³ Warehousing and storage	1.1 - 3.7
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.4 - 2.2	551114 Corporate, subsidiary, and regional managing offices	0.0 - 0.3
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S. or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Arkansas

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Arkansas	\$114,095	121,430
Percent of Total U.S. shipments (%)	0.8	1.1

Commodities Originating in Arkansas

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
05 Meat, poultry, fish, seafood, and their preparations	14.8	12 Gravel and crushed stone (excludes dolomite and slate)	20.0
43 Mixed freight	8.1	26 Wood products	7.0
36 Motorized and other vehicles (includes parts)	6.3	31 Non-metallic mineral products	6.9
34 Machinery	5.8	32 Base metal in primary or semi-finished forms and in finished basic shapes	5.9
32 Base metal in primary or semi-finished forms and in finished basic shapes	5.7	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	4.6
All other commodities	59.3	All other commodities	55.6
Total	100	Total	100

Shipments Originating from Arkansas

Destination	% of Value	Destination	% of Weight
Arkansas	40.5	Arkansas	61.2
Texas	10.9	Texas	8.6
Tennessee	5.8	Louisiana	4.5
Missouri	4.0	Missouri	3.9
Oklahoma	3.7	Tennessee	3.3
Louisiana	2.9	Oklahoma	2.2
All other states	32.2	All other states	16.3
Total	100	Total	100

Shipments Inbound to Arkansas

Origin	% of Value	Origin	% of Weight
Arkansas	36.7	Arkansas	55.8
Texas	10.9	Missouri	5.9
Tennessee	7.1	Texas	5.7
Missouri	5.5	Louisiana	4.3
Mississippi	4.8	Oklahoma	4.2
Oklahoma	3.9	Tennessee	3.9
All other states	31.1	All other states	20.2
Total	100	Total	100

Mode of Transportation for Shipments Originating in Arkansas

Mode	% of Value	Mode	% of Weight
Truck	85.7	Truck	81.7
Air (includes truck and air)	S	Air (includes truck and air)	S
Rail	5.4	Rail	11.1
Water	0.4	Water	0.9
Pipeline ¹	-	Pipeline ¹	-
Multiple modes ²	7.2	Multiple modes ²	6.3
Parcel, U.S.P.S., or courier	4.1	Parcel, U.S.P.S., or courier	0.1
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Arkansas

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	26.4	Less than 50	51.1
50 to 99	14.3	50 to 99	10.6
100 to 249	16.8	100 to 249	13.3
250 to 499	16.3	250 to 499	11.7
500 to 749	12.3	500 to 749	7.0
750 to 999	6.0	750 to 999	3.1
1,000 to 1,499	5.9	1,000 to 1,499	2.2
1,500 to 1,999	2.0	1,500 to 1,999	1.0
2,000 or more	Z	2,000 or more	Z
Total	100	Total	100

Industry for Shipments Originating in Arkansas

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.4	212 Mining (except oil and gas)	26.2
31-33 Manufacturing	60.8	31-33 Manufacturing	41.7
42 Wholesale trade	29.2	42 Wholesale trade	28.5
4541 Electronic shopping and mail-order houses	0.2	4541 Electronic shopping and mail-order houses	Z
45431 Fuel dealers	0.2	45431 Fuel dealers	0.2
4931 ⁴ Warehousing and storage	7.3	4931 ⁴ Warehousing and storage	2.5
5111 Newspaper, periodical, book, and directory publishers	S	5111 Newspaper, periodical, book, and directory publishers	Z
551114 Corporate, subsidiary, and regional managing offices	1.4	551114 Corporate, subsidiary, and regional managing offices	0.8
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Arkansas - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Arkansas	\$101,337 - \$126,853	104,513 - 138,347
Percent of Total U.S. shipments (%)	0.7 - 0.9	1.0 - 1.2

Commodities Originating in Arkansas

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
05 Meat, poultry, fish, seafood, and their preparations	10.2 - 19.4	12 Gravel and crushed stone (excludes dolomite and slate)	12.3 - 27.7
43 Mixed freight	5.7 - 10.5	26 Wood products	4.3 - 9.7
36 Motorized and other vehicles (includes parts)	3.2 - 9.4	31 Non-metallic mineral products	3.6 - 10.2
34 Machinery	4.0 - 7.6	32 Base metal in primary or semi-finished forms and in finished basic shapes	2.6 - 9.2
32 Base metal in primary or semi-finished forms and in finished basic shapes	2.2 - 9.2	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	0.9 - 8.3
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Arkansas

Destination	% of Value	Destination	% of Weight
Arkansas	34.3 - 46.7	Arkansas	54.2 - 68.2
Texas	9.1 - 12.7	Texas	6.4 - 10.8
Tennessee	3.1 - 8.5	Louisiana	1.9 - 7.1
Missouri	3.5 - 4.5	Missouri	2.4 - 5.4
Oklahoma	2.6 - 4.8	Tennessee	1.8 - 4.8
Louisiana	2.5 - 3.3	Oklahoma	1.8 - 2.6
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Arkansas

Origin	% of Value	Origin	% of Weight
Arkansas	31.2 - 42.2	Arkansas	49.4 - 62.2
Texas	8.0 - 13.8	Missouri	3.0 - 8.8
Tennessee	4.5 - 9.7	Texas	3.3 - 8.1
Missouri	4.0 - 7.0	Louisiana	2.5 - 6.1
Mississippi	3.0 - 6.6	Oklahoma	2.4 - 6.0
Oklahoma	2.6 - 5.2	Tennessee	1.7 - 6.1
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Arkansas

Mode	% of Value	Mode	% of Weight
Truck	80.6 - 90.8	Truck	75.8 - 87.6
Air (includes truck and air)	NA	Air (includes truck and air)	NA
Rail	2.7 - 8.1	Rail	6.0 - 16.2
Water	0.0 - 0.8	Water	0.2 - 1.6
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	5.2 - 9.2	Multiple modes ²	3.6 - 9.0
Parcel, U.S.P.S., or courier	2.8 - 5.4	Parcel, U.S.P.S., or courier	0.1 - 0.1
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Arkansas

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	21.6 - 31.2	Less than 50	44.0 - 58.2
50 to 99	11.0 - 17.6	50 to 99	8.6 - 12.6
100 to 249	14.4 - 19.2	100 to 249	10.7 - 15.9
250 to 499	13.6 - 19.0	250 to 499	9.0 - 14.4
500 to 749	9.7 - 14.9	500 to 749	4.6 - 9.4
750 to 999	4.9 - 7.1	750 to 999	2.2 - 4.0
1,000 to 1,499	3.9 - 7.9	1,000 to 1,499	1.3 - 3.1
1,500 to 1,999	1.5 - 2.5	1,500 to 1,999	0.6 - 1.4
2,000 or more	NA	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Arkansas

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.2 - 0.6	212 Mining (except oil and gas)	17.8 - 34.6
31-33 Manufacturing	53.7 - 67.9	31-33 Manufacturing	31.8 - 51.6
42 Wholesale trade	21.0 - 37.4	42 Wholesale trade	22.5 - 34.5
4541 Electronic shopping and mail-order houses	0.0 - 0.4	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.0 - 0.4	45431 Fuel dealers	0.0 - 0.4
4931 ³ Warehousing and storage	2.5 - 12.1	4931 ³ Warehousing and storage	0.0 - 5.1
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.1 - 2.7	551114 Corporate, subsidiary, and regional managing offices	0.3 - 1.3
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

California

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in California	\$1,476,407	718,345
Percent of Total U.S. shipments (%)	10.7	6.4

Commodities Originating in California

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
35 Electronic and other electrical equipment and components, and office equipment	14.0	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	14.9
43 Mixed freight	9.9	31 Non-metallic mineral products	10.7
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	7.1	07-R Other prepared foodstuffs, and fats and oils	10.0
36 Motorized and other vehicles (includes parts)	7.1	12 Gravel and crushed stone (excludes dolomite and slate)	8.0
21 Pharmaceutical products	6.7	11 Natural sands	7.0
All other commodities	55.2	All other commodities	49.4
Total	100	Total	100

Shipments Originating from California

Destination	% of Value	Destination	% of Weight
California	62.9	California	87.7
Texas	4.6	Arizona	1.4
Arizona	2.6	Texas	1.3
Washington	2.4	Nevada	0.9
New York	2.0	Illinois	0.8
Florida	1.6	Washington	0.8
All other states	23.9	All other states	7.1
Total	100	Total	100

Shipments Inbound to California

Origin	% of Value	Origin	% of Weight
California	69.0	California	82.4
Texas	3.1	Utah	2.8
Oregon	2.0	Texas	1.5
Illinois	1.6	Oregon	1.3
Arizona	1.5	Nevada	0.9
New York	1.4	Washington	0.7
All other states	21.4	All other states	10.4
Total	100	Total	100

Mode of Transportation for Shipments Originating in California

Mode	% of Value	Mode	% of Weight
Truck	68.2	Truck	82.3
Air (includes truck and air)	5.3	Air (includes truck and air)	0.1
Rail	1.3	Rail	3.3
Water	1.3	Water	2.4
Pipeline ¹	4.0	Pipeline ¹	9.2
Multiple modes ²	19.8	Multiple modes ²	2.7
Parcel, U.S.P.S., or courier	18.4	Parcel, U.S.P.S., or courier	0.6
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in California

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	41.4	Less than 50	68.6
50 to 99	9.4	50 to 99	8.9
100 to 249	7.5	100 to 249	7.6
250 to 499	8.4	250 to 499	4.9
500 to 749	4.2	500 to 749	1.9
750 to 999	3.5	750 to 999	1.3
1,000 to 1,499	6.0	1,000 to 1,499	1.6
1,500 to 1,999	8.7	1,500 to 1,999	2.7
2,000 or more	10.8	2,000 or more	2.6
Total	100	Total	100

Industry for Shipments Originating in California

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.2	212 Mining (except oil and gas)	15.3
31-33 Manufacturing	34.1	31-33 Manufacturing	43.6
42 Wholesale trade	48.9	42 Wholesale trade	33.8
4541 Electronic shopping and mail-order houses	3.3	4541 Electronic shopping and mail-order houses	0.4
45431 Fuel dealers	0.1	45431 Fuel dealers	0.2
4931 ⁴ Warehousing and storage	8.2	4931 ⁴ Warehousing and storage	3.1
5111 Newspaper, periodical, book, and directory publishers	0.3	5111 Newspaper, periodical, book, and directory publishers	0.2
551114 Corporate, subsidiary, and regional managing offices	4.9	551114 Corporate, subsidiary, and regional managing offices	3.4
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

California - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in California	\$1,397,925 - \$1,554,889	674,894 - 761,796
Percent of Total U.S. shipments (%)	10.2 - 11.2	6.0 - 6.8

Commodities Originating in California

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
35 Electronic and other electrical equipment and components, and office equipment	12.0 - 16.0	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	11.4 - 18.4
43 Mixed freight	8.4 - 11.4	31 Non-metallic mineral products	7.8 - 13.6
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	5.3 - 8.9	07-R Other prepared foodstuffs, and fats and oils	6.9 - 13.1
36 Motorized and other vehicles (includes parts)	5.3 - 8.9	12 Gravel and crushed stone (excludes dolomite and slate)	4.9 - 11.1
21 Pharmaceutical products	5.2 - 8.2	11 Natural sands	4.8 - 9.2
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from California

Destination	% of Value	Destination	% of Weight
California	61.1 - 64.7	California	86.2 - 89.2
Texas	4.1 - 5.1	Arizona	1.2 - 1.6
Arizona	2.2 - 3.0	Texas	0.9 - 1.7
Washington	2.0 - 2.8	Nevada	NA
New York	1.6 - 2.4	Illinois	0.4 - 1.2
Florida	1.4 - 1.8	Washington	0.4 - 1.2
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to California

Origin	% of Value	Origin	% of Weight
California	67.7 - 70.3	California	80.0 - 84.8
Texas	2.6 - 3.6	Utah	1.0 - 4.6
Oregon	1.3 - 2.7	Texas	0.8 - 2.2
Illinois	1.2 - 2.0	Oregon	0.9 - 1.7
Arizona	1.1 - 1.9	Nevada	0.5 - 1.3
New York	1.0 - 1.8	Washington	0.5 - 0.9
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in California

Mode	% of Value	Mode	% of Weight
Truck	66.0 - 70.4	Truck	78.5 - 86.1
Air (includes truck and air)	4.8 - 5.8	Air (includes truck and air)	0.1 - 0.1
Rail	0.9 - 1.7	Rail	2.4 - 4.2
Water	0.4 - 2.2	Water	0.6 - 4.2
Pipeline ¹	2.5 - 5.5	Pipeline ¹	6.1 - 12.3
Multiple modes ²	18.9 - 20.7	Multiple modes ²	2.2 - 3.2
Parcel, U.S.P.S., or courier	17.5 - 19.3	Parcel, U.S.P.S., or courier	0.6 - 0.6
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in California

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	38.8 - 44.0	Less than 50	66.2 - 71.0
50 to 99	8.7 - 10.1	50 to 99	8.2 - 9.6
100 to 249	6.4 - 8.6	100 to 249	6.0 - 9.2
250 to 499	7.7 - 9.1	250 to 499	4.4 - 5.4
500 to 749	3.7 - 4.7	500 to 749	1.5 - 2.3
750 to 999	3.1 - 3.9	750 to 999	1.1 - 1.5
1,000 to 1,499	5.5 - 6.5	1,000 to 1,499	1.2 - 2.0
1,500 to 1,999	8.0 - 9.4	1,500 to 1,999	2.2 - 3.2
2,000 or more	10.1 - 11.5	2,000 or more	2.1 - 3.1
Total	NA	Total	NA

Industry for Shipments Originating in California

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	11.5 - 19.1
31-33 Manufacturing	32.5 - 35.7	31-33 Manufacturing	38.8 - 48.4
42 Wholesale trade	46.3 - 51.5	42 Wholesale trade	29.8 - 37.8
4541 Electronic shopping and mail-order houses	2.4 - 4.2	4541 Electronic shopping and mail-order houses	0.2 - 0.6
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	6.0 - 10.4	4931 ³ Warehousing and storage	2.4 - 3.8
5111 Newspaper, periodical, book, and directory publishers	0.1 - 0.5	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	3.3 - 6.5	551114 Corporate, subsidiary, and regional managing offices	0.8 - 6.0
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Colorado

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Colorado	\$158,800	169,335
Percent of Total U.S. shipments (%)	1.1	1.5

Commodities Originating in Colorado

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	13.9	12 Gravel and crushed stone (excludes dolomite and slate)	24.6
35 Electronic and other electrical equipment and components, and office equipment	11.0	15 Coal	19.6
36 Motorized and other vehicles (includes parts)	7.0	31 Non-metallic mineral products	7.6
38 Precision instruments and apparatus	6.2	04 Animal feed, eggs, honey, and other products of animal origin	6.4
34 Machinery	5.8	43 Mixed freight	3.6
All other commodities	56.1	All other commodities	38.2
Total	100	Total	100

Shipments Originating from Colorado

Destination	% of Value	Destination	% of Weight
Colorado	45.3	Colorado	73.2
California	6.4	Illinois	2.7
Texas	5.3	Kentucky	2.4
Utah	3.9	Utah	2.3
Wyoming	2.6	Texas	1.9
Washington	2.3	New Mexico	1.8
All other states	34.2	All other states	15.7
Total	100	Total	100

Shipments Inbound to Colorado

Origin	% of Value	Origin	% of Weight
Colorado	43.9	Colorado	72.4
California	9.6	Wyoming	11.9
Texas	7.7	Nebraska	2.1
Illinois	3.1	Texas	1.6
Ohio	2.8	California	1.4
Michigan	1.9	Utah	1.0
All other states	31.0	All other states	9.6
Total	100	Total	100

Mode of Transportation for Shipments Originating in Colorado

Mode	% of Value	Mode	% of Weight
Truck	72.9	Truck	76.9
Air (includes truck and air)	3.2	Air (includes truck and air)	Z
Rail	1.8	Rail	19.4
Water	-	Water	-
Pipeline ¹	-	Pipeline ¹	-
Multiple modes ²	22.1	Multiple modes ²	3.6
Parcel, U.S.P.S., or courier	19.7	Parcel, U.S.P.S., or courier	0.3
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Colorado

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	30.1	Less than 50	59.3
50 to 99	8.2	50 to 99	9.3
100 to 249	10.3	100 to 249	9.3
250 to 499	10.2	250 to 499	5.7
500 to 749	8.9	500 to 749	3.8
750 to 999	16.5	750 to 999	6.7
1,000 to 1,499	9.5	1,000 to 1,499	4.4
1,500 to 1,999	5.9	1,500 to 1,999	1.5
2,000 or more	0.3	2,000 or more	S
Total	100	Total	100

Industry for Shipments Originating in Colorado

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	1.9	212 Mining (except oil and gas)	46.8
31-33 Manufacturing	31.4	31-33 Manufacturing	23.4
42 Wholesale trade	54.0	42 Wholesale trade	27.2
4541 Electronic shopping and mail-order houses	1.3	4541 Electronic shopping and mail-order houses	Z
45431 Fuel dealers	0.1	45431 Fuel dealers	0.1
4931 ⁴ Warehousing and storage	6.7	4931 ⁴ Warehousing and storage	1.1
5111 Newspaper, periodical, book, and directory publishers	0.6	5111 Newspaper, periodical, book, and directory publishers	0.1
551114 Corporate, subsidiary, and regional managing offices	3.9	551114 Corporate, subsidiary, and regional managing offices	1.2
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Colorado - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Colorado	\$140,463 - \$177,137	143,884 - 194,786
Percent of Total U.S. shipments (%)	1.0 - 1.2	1.3 - 1.7

Commodities Originating in Colorado

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	11.3 - 16.5	12 Gravel and crushed stone (excludes dolomite and slate)	13.6 - 35.6
35 Electronic and other electrical equipment and components, and office equipment	8.6 - 13.4	15 Coal	12.8 - 26.4
36 Motorized and other vehicles (includes parts)	3.9 - 10.1	31 Non-metallic mineral products	6.3 - 8.9
38 Precision instruments and apparatus	2.9 - 9.5	04 Animal feed, eggs, honey, and other products of animal origin	3.7 - 9.1
34 Machinery	4.2 - 7.4	43 Mixed freight	2.3 - 4.9
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Colorado

Destination	% of Value	Destination	% of Weight
Colorado	40.4 - 50.2	Colorado	70.5 - 75.9
California	3.7 - 9.1	Illinois	0.7 - 4.7
Texas	4.0 - 6.6	Kentucky	0.9 - 3.9
Utah	2.6 - 5.2	Utah	1.2 - 3.4
Wyoming	2.1 - 3.1	Texas	1.2 - 2.6
Washington	1.4 - 3.2	New Mexico	1.1 - 2.5
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Colorado

Origin	% of Value	Origin	% of Weight
Colorado	38.4 - 49.4	Colorado	64.9 - 79.9
California	7.6 - 11.6	Wyoming	4.8 - 19.0
Texas	5.3 - 10.1	Nebraska	0.3 - 3.9
Illinois	2.6 - 3.6	Texas	0.9 - 2.3
Ohio	0.4 - 5.2	California	1.2 - 1.6
Michigan	1.5 - 2.3	Utah	0.6 - 1.4
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Colorado

Mode	% of Value	Mode	% of Weight
Truck	68.9 - 76.9	Truck	70.3 - 83.5
Air (includes truck and air)	2.3 - 4.1	Air (includes truck and air)	NA
Rail	1.3 - 2.3	Rail	13.0 - 25.8
Water	NA	Water	NA
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	18.1 - 26.1	Multiple modes ²	1.8 - 5.4
Parcel, U.S.P.S., or courier	16.0 - 23.4	Parcel, U.S.P.S., or courier	0.3 - 0.3
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Colorado

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	26.4 - 33.8	Less than 50	53.8 - 64.8
50 to 99	7.3 - 9.1	50 to 99	6.6 - 12.0
100 to 249	8.1 - 12.5	100 to 249	6.7 - 11.9
250 to 499	8.2 - 12.2	250 to 499	3.5 - 7.9
500 to 749	6.9 - 10.9	500 to 749	2.7 - 4.9
750 to 999	13.0 - 20.0	750 to 999	4.7 - 8.7
1,000 to 1,499	7.7 - 11.3	1,000 to 1,499	2.9 - 5.9
1,500 to 1,999	5.0 - 6.8	1,500 to 1,999	0.4 - 2.6
2,000 or more	0.1 - 0.5	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Colorado

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	1.4 - 2.4	212 Mining (except oil and gas)	38.6 - 55.0
31-33 Manufacturing	28.3 - 34.5	31-33 Manufacturing	17.5 - 29.3
42 Wholesale trade	49.4 - 58.6	42 Wholesale trade	17.9 - 36.5
4541 Electronic shopping and mail-order houses	0.4 - 2.2	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	5.4 - 8.0	4931 ³ Warehousing and storage	0.7 - 1.5
5111 Newspaper, periodical, book, and directory publishers	0.2 - 1.0	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	1.2 - 6.6	551114 Corporate, subsidiary, and regional managing offices	0.0 - 2.7
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Connecticut

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Connecticut	\$271,125	179,846
Percent of Total U.S. shipments (%)	2.0	1.6

Commodities Originating in Connecticut

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	12.9	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	15.1
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	8.8	41 Waste and scrap	11.0
19 Other coal and petroleum products, not elsewhere classified	6.3	12 Gravel and crushed stone (excludes dolomite and slate)	8.8
34 Machinery	5.9	19 Other coal and petroleum products, not elsewhere classified	7.6
36 Motorized and other vehicles (includes parts)	5.0	31 Non-metallic mineral products	4.1
All other commodities	61.1	All other commodities	53.4
Total	100	Total	100

Shipments Originating from Connecticut

Destination	% of Value	Destination	% of Weight
Connecticut	49.1	Connecticut	69.6
New York	11.1	Massachusetts	6.4
Massachusetts	9.3	New York	6.3
New Jersey	5.2	Texas	1.9
Pennsylvania	2.2	New Jersey	1.8
New Hampshire	2.1	Pennsylvania	1.3
All other states	21.0	All other states	12.7
Total	100	Total	100

Shipments Inbound to Connecticut

Origin	% of Value	Origin	% of Weight
Connecticut	61.3	Connecticut	82.6
New York	6.7	Massachusetts	3.3
Massachusetts	5.5	New York	3.2
Pennsylvania	3.9	Pennsylvania	1.9
New Jersey	3.3	New Jersey	1.8
California	2.7	Rhode Island	0.9
All other states	16.6	All other states	6.3
Total	100	Total	100

Mode of Transportation for Shipments Originating in Connecticut

Mode	% of Value	Mode	% of Weight
Truck	87.0	Truck	96.2
Air (includes truck and air)	1.9	Air (includes truck and air)	Z
Rail	S	Rail	1.3
Water	Z	Water	0.1
Pipeline ¹	0.4	Pipeline ¹	0.6
Multiple modes ²	10.6	Multiple modes ²	1.7
Parcel, U.S.P.S., or courier	10.3	Parcel, U.S.P.S., or courier	0.3
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Connecticut

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	52.5	Less than 50	73.6
50 to 99	17.1	50 to 99	8.9
100 to 249	11.5	100 to 249	5.6
250 to 499	4.0	250 to 499	2.6
500 to 749	2.8	500 to 749	0.7
750 to 999	4.0	750 to 999	1.6
1,000 to 1,499	3.9	1,000 to 1,499	S
1,500 to 1,999	1.1	1,500 to 1,999	1.7
2,000 or more	3.0	2,000 or more	0.4
Total	100	Total	100

Industry for Shipments Originating in Connecticut

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.1	212 Mining (except oil and gas)	11.9
31-33 Manufacturing	20.1	31-33 Manufacturing	7.5
42 Wholesale trade	64.7	42 Wholesale trade	76.2
4541 Electronic shopping and mail-order houses	1.2	4541 Electronic shopping and mail-order houses	0.1
45431 Fuel dealers	0.8	45431 Fuel dealers	1.1
4931 ⁴ Warehousing and storage	3.9	4931 ⁴ Warehousing and storage	2.6
5111 Newspaper, periodical, book, and directory publishers	S	5111 Newspaper, periodical, book, and directory publishers	S
551114 Corporate, subsidiary, and regional managing offices	8.9	551114 Corporate, subsidiary, and regional managing offices	0.6
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Connecticut - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Connecticut	\$198,568 - \$343,682	106,662 - 253,030
Percent of Total U.S. shipments (%)	1.5 - 2.5	1.0 - 2.2

Commodities Originating in Connecticut

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	7.2 - 18.6	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	8.5 - 21.7
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	5.3 - 12.3	41 Waste and scrap	2.4 - 19.6
19 Other coal and petroleum products, not elsewhere classified	1.4 - 11.2	12 Gravel and crushed stone (excludes dolomite and slate)	5.1 - 12.5
34 Machinery	3.2 - 8.6	19 Other coal and petroleum products, not elsewhere classified	2.7 - 12.5
36 Motorized and other vehicles (includes parts)	2.4 - 7.6	31 Non-metallic mineral products	2.5 - 5.7
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Connecticut

Destination	% of Value	Destination	% of Weight
Connecticut	41.0 - 57.2	Connecticut	59.5 - 79.7
New York	8.5 - 13.7	Massachusetts	3.3 - 9.5
Massachusetts	6.9 - 11.7	New York	3.9 - 8.7
New Jersey	3.9 - 6.5	Texas	0.6 - 3.2
Pennsylvania	1.7 - 2.7	New Jersey	0.5 - 3.1
New Hampshire	0.8 - 3.4	Pennsylvania	0.6 - 2.0
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Connecticut

Origin	% of Value	Origin	% of Weight
Connecticut	55.1 - 67.5	Connecticut	75.8 - 89.4
New York	4.1 - 9.3	Massachusetts	2.0 - 4.6
Massachusetts	4.4 - 6.6	New York	1.7 - 4.7
Pennsylvania	2.1 - 5.7	Pennsylvania	0.8 - 3.0
New Jersey	2.2 - 4.4	New Jersey	0.7 - 2.9
California	2.2 - 3.2	Rhode Island	0.0 - 2.0
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Connecticut

Mode	% of Value	Mode	% of Weight
Truck	83.9 - 90.1	Truck	94.0 - 98.4
Air (includes truck and air)	0.8 - 3.0	Air (includes truck and air)	NA
Rail	NA	Rail	0.2 - 2.4
Water	NA	Water	0.0 - 1.2
Pipeline ¹	0.0 - 1.9	Pipeline ¹	0.0 - 2.8
Multiple modes ²	8.0 - 13.2	Multiple modes ²	0.4 - 3.0
Parcel, U.S.P.S., or courier	7.7 - 12.9	Parcel, U.S.P.S., or courier	0.3 - 0.3
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Connecticut

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	44.4 - 60.6	Less than 50	63.2 - 84.0
50 to 99	13.3 - 20.9	50 to 99	5.8 - 12.0
100 to 249	8.6 - 14.4	100 to 249	3.0 - 8.2
250 to 499	3.1 - 4.9	250 to 499	1.0 - 4.2
500 to 749	2.3 - 3.3	500 to 749	0.3 - 1.1
750 to 999	2.4 - 5.6	750 to 999	0.3 - 2.9
1,000 to 1,499	2.8 - 5.0	1,000 to 1,499	NA
1,500 to 1,999	0.7 - 1.5	1,500 to 1,999	0.4 - 3.0
2,000 or more	2.3 - 3.7	2,000 or more	0.2 - 0.6
Total	NA	Total	NA

Industry for Shipments Originating in Connecticut

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	7.3 - 16.5
31-33 Manufacturing	16.1 - 24.1	31-33 Manufacturing	4.2 - 10.8
42 Wholesale trade	56.6 - 72.8	42 Wholesale trade	68.3 - 84.1
4541 Electronic shopping and mail-order houses	0.8 - 1.6	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.6 - 1.0	45431 Fuel dealers	0.6 - 1.6
4931 ³ Warehousing and storage	1.5 - 6.3	4931 ³ Warehousing and storage	0.6 - 4.6
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.0 - 18.2	551114 Corporate, subsidiary, and regional managing offices	0.0 - 1.7
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Delaware

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Delaware	\$42,768	25,537
Percent of Total U.S. shipments (%)	0.3	0.1

Commodities Originating in Delaware

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
21 Pharmaceutical products	25.4	04 Animal feed, eggs, honey, and other products of animal origin	10.3
24 Plastics and rubber	4.3	20 Basic chemicals	7.5
43 Mixed freight	3.1	11 Natural sands	5.2
23 Other chemical products and preparations, not elsewhere classified	3.0	31 Non-metallic mineral products	5.2
40 Miscellaneous manufactured products	2.9	41 Waste and scrap	4.4
All other commodities	61.3	All other commodities	67.4
Total	100	Total	100

Shipments Originating from Delaware

Destination	% of Value	Destination	% of Weight
Delaware	32.4	Delaware	66.8
Pennsylvania	10.2	Maryland	9.2
Maryland	10.1	Pennsylvania	8.9
New York	5.5	New Jersey	3.7
New Jersey	4.4	New York	1.3
Texas	1.5	Virginia	1.0
All other states	35.9	All other states	9.1
Total	100	Total	100

Shipments Inbound to Delaware

Origin	% of Value	Origin	% of Weight
Delaware	31.9	Delaware	56.6
New Jersey	10.9	Pennsylvania	12.3
Pennsylvania	9.9	Maryland	10.6
New York	4.7	New Jersey	6.1
Virginia	4.4	Virginia	2.1
North Carolina	3.1	Ohio	1.5
All other states	35.1	All other states	10.8
Total	100	Total	100

Mode of Transportation for Shipments Originating in Delaware

Mode	% of Value	Mode	% of Weight
Truck	78.6	Truck	95.3
Air (includes truck and air)	2.0	Air (includes truck and air)	Z
Rail	S	Rail	S
Water	S	Water	S
Pipeline ¹	-	Pipeline ¹	-
Multiple modes ²	17.3	Multiple modes ²	2.6
Parcel, U.S.P.S., or courier	16.2	Parcel, U.S.P.S., or courier	S
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Delaware

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	46.0	Less than 50	79.6
50 to 99	7.8	50 to 99	6.9
100 to 249	10.2	100 to 249	4.7
250 to 499	19.3	250 to 499	3.5
500 to 749	8.1	500 to 749	2.9
750 to 999	3.6	750 to 999	0.8
1,000 to 1,499	2.2	1,000 to 1,499	0.9
1,500 to 1,999	0.5	1,500 to 1,999	0.1
2,000 or more	2.2	2,000 or more	0.7
Total	100	Total	100

Industry for Shipments Originating in Delaware

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	Z	212 Mining (except oil and gas)	5.8
31-33 Manufacturing	53.0	31-33 Manufacturing	68.3
42 Wholesale trade	39.2	42 Wholesale trade	18.8
4541 Electronic shopping and mail-order houses	1.1	4541 Electronic shopping and mail-order houses	0.1
45431 Fuel dealers	0.6	45431 Fuel dealers	1.1
4931 ⁴ Warehousing and storage	S	4931 ⁴ Warehousing and storage	5.9
5111 Newspaper, periodical, book, and directory publishers	0.1	5111 Newspaper, periodical, book, and directory publishers	Z
551114 Corporate, subsidiary, and regional managing offices	-	551114 Corporate, subsidiary, and regional managing offices	-
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Delaware - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Delaware	\$28,658 - \$56,878	15,894 - 35,180
Percent of Total U.S. shipments (%)	0.2 - 0.4	0.1 - 0.3

Commodities Originating in Delaware

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
21 Pharmaceutical products	8.4 - 42.4	04 Animal feed, eggs, honey, and other products of animal origin	1.3 - 19.3
24 Plastics and rubber	1.4 - 7.2	20 Basic chemicals	0.0 - 17.9
43 Mixed freight	1.1 - 5.1	11 Natural sands	1.7 - 8.7
23 Other chemical products and preparations, not elsewhere classified	0.6 - 5.4	#N/A	NA
40 Miscellaneous manufactured products	1.1 - 4.7	41 Waste and scrap	0.0 - 8.8
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Delaware

Destination	% of Value	Destination	% of Weight
Delaware	21.8 - 43.0	Delaware	55.8 - 77.8
Pennsylvania	6.9 - 13.5	Maryland	4.4 - 14.0
Maryland	3.9 - 16.3	Pennsylvania	4.9 - 12.9
New York	3.3 - 7.7	New Jersey	2.1 - 5.3
New Jersey	2.0 - 6.8	New York	0.8 - 1.8
Texas	0.4 - 2.6	Virginia	0.6 - 1.4
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Delaware

Origin	% of Value	Origin	% of Weight
Delaware	19.6 - 44.2	Delaware	44.9 - 68.3
New Jersey	6.1 - 15.7	Pennsylvania	7.9 - 16.7
Pennsylvania	7.3 - 12.5	Maryland	6.8 - 14.4
New York	0.9 - 8.5	New Jersey	0.2 - 12.0
Virginia	0.6 - 8.2	Virginia	1.2 - 3.0
North Carolina	1.3 - 4.9	Ohio	0.0 - 3.0
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Delaware

Mode	% of Value	Mode	% of Weight
Truck	68.3 - 88.9	Truck	90.2 - 100.0
Air (includes truck and air)	0.0 - 4.2	Air (includes truck and air)	NA
Rail	NA	Rail	NA
Water	NA	Water	NA
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	8.9 - 25.7	Multiple modes ²	0.0 - 5.9
Parcel, U.S.P.S., or courier	7.6 - 24.8	Parcel, U.S.P.S., or courier	0.0 - 1.8
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Delaware

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	33.4 - 58.6	Less than 50	71.9 - 87.3
50 to 99	3.4 - 12.2	50 to 99	4.3 - 9.5
100 to 249	6.9 - 13.5	100 to 249	3.2 - 6.2
250 to 499	12.0 - 26.6	250 to 499	0.8 - 6.2
500 to 749	1.9 - 14.3	500 to 749	0.2 - 5.6
750 to 999	0.0 - 7.6	750 to 999	0.4 - 1.2
1,000 to 1,499	0.7 - 3.7	1,000 to 1,499	0.0 - 1.8
1,500 to 1,999	0.1 - 0.9	1,500 to 1,999	NA
2,000 or more	1.7 - 2.7	2,000 or more	0.3 - 1.1
Total	NA	Total	NA

Industry for Shipments Originating in Delaware

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	2.5 - 9.1
31-33 Manufacturing	36.5 - 69.5	31-33 Manufacturing	55.7 - 80.9
42 Wholesale trade	22.2 - 56.2	42 Wholesale trade	8.7 - 28.9
4541 Electronic shopping and mail-order houses	0.0 - 2.4	4541 Electronic shopping and mail-order houses	0.0 - 0.3
45431 Fuel dealers	0.4 - 0.8	45431 Fuel dealers	0.6 - 1.6
4931 ³ Warehousing and storage	NA	4931 ³ Warehousing and storage	0.4 - 11.4
5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.3	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

District of Columbia			
		Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in District of Columbia		\$2,509	3,049
Percent of Total U.S. shipments (%)		Z	Z
Commodities Originating in District of Columbia			
2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
08-R Alcoholic beverages and denatured alcohol	22.1	31 Non-metallic mineral products	47.3
41 Waste and scrap	21.1	41 Waste and scrap	43.0
05 Meat, poultry, fish, seafood, and their preparations	7.0	05 Meat, poultry, fish, seafood, and their preparations	0.9
31 Non-metallic mineral products	3.5	26 Wood products	0.4
26 Wood products	1.9	06 Milled grain products and preparations, and bakery products	0.1
All other commodities	44.4	All other commodities	8.3
Total	100	Total	100
Shipments Originating from District of Columbia		Shipments Inbound to District of Columbia	
Destination	% of Value	Destination ⁵	% of Weight
District of Columbia	47.4	District of Columbia	39.2
Maryland	25.9	Virginia	25.8
Virginia	15.2	Maryland	21.1
Pennsylvania	4.6	NA	
New Jersey	0.4	NA	
Texas	0.3	NA	
All other states	6.2	All other states	13.9
Total	100	Total	100
Origin	% of Value	Origin	% of Weight
Maryland	28.2	District of Columbia	28.8
Virginia	15.5	Maryland	26.8
District of Columbia	10.2	Virginia	24.3
New Jersey	3.8	Pennsylvania	2.5
Pennsylvania	3.1	West Virginia	2.3
California	3.0	North Carolina	1.6
All other states	36.2	All other states	13.7
Total	100	Total	100
Mode of Transportation for Shipments Originating in District of Columbia		Distance Shipped for Shipments Originating in District of Columbia	
Mode	% of Value	Mode	% of Weight
Truck	95.7	Truck	100.0
Air (includes truck and air)	S	Air (includes truck and air)	Z
Rail	-	Rail	-
Water	-	Water	-
Pipeline ¹	-	Pipeline ¹	-
Multiple modes ²	4.3	Multiple modes ²	Z
Parcel, U.S.P.S., or courier	4.3	Parcel, U.S.P.S., or courier	Z
Other modes	-	Other modes	-
Total³	100	Total³	100
Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	79.7	Less than 50	68.6
50 to 99	S	50 to 99	S
100 to 249	10.7	100 to 249	S
250 to 499	S	250 to 499	S
500 to 749	0.3	500 to 749	S
750 to 999	0.5	750 to 999	S
1,000 to 1,499	S	1,000 to 1,499	S
1,500 to 1,999	0.1	1,500 to 1,999	S
2,000 or more	S	2,000 or more	Z
Total	100	Total	100
Industry for Shipments Originating in District of Columbia			
NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	-	212 Mining (except oil and gas)	-
31-33 Manufacturing	8.3	31-33 Manufacturing	47.1
42 Wholesale trade	91.6	42 Wholesale trade	52.9
4541 Electronic shopping and mail-order houses	-	4541 Electronic shopping and mail-order houses	-
45431 Fuel dealers	-	45431 Fuel dealers	-
4931 ⁴ Warehousing and storage	-	4931 ⁴ Warehousing and storage	-
5111 Newspaper, periodical, book, and directory publishers	-	5111 Newspaper, periodical, book, and directory publishers	-
551114 Corporate, subsidiary, and regional managing offices	0.1	551114 Corporate, subsidiary, and regional managing offices	Z
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.
Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.
- Represents a data cell equal to zero.
NA Not Applicable

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).
² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.
³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.
⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.
⁵ After DC, VA, and MD, all other state estimates by weight were suppressed, rounded to zero, or zero.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.
08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.
17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.
18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.
* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

District of Columbia - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in District of Columbia	\$1,662 - \$3,356	1,529 - 4,569
Percent of Total U.S. shipments (%)	NA	NA

Commodities Originating in District of Columbia

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
08-R Alcoholic beverages and denatured alcohol	0.1 - 44.1	31 Non-metallic mineral products	25.3 - 69.3
41 Waste and scrap	0.0 - 52.6	41 Waste and scrap	19.4 - 66.6
05 Meat, poultry, fish, seafood, and their preparations	0.0 - 21.3	05 Meat, poultry, fish, seafood, and their preparations	0.0 - 12.8
31 Non-metallic mineral products	0.6 - 6.4	26 Wood products	0.0 - 7.2
26 Wood products	0.0 - 13.3	06 Milled grain products and preparations, and bakery products	0.0 - 0.6
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from District of Columbia

Destination	% of Value	Destination	% of Weight
District of Columbia	35.7 - 59.1	District of Columbia	22.9 - 55.5
Maryland	19.5 - 32.3	Virginia	16.3 - 35.3
Virginia	9.3 - 21.1	Maryland	11.6 - 30.6
Pennsylvania	1.7 - 7.5	NA	
New Jersey	0.0 - 1.3	NA	
Texas	0.0 - 3.8	NA	
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to District of Columbia

Origin	% of Value	Origin	% of Weight
Maryland	21.6 - 34.8	District of Columbia	17.8 - 39.8
Virginia	8.0 - 23.0	Maryland	18.0 - 35.6
District of Columbia	5.6 - 14.8	Virginia	14.2 - 34.4
New Jersey	1.2 - 6.4	Pennsylvania	1.6 - 3.4
Pennsylvania	2.0 - 4.2	West Virginia	0.3 - 4.3
California	1.7 - 4.3	North Carolina	0.0 - 3.8
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in District of Columbia

Mode	% of Value	Mode	% of Weight
Truck	89.8 - 100.0	Truck	99.6 - 100.0
Air (includes truck and air)	NA	Air (includes truck and air)	NA
Rail	NA	Rail	NA
Water	NA	Water	NA
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	0.0 - 10.2	Multiple modes ²	0.0 - 0.4
Parcel, U.S.P.S., or courier	0.0 - 10.2	Parcel, U.S.P.S., or courier	0.0 - 0.4
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in District of Columbia

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	69.3 - 90.1	Less than 50	52.5 - 84.7
50 to 99	NA	50 to 99	NA
100 to 249	2.5 - 18.9	100 to 249	NA
250 to 499	NA	250 to 499	NA
500 to 749	0.0 - 0.8	500 to 749	NA
750 to 999	0.0 - 1.0	750 to 999	NA
1,000 to 1,499	NA	1,000 to 1,499	NA
1,500 to 1,999	0.0 - 1.0	1,500 to 1,999	NA
2,000 or more	NA	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in District of Columbia

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	NA
31-33 Manufacturing	0.0 - 22.0	31-33 Manufacturing	26.4 - 67.8
42 Wholesale trade	77.9 - 105.3	42 Wholesale trade	32.2 - 73.6
4541 Electronic shopping and mail-order houses	NA	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	NA	4931 ³ Warehousing and storage	NA
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.0 - 0.3	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Florida

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Florida	\$440,516	414,015
Percent of Total U.S. shipments (%)	3.2	3.7

Commodities Originating in Florida

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	12.5	12 Gravel and crushed stone (excludes dolomite and slate)	21.5
21 Pharmaceutical products	9.9	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	10.7
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	9.5	31 Non-metallic mineral products	7.9
35 Electronic and other electrical equipment and components, and office equipment	9.2	07-R Other prepared foodstuffs, and fats and oils	5.3
36 Motorized and other vehicles (includes parts)	5.1	22 Fertilizers	4.7
All other commodities	53.8	All other commodities	49.9
Total	100	Total	100

Shipments Originating from Florida

Destination	% of Value	Destination	% of Weight
Florida	67.2	Florida	89.7
Georgia	4.3	Georgia	2.1
Texas	3.5	Alabama	0.9
California	2.5	South Carolina	0.6
North Carolina	2.1	Texas	0.6
New York	1.6	Louisiana	0.5
All other states	18.8	All other states	5.6
Total	100	Total	100

Shipments Inbound to Florida

Origin	% of Value	Origin	% of Weight
Florida	51.7	Florida	78.2
Georgia	6.7	Georgia	4.7
California	4.1	Louisiana	3.2
Texas	3.6	Illinois	1.8
Illinois	3.1	Kentucky	1.5
Louisiana	2.6	Alabama	1.4
All other states	28.2	All other states	9.2
Total	100	Total	100

Mode of Transportation for Shipments Originating in Florida

Mode	% of Value	Mode	% of Weight
Truck	77.1	Truck	90.0
Air (includes truck and air)	4.5	Air (includes truck and air)	0.1
Rail	1.1	Rail	5.4
Water	Z	Water	0.1
Pipeline ¹	S	Pipeline ¹	S
Multiple modes ²	16.8	Multiple modes ²	4.0
Parcel, U.S.P.S., or courier	15.3	Parcel, U.S.P.S., or courier	0.2
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Florida

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	41.9	Less than 50	64.0
50 to 99	9.9	50 to 99	16.3
100 to 249	15.0	100 to 249	9.7
250 to 499	7.6	250 to 499	3.3
500 to 749	5.7	500 to 749	1.8
750 to 999	7.9	750 to 999	2.1
1,000 to 1,499	7.3	1,000 to 1,499	1.7
1,500 to 1,999	1.3	1,500 to 1,999	S
2,000 or more	3.5	2,000 or more	0.4
Total	100	Total	100

Industry for Shipments Originating in Florida

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.6	212 Mining (except oil and gas)	34.4
31-33 Manufacturing	21.7	31-33 Manufacturing	26.0
42 Wholesale trade	59.8	42 Wholesale trade	35.0
4541 Electronic shopping and mail-order houses	4.9	4541 Electronic shopping and mail-order houses	Z
45431 Fuel dealers	0.2	45431 Fuel dealers	0.1
4931 ⁴ Warehousing and storage	10.2	4931 ⁴ Warehousing and storage	3.7
5111 Newspaper, periodical, book, and directory publishers	0.4	5111 Newspaper, periodical, book, and directory publishers	0.1
551114 Corporate, subsidiary, and regional managing offices	2.3	551114 Corporate, subsidiary, and regional managing offices	0.6
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Florida - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Florida	\$405,795 - \$475,237	304,735 - 523,295
Percent of Total U.S. shipments (%)	2.9 - 3.5	2.7 - 4.7

Commodities Originating in Florida

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	10.5 - 14.5	12 Gravel and crushed stone (excludes dolomite and slate)	14.7 - 28.3
21 Pharmaceutical products	7.0 - 12.8	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	7.6 - 13.8
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	7.1 - 11.9	31 Non-metallic mineral products	5.7 - 10.1
35 Electronic and other electrical equipment and components, and office equipment	8.3 - 10.1	07-R Other prepared foodstuffs, and fats and oils	3.8 - 6.8
36 Motorized and other vehicles (includes parts)	3.5 - 6.7	22 Fertilizers	1.4 - 8.0
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Florida

Destination	% of Value	Destination	% of Weight
Florida	65.2 - 69.2	Florida	87.3 - 92.1
Georgia	3.6 - 5.0	Georgia	1.6 - 2.6
Texas	3.0 - 4.0	Alabama	0.5 - 1.3
California	2.1 - 2.9	South Carolina	0.4 - 0.8
North Carolina	1.6 - 2.6	Texas	0.4 - 0.8
New York	1.2 - 2.0	Louisiana	0.3 - 0.7
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Florida

Origin	% of Value	Origin	% of Weight
Florida	48.0 - 55.4	Florida	72.7 - 83.7
Georgia	5.4 - 8.0	Georgia	1.6 - 7.8
California	3.9 - 4.3	Louisiana	1.4 - 5.0
Texas	2.7 - 4.5	Illinois	0.9 - 2.7
Illinois	2.2 - 4.0	Kentucky	1.0 - 2.0
Louisiana	1.1 - 4.1	Alabama	1.0 - 1.8
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Florida

Mode	% of Value	Mode	% of Weight
Truck	75.1 - 79.1	Truck	86.5 - 93.5
Air (includes truck and air)	3.4 - 5.6	Air (includes truck and air)	0.1 - 0.1
Rail	0.6 - 1.6	Rail	3.4 - 7.4
Water	NA	Water	0.1 - 0.1
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	14.6 - 19.0	Multiple modes ²	0.5 - 7.5
Parcel, U.S.P.S., or courier	13.1 - 17.5	Parcel, U.S.P.S., or courier	0.2 - 0.2
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Florida

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	40.6 - 43.2	Less than 50	59.4 - 68.6
50 to 99	8.6 - 11.2	50 to 99	11.2 - 21.4
100 to 249	13.5 - 16.5	100 to 249	7.9 - 11.5
250 to 499	6.1 - 9.1	250 to 499	2.6 - 4.0
500 to 749	5.0 - 6.4	500 to 749	1.4 - 2.2
750 to 999	7.2 - 8.6	750 to 999	1.6 - 2.6
1,000 to 1,499	6.8 - 7.8	1,000 to 1,499	1.2 - 2.2
1,500 to 1,999	0.8 - 1.8	1,500 to 1,999	NA
2,000 or more	3.1 - 3.9	2,000 or more	0.2 - 0.6
Total	NA	Total	NA

Industry for Shipments Originating in Florida

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.2 - 1.0	212 Mining (except oil and gas)	24.7 - 44.1
31-33 Manufacturing	19.1 - 24.3	31-33 Manufacturing	19.6 - 32.4
42 Wholesale trade	56.3 - 63.3	42 Wholesale trade	29.7 - 40.3
4541 Electronic shopping and mail-order houses	2.9 - 6.9	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	7.6 - 12.8	4931 ³ Warehousing and storage	0.8 - 6.6
5111 Newspaper, periodical, book, and directory publishers	0.2 - 0.6	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.3 - 4.3	551114 Corporate, subsidiary, and regional managing offices	0.2 - 1.0
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Georgia

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Georgia	\$395,725	272,760
Percent of Total U.S. shipments (%)	2.9	2.4

Commodities Originating in Georgia

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	12.1	12 Gravel and crushed stone (excludes dolomite and slate)	22.4
36 Motorized and other vehicles (includes parts)	8.8	31 Non-metallic mineral products	7.8
35 Electronic and other electrical equipment and components, and office equipment	6.9	26 Wood products	7.2
30 Textiles, leather, and articles of textiles or leather	6.1	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	7.1
21 Pharmaceutical products	5.8	13 Other non-metallic minerals, not elsewhere classified	5.6
All other commodities	60.3	All other commodities	49.9
Total	100	Total	100

Shipments Originating from Georgia

Destination	% of Value	Destination	% of Weight
Georgia	38.6	Georgia	64.6
Florida	9.8	Florida	8.1
Texas	4.9	Alabama	4.0
North Carolina	4.8	South Carolina	3.3
Alabama	4.7	North Carolina	2.6
South Carolina	4.7	Texas	2.1
All other states	32.5	All other states	15.3
Total	100	Total	100

Shipments Inbound to Georgia

Origin	% of Value	Origin	% of Weight
Georgia	38.7	Georgia	59.5
North Carolina	6.4	Wyoming	3.8
Florida	4.8	Louisiana	3.7
Alabama	4.2	Alabama	3.4
Tennessee	4.2	Kentucky	3.1
California	4.1	Florida	3.0
All other states	37.6	All other states	23.5
Total	100	Total	100

Mode of Transportation for Shipments Originating in Georgia

Mode	% of Value	Mode	% of Weight
Truck	80.8	Truck	87.7
Air (includes truck and air)	4.2	Air (includes truck and air)	5
Rail	2.4	Rail	8.4
Water	5	Water	5
Pipeline ¹	5	Pipeline ¹	5
Multiple modes ²	12.3	Multiple modes ²	3.1
Parcel, U.S.P.S., or courier	10.4	Parcel, U.S.P.S., or courier	0.3
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Georgia

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	27.4	Less than 50	51.3
50 to 99	7.4	50 to 99	8.2
100 to 249	18.6	100 to 249	17.4
250 to 499	19.6	250 to 499	11.5
500 to 749	15.2	500 to 749	6.9
750 to 999	6.1	750 to 999	2.6
1,000 to 1,499	1.5	1,000 to 1,499	0.9
1,500 to 1,999	2.2	1,500 to 1,999	0.7
2,000 or more	2.0	2,000 or more	0.5
Total	100	Total	100

Industry for Shipments Originating in Georgia

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.4	212 Mining (except oil and gas)	23.4
31-33 Manufacturing	38.9	31-33 Manufacturing	39.4
42 Wholesale trade	42.3	42 Wholesale trade	31.4
4541 Electronic shopping and mail-order houses	1.0	4541 Electronic shopping and mail-order houses	0.1
45431 Fuel dealers	0.1	45431 Fuel dealers	0.1
4931 ⁴ Warehousing and storage	13.1	4931 ⁴ Warehousing and storage	3.6
5111 Newspaper, periodical, book, and directory publishers	0.2	5111 Newspaper, periodical, book, and directory publishers	0.1
551114 Corporate, subsidiary, and regional managing offices	4.0	551114 Corporate, subsidiary, and regional managing offices	5
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Georgia - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Georgia	\$365,985 - \$425,465	211,265 - 334,255
Percent of Total U.S. shipments (%)	2.7 - 3.1	1.8 - 3.0

Commodities Originating in Georgia

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	10.1 - 14.1	12 Gravel and crushed stone (excludes dolomite and slate)	14.9 - 29.9
36 Motorized and other vehicles (includes parts)	7.0 - 10.6	31 Non-metallic mineral products	4.1 - 11.5
35 Electronic and other electrical equipment and components, and office equipment	5.3 - 8.5	26 Wood products	5.2 - 9.2
30 Textiles, leather, and articles of textiles or leather	4.6 - 7.6	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	4.5 - 9.7
21 Pharmaceutical products	2.5 - 9.1	13 Other non-metallic minerals, not elsewhere classified	2.3 - 8.9
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Georgia

Destination	% of Value	Destination	% of Weight
Georgia	35.9 - 41.3	Georgia	58.0 - 71.2
Florida	8.3 - 11.3	Florida	2.4 - 13.8
Texas	4.4 - 5.4	Alabama	3.3 - 4.7
North Carolina	3.9 - 5.7	South Carolina	2.8 - 3.8
Alabama	4.2 - 5.2	North Carolina	1.9 - 3.3
South Carolina	4.2 - 5.2	Texas	1.6 - 2.6
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Georgia

Origin	% of Value	Origin	% of Weight
Georgia	37.1 - 40.3	Georgia	50.7 - 68.3
North Carolina	4.2 - 8.6	Wyoming	1.2 - 6.4
Florida	4.1 - 5.5	Louisiana	0.6 - 6.8
Alabama	3.7 - 4.7	Alabama	2.9 - 3.9
Tennessee	3.7 - 4.7	Kentucky	2.2 - 4.0
California	3.4 - 4.8	Florida	2.3 - 3.7
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Georgia

Mode	% of Value	Mode	% of Weight
Truck	77.0 - 84.6	Truck	82.8 - 92.6
Air (includes truck and air)	1.8 - 6.6	Air (includes truck and air)	NA
Rail	1.7 - 3.1	Rail	4.4 - 12.4
Water	NA	Water	NA
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	10.3 - 14.3	Multiple modes ²	1.6 - 4.6
Parcel, U.S.P.S., or courier	8.8 - 12.0	Parcel, U.S.P.S., or courier	0.1 - 0.5
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Georgia

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	25.6 - 29.2	Less than 50	43.8 - 58.8
50 to 99	6.3 - 8.5	50 to 99	7.1 - 9.3
100 to 249	17.5 - 19.7	100 to 249	13.4 - 21.4
250 to 499	18.0 - 21.2	250 to 499	8.6 - 14.4
500 to 749	14.3 - 16.1	500 to 749	5.6 - 8.2
750 to 999	5.6 - 6.6	750 to 999	1.9 - 3.3
1,000 to 1,499	1.1 - 1.9	1,000 to 1,499	0.5 - 1.3
1,500 to 1,999	1.8 - 2.6	1,500 to 1,999	0.5 - 0.9
2,000 or more	1.1 - 2.9	2,000 or more	0.3 - 0.7
Total	NA	Total	NA

Industry for Shipments Originating in Georgia

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.2 - 0.6	212 Mining (except oil and gas)	16.4 - 30.4
31-33 Manufacturing	34.5 - 43.3	31-33 Manufacturing	33.4 - 45.4
42 Wholesale trade	39.4 - 45.2	42 Wholesale trade	26.3 - 36.5
4541 Electronic shopping and mail-order houses	0.6 - 1.4	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	0.0 - 0.3
4931 ³ Warehousing and storage	10.4 - 15.8	4931 ³ Warehousing and storage	1.4 - 5.8
5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.4	5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.3
551114 Corporate, subsidiary, and regional managing offices	0.7 - 7.3	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Hawaii

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Hawaii	\$22,156	25,730
Percent of Total U.S. shipments (%)	0.2	0.2

Commodities Originating in Hawaii

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	22.0	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	26.6
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	19.2	12 Gravel and crushed stone (excludes dolomite and slate)	23.5
43 Mixed freight	9.2	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	20.7
21 Pharmaceutical products	6.8	31 Non-metallic mineral products	9.6
07-R Other prepared foodstuffs, and fats and oils	6.5	07-R Other prepared foodstuffs, and fats and oils	3.2
All other commodities	36.3	All other commodities	16.4
Total	100	Total	100

Shipments Originating from Hawaii

Destination	% of Value	Destination ⁵	% of Weight
Hawaii	93.5	Hawaii	96.4
Florida	0.2	NA	
Washington	0.2	NA	
Colorado	0.1	NA	
Texas	0.1	NA	
New York	0.1	NA	
All other states	5.8	All other states	3.6
Total	100	Total	100

Shipments Inbound to Hawaii

Origin	% of Value	Origin ⁶	% of Weight
Hawaii	68.8	Hawaii	92.7
California	15.4	California	4.6
Washington	1.5	Washington	1.2
Texas	0.9	Oregon	0.4
North Carolina	0.8	Texas	0.1
New Jersey	0.7	NA	
All other states	11.9	All other states	1.0
Total	100	Total	100

Mode of Transportation for Shipments Originating in Hawaii

Mode	% of Value	Mode	% of Weight
Truck	50.8	Truck	56.4
Air (includes truck and air)	4.6	Air (includes truck and air)	0.6
Rail	S	Rail	S
Water	2.7	Water	1.6
Pipeline ¹	33.2	Pipeline ¹	39.0
Multiple modes ²	8.6	Multiple modes ²	2.4
Parcel, U.S.P.S., or courier	4.2	Parcel, U.S.P.S., or courier	0.1
Other modes	-	Other modes	-
Total³	100	Total³	100

Distanced Shipped for Shipments Originating in Hawaii

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	82.9	Less than 50	91.6
50 to 99	3.5	50 to 99	1.9
100 to 249	6.9	100 to 249	2.7
250 to 499	0.2	250 to 499	S
500 to 749	-	500 to 749	-
750 to 999	-	750 to 999	-
1,000 to 1,499	-	1,000 to 1,499	-
1,500 to 1,999	-	1,500 to 1,999	-
2,000 or more	S	2,000 or more	S
Total	100	Total	100

Industry for Shipments Originating in Hawaii

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.2	212 Mining (except oil and gas)	4.9
31-33 Manufacturing	33.1	31-33 Manufacturing	63.4
42 Wholesale trade	49.6	42 Wholesale trade	19.3
4541 Electronic shopping and mail-order houses	S	4541 Electronic shopping and mail-order houses	Z
45431 Fuel dealers	0.4	45431 Fuel dealers	0.2
4931 ⁴ Warehousing and storage	3.0	4931 ⁴ Warehousing and storage	1.2
5111 Newspaper, periodical, book, and directory publishers	0.1	5111 Newspaper, periodical, book, and directory publishers	Z
551114 Corporate, subsidiary, and regional managing offices	S	551114 Corporate, subsidiary, and regional managing offices	S
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

NA Not Applicable.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

⁵ After HI, all other state estimates by weight were suppressed, rounded to zero, or zero.

⁶ After HI, CA, WA, OR, and TX, all other state estimates by weight were suppressed, rounded to zero, or zero.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Hawaii - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Hawaii	\$15,739 - \$28,573	16,580 - 34,880
Percent of Total U.S. shipments (%)	0.2 - 0.2	0.1 - 0.3

Commodities Originating in Hawaii

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	12.7 - 31.3	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	15.1 - 38.1
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	14.8 - 23.6	12 Gravel and crushed stone (excludes dolomite and slate)	13.8 - 33.2
43 Mixed freight	4.1 - 14.3	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	13.2 - 28.2
21 Pharmaceutical products	3.1 - 10.5	31 Non-metallic mineral products	1.0 - 18.2
07-R Other prepared foodstuffs, and fats and oils	3.9 - 9.1	07-R Other prepared foodstuffs, and fats and oils	0.5 - 5.9
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Hawaii

Destination	% of Value	Destination	% of Weight
Hawaii	89.8 - 97.2	Hawaii	93.7 - 99.1
Florida	0.0 - 0.4	NA	
Washington	NA	NA	
Colorado	NA	NA	
Texas	NA	NA	
New York	NA	NA	
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Hawaii

Origin	% of Value	Origin	% of Weight
Hawaii	62.8 - 74.8	Hawaii	89.2 - 95.8
California	11.9 - 18.9	California	1.9 - 7.3
Washington	0.6 - 2.4	Washington	0.8 - 1.6
Texas	0.7 - 1.1	Oregon	0.2 - 0.6
North Carolina	0.0 - 1.7	Texas	NA
New Jersey	0.3 - 1.1	Alabama	NA
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Hawaii

Mode	% of Value	Mode	% of Weight
Truck	38.0 - 63.6	Truck	38.6 - 74.2
Air (includes truck and air)	3.3 - 5.9	Air (includes truck and air)	0.2 - 1.0
Rail	NA	Rail	NA
Water	1.4 - 4.0	Water	0.0 - 3.4
Pipeline ¹	16.3 - 50.1	Pipeline ¹	19.6 - 58.4
Multiple modes ²	6.0 - 11.2	Multiple modes ²	1.5 - 3.3
Parcel, U.S.P.S., or courier	2.2 - 6.2	Parcel, U.S.P.S., or courier	0.1 - 0.1
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Hawaii

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	79.1 - 86.7	Less than 50	89.2 - 94.0
50 to 99	2.0 - 5.0	50 to 99	1.0 - 2.8
100 to 249	4.9 - 8.9	100 to 249	1.1 - 4.3
250 to 499	0.0 - 0.6	250 to 499	NA
500 to 749	NA	500 to 749	NA
750 to 999	NA	750 to 999	NA
1,000 to 1,499	NA	1,000 to 1,499	NA
1,500 to 1,999	NA	1,500 to 1,999	NA
2,000 or more	NA	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Hawaii

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.0 - 0.4	212 Mining (except oil and gas)	2.2 - 7.6
31-33 Manufacturing	21.7 - 44.5	31-33 Manufacturing	53.7 - 73.1
42 Wholesale trade	37.7 - 61.5	42 Wholesale trade	8.3 - 30.3
4541 Electronic shopping and mail-order houses	NA	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.0 - 1.1	45431 Fuel dealers	0.0 - 0.6
4931 ³ Warehousing and storage	0.4 - 5.6	4931 ³ Warehousing and storage	0.1 - 2.3
5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.3	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Idaho

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Idaho	\$41,405	44,001
Percent of Total U.S. shipments (%)	0.3	0.4

Commodities Originating in Idaho

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
07-R Other prepared foodstuffs, and fats and oils	19.4	07-R Other prepared foodstuffs, and fats and oils	14.7
35 Electronic and other electrical equipment and components, and office equipment	13.3	26 Wood products	12.0
43 Mixed freight	6.0	02 Cereal grains (includes seed)	9.1
03 Agricultural products (excludes animal feed, cereal grains, and forage products)	5.9	04 Animal feed, eggs, honey, and other products of animal origin	9.1
22 Fertilizers	5.5	03 Agricultural products (excludes animal feed, cereal grains, and forage products)	7.8
All other commodities	49.9	All other commodities	47.3
Total	100	Total	100

Shipments Originating from Idaho

Destination	% of Value	Destination	% of Weight
Idaho	39.2	Idaho	53.7
California	9.8	Washington	8.0
Washington	8.5	California	4.9
Oregon	3.8	Utah	3.5
Utah	3.7	Oregon	3.3
Illinois	2.6	Missouri	2.5
All other states	32.4	All other states	24.1
Total	100	Total	100

Shipments Inbound to Idaho

Origin	% of Value	Origin	% of Weight
Idaho	35.0	Idaho	61.6
California	14.4	Utah	10.2
Utah	10.4	Washington	6.3
Washington	9.9	California	4.2
Oregon	5.5	Oregon	2.9
Illinois	1.9	Wyoming	2.5
All other states	22.9	All other states	12.3
Total	100	Total	100

Mode of Transportation for Shipments Originating in Idaho

Mode	% of Value	Mode	% of Weight
Truck	68.0	Truck	75.5
Air (includes truck and air)	S	Air (includes truck and air)	Z
Rail	11.1	Rail	17.7
Water	-	Water	-
Pipeline ¹	-	Pipeline ¹	-
Multiple modes ²	16.9	Multiple modes ²	6.9
Parcel, U.S.P.S., or courier	14.1	Parcel, U.S.P.S., or courier	0.1
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Idaho

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	29.2	Less than 50	42.3
50 to 99	5.0	50 to 99	5.4
100 to 249	11.0	100 to 249	10.7
250 to 499	13.7	250 to 499	14.2
500 to 749	12.9	500 to 749	7.5
750 to 999	2.8	750 to 999	3.2
1,000 to 1,499	12.2	1,000 to 1,499	8.3
1,500 to 1,999	8.6	1,500 to 1,999	7.1
2,000 or more	4.6	2,000 or more	1.3
Total	100	Total	100

Industry for Shipments Originating in Idaho

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	1.8	212 Mining (except oil and gas)	10.3
31-33 Manufacturing	47.9	31-33 Manufacturing	44.5
42 Wholesale trade	44.2	42 Wholesale trade	43.7
4541 Electronic shopping and mail-order houses	S	4541 Electronic shopping and mail-order houses	S
45431 Fuel dealers	0.4	45431 Fuel dealers	0.4
4931 ⁴ Warehousing and storage	1.7	4931 ⁴ Warehousing and storage	0.3
5111 Newspaper, periodical, book, and directory publishers	0.2	5111 Newspaper, periodical, book, and directory publishers	S
551114 Corporate, subsidiary, and regional managing offices	S	551114 Corporate, subsidiary, and regional managing offices	S
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Idaho - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Idaho	\$33,739 - \$49,071	32,548 - 55,454
Percent of Total U.S. shipments (%)	0.2 - 0.4	0.3 - 0.5

Commodities Originating in Idaho

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
07-R Other prepared foodstuffs, and fats and oils	12.3 - 26.5	07-R Other prepared foodstuffs, and fats and oils	NA
35 Electronic and other electrical equipment and components, and office equipment	7.3 - 19.3	26 Wood products	9.8 - 14.2
43 Mixed freight	3.1 - 8.9	02 Cereal grains (includes seed)	7.8 - 10.4
03 Agricultural products (excludes animal feed, cereal grains, and forage products)	3.0 - 8.8	NA	NA
22 Fertilizers	2.2 - 8.8	03 Agricultural products (excludes animal feed, cereal grains, and forage products)	7.3 - 8.3
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Idaho

Destination	% of Value	Destination	% of Weight
Idaho	34.3 - 44.1	Idaho	46.0 - 61.4
California	6.7 - 12.9	Washington	6.0 - 10.0
Washington	6.1 - 10.9	California	3.6 - 6.2
Oregon	2.7 - 4.9	Utah	2.4 - 4.6
Utah	3.2 - 4.2	Oregon	2.4 - 4.2
Illinois	1.7 - 3.5	Missouri	1.0 - 4.0
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Idaho

Origin	% of Value	Origin	% of Weight
Idaho	29.1 - 40.9	Idaho	51.7 - 71.5
California	9.5 - 19.3	Utah	2.7 - 17.7
Utah	6.7 - 14.1	Washington	3.2 - 9.4
Washington	7.9 - 11.9	California	2.4 - 6.0
Oregon	3.9 - 7.1	Oregon	2.2 - 3.6
Illinois	0.8 - 3.0	Wyoming	1.6 - 3.4
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Idaho

Mode	% of Value	Mode	% of Weight
Truck	61.4 - 74.6	Truck	68.9 - 82.1
Air (includes truck and air)	NA	Air (includes truck and air)	NA
Rail	6.9 - 15.3	Rail	11.7 - 23.7
Water	NA	Water	NA
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	12.1 - 21.7	Multiple modes ²	2.7 - 11.1
Parcel, U.S.P.S., or courier	9.5 - 18.7	Parcel, U.S.P.S., or courier	0.1 - 0.1
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Idaho

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	26.3 - 32.1	Less than 50	34.8 - 49.8
50 to 99	3.2 - 6.8	50 to 99	3.6 - 7.2
100 to 249	8.6 - 13.4	100 to 249	8.0 - 13.4
250 to 499	11.7 - 15.7	250 to 499	8.9 - 19.5
500 to 749	9.4 - 16.4	500 to 749	3.5 - 11.5
750 to 999	1.7 - 3.9	750 to 999	1.0 - 5.4
1,000 to 1,499	10.0 - 14.4	1,000 to 1,499	6.3 - 10.3
1,500 to 1,999	7.0 - 10.2	1,500 to 1,999	4.9 - 9.3
2,000 or more	3.5 - 5.7	2,000 or more	0.0 - 2.6
Total	NA	Total	NA

Industry for Shipments Originating in Idaho

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.2 - 3.4	212 Mining (except oil and gas)	3.9 - 16.7
31-33 Manufacturing	40.2 - 55.6	31-33 Manufacturing	35.2 - 53.8
42 Wholesale trade	37.8 - 50.6	42 Wholesale trade	36.0 - 51.4
4541 Electronic shopping and mail-order houses	NA	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.2 - 0.6	45431 Fuel dealers	0.2 - 0.6
4931 ³ Warehousing and storage	0.0 - 3.7	4931 ³ Warehousing and storage	0.0 - 1.0
5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.4	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Illinois

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Illinois	\$825,191	606,874
Percent of Total U.S. shipments (%)	6.0	5.4

Commodities Originating in Illinois

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	9.2	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	12.6
34 Machinery	8.9	12 Gravel and crushed stone (excludes dolomite and slate)	12.2
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	8.5	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	8.3
21 Pharmaceutical products	7.9	02 Cereal grains (includes seed)	8.2
35 Electronic and other electrical equipment and components, and office equipment	7.0	22 Fertilizers	7.4
All other commodities	58.5	All other commodities	51.3
Total	100	Total	100

Shipments Originating from Illinois

Destination	% of Value	Destination	% of Weight
Illinois	39.7	Illinois	61.0
Indiana	5.7	Indiana	5.4
Wisconsin	5.1	Missouri	3.4
Texas	4.7	Louisiana	3.1
Michigan	4.2	Ohio	2.9
Missouri	3.6	Texas	2.7
All other states	37.0	All other states	21.5
Total	100	Total	100

Shipments Inbound to Illinois

Origin	% of Value	Origin	% of Weight
Illinois	48.1	Illinois	62.3
Wisconsin	4.6	Wyoming	8.5
Indiana	4.2	Indiana	3.9
California	3.6	Missouri	3.4
Missouri	3.5	Wisconsin	2.7
Ohio	3.3	Minnesota	2.3
All other states	32.7	All other states	16.9
Total	100	Total	100

Mode of Transportation for Shipments Originating in Illinois

Mode	% of Value	Mode	% of Weight
Truck	71.8	Truck	66.9
Air (includes truck and air)	1.4	Air (includes truck and air)	0.0
Rail	4.2	Rail	18.1
Water	0.9	Water	3.0
Pipeline ¹	4.7	Pipeline ¹	7.8
Multiple modes ²	17.0	Multiple modes ²	4.1
Parcel, U.S.P.S., or courier	13.7	Parcel, U.S.P.S., or courier	0.3
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Illinois

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	32.6	Less than 50	54.6
50 to 99	9.1	50 to 99	9.9
100 to 249	16.3	100 to 249	11.5
250 to 499	14.3	250 to 499	9.0
500 to 749	11.9	500 to 749	7.6
750 to 999	8.2	750 to 999	5.1
1,000 to 1,499	3.9	1,000 to 1,499	1.2
1,500 to 1,999	3.7	1,500 to 1,999	1.0
2,000 or more	0.1	2,000 or more	Z
Total	100	Total	100

Industry for Shipments Originating in Illinois

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.3	212 Mining (except oil and gas)	20.4
31-33 Manufacturing	34.6	31-33 Manufacturing	30.4
42 Wholesale trade	54.2	42 Wholesale trade	46.2
4541 Electronic shopping and mail-order houses	2.2	4541 Electronic shopping and mail-order houses	5
45431 Fuel dealers	0.1	45431 Fuel dealers	0.1
4931 ⁴ Warehousing and storage	7.5	4931 ⁴ Warehousing and storage	2.3
5111 Newspaper, periodical, book, and directory publishers	0.3	5111 Newspaper, periodical, book, and directory publishers	0.1
551114 Corporate, subsidiary, and regional managing offices	5	551114 Corporate, subsidiary, and regional managing offices	0.3
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Illinois - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Illinois	\$763,175 - \$887,207	554,591 - 659,157
Percent of Total U.S. shipments (%)	5.6 - 6.4	4.9 - 5.9

Commodities Originating in Illinois

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	7.6 - 10.8	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	10.0 - 15.2
34 Machinery	7.4 - 10.4	12 Gravel and crushed stone (excludes dolomite and slate)	8.7 - 15.7
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	6.9 - 10.1	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	4.6 - 12.0
21 Pharmaceutical products	4.4 - 11.4	02 Cereal grains (includes seed)	4.4 - 12.0
35 Electronic and other electrical equipment and components, and office equipment	6.3 - 7.7	22 Fertilizers	1.5 - 13.3
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Illinois

Destination	% of Value	Destination	% of Weight
Illinois	36.2 - 43.2	Illinois	55.5 - 66.5
Indiana	4.6 - 6.8	Indiana	3.9 - 6.9
Wisconsin	4.6 - 5.6	Missouri	1.9 - 4.9
Texas	4.0 - 5.4	Louisiana	1.6 - 4.6
Michigan	3.5 - 4.9	Ohio	1.1 - 4.7
Missouri	3.1 - 4.1	Texas	1.6 - 3.8
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Illinois

Origin	% of Value	Origin	% of Weight
Illinois	43.7 - 52.5	Illinois	57.5 - 67.1
Wisconsin	4.1 - 5.1	Wyoming	4.1 - 12.9
Indiana	3.7 - 4.7	Indiana	3.4 - 4.4
California	3.1 - 4.1	Missouri	2.3 - 4.5
Missouri	2.6 - 4.4	Wisconsin	1.8 - 3.6
Ohio	2.8 - 3.8	Minnesota	1.0 - 3.6
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Illinois

Mode	% of Value	Mode	% of Weight
Truck	66.3 - 77.3	Truck	61.2 - 72.6
Air (includes truck and air)	1.0 - 1.8	Air (includes truck and air)	NA
Rail	3.1 - 5.3	Rail	14.3 - 21.9
Water	0.4 - 1.4	Water	1.7 - 4.3
Pipeline ¹	1.8 - 7.6	Pipeline ¹	3.0 - 12.6
Multiple modes ²	14.1 - 19.9	Multiple modes ²	2.5 - 5.7
Parcel, U.S.P.S., or courier	11.3 - 16.1	Parcel, U.S.P.S., or courier	0.3 - 0.3
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Illinois

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	29.7 - 35.5	Less than 50	49.3 - 59.9
50 to 99	8.0 - 10.2	50 to 99	5.9 - 13.9
100 to 249	14.8 - 17.8	100 to 249	9.3 - 13.7
250 to 499	12.7 - 15.9	250 to 499	7.0 - 11.0
500 to 749	11.0 - 12.8	500 to 749	5.6 - 9.6
750 to 999	7.1 - 9.3	750 to 999	3.1 - 7.1
1,000 to 1,499	3.4 - 4.4	1,000 to 1,499	0.8 - 1.6
1,500 to 1,999	3.2 - 4.2	1,500 to 1,999	0.8 - 1.2
2,000 or more	NA	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Illinois

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	16.4 - 24.4
31-33 Manufacturing	30.6 - 38.6	31-33 Manufacturing	25.6 - 35.2
42 Wholesale trade	49.1 - 59.3	42 Wholesale trade	39.1 - 53.3
4541 Electronic shopping and mail-order houses	0.6 - 3.8	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	5.9 - 9.1	4931 ³ Warehousing and storage	1.6 - 3.0
5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.7	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	0.0 - 0.7
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Indiana

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Indiana	\$393,998	324,668
Percent of Total U.S. shipments (%)	2.8	2.9

Commodities Originating in Indiana

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
36 Motorized and other vehicles (includes parts)	16.1	12 Gravel and crushed stone (excludes dolomite and slate)	15.5
32 Base metal in primary or semi-finished forms and in finished basic shapes	10.5	32 Base metal in primary or semi-finished forms and in finished basic shapes	12.3
43 Mixed freight	9.8	15 Coal	11.8
34 Machinery	6.1	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	6.6
21 Pharmaceutical products	5.8	31 Non-metallic mineral products	5.9
All other commodities	51.7	All other commodities	47.9
Total	100	Total	100

Shipments Originating from Indiana

Destination	% of Value	Destination	% of Weight
Indiana	35.0	Indiana	60.7
Ohio	7.5	Illinois	7.2
Illinois	7.3	Ohio	5.9
Michigan	6.7	Kentucky	3.7
Texas	4.9	Michigan	3.7
Kentucky	3.6	Pennsylvania	1.7
All other states	35.0	All other states	17.1
Total	100	Total	100

Shipments Inbound to Indiana

Origin	% of Value	Origin	% of Weight
Indiana	37.6	Indiana	57.5
Illinois	12.7	Illinois	9.6
Ohio	8.9	Ohio	5.4
Michigan	5.8	Michigan	4.7
Kentucky	4.1	Minnesota	3.5
California	2.6	Kentucky	2.6
All other states	28.3	All other states	16.7
Total	100	Total	100

Mode of Transportation for Shipments Originating in Indiana

Mode	% of Value	Mode	% of Weight
Truck	76.7	Truck	76.0
Air (includes truck and air)	1.9	Air (includes truck and air)	5
Rail	4.6	Rail	12.7
Water	0.3	Water	2.8
Pipeline ¹	5	Pipeline ¹	5.8
Multiple modes ²	12.2	Multiple modes ²	2.6
Parcel, U.S.P.S., or courier	10.4	Parcel, U.S.P.S., or courier	0.1
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Indiana

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	28.9	Less than 50	53.9
50 to 99	7.7	50 to 99	10.8
100 to 249	22.1	100 to 249	16.1
250 to 499	16.3	250 to 499	8.9
500 to 749	11.3	500 to 749	6.3
750 to 999	5.8	750 to 999	2.4
1,000 to 1,499	3.5	1,000 to 1,499	0.8
1,500 to 1,999	4.3	1,500 to 1,999	0.7
2,000 or more	0.1	2,000 or more	Z
Total	100	Total	100

Industry for Shipments Originating in Indiana

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.6	212 Mining (except oil and gas)	27.8
31-33 Manufacturing	61.1	31-33 Manufacturing	47.5
42 Wholesale trade	26.4	42 Wholesale trade	22.0
4541 Electronic shopping and mail-order houses	1.3	4541 Electronic shopping and mail-order houses	Z
45431 Fuel dealers	0.1	45431 Fuel dealers	0.2
4931 ⁴ Warehousing and storage	8.2	4931 ⁴ Warehousing and storage	2.3
5111 Newspaper, periodical, book, and directory publishers	0.4	5111 Newspaper, periodical, book, and directory publishers	Z
551114 Corporate, subsidiary, and regional managing offices	5	551114 Corporate, subsidiary, and regional managing offices	5
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Indiana - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Indiana	\$359,332 - \$428,664	291,342 - 357,994
Percent of Total U.S. shipments (%)	2.6 - 3.0	2.6 - 3.2

Commodities Originating in Indiana

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
36 Motorized and other vehicles (includes parts)	12.8 - 19.4	12 Gravel and crushed stone (excludes dolomite and slate)	12.0 - 19.0
32 Base metal in primary or semi-finished forms and in finished basic shapes	8.1 - 12.9	32 Base metal in primary or semi-finished forms and in finished basic shapes	8.8 - 15.8
43 Mixed freight	7.6 - 12.0	15 Coal	8.3 - 15.3
34 Machinery	4.8 - 7.4	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	5.1 - 8.1
21 Pharmaceutical products	2.3 - 9.3	31 Non-metallic mineral products	3.5 - 8.3
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Indiana

Destination	% of Value	Destination	% of Weight
Indiana	30.4 - 39.6	Indiana	55.6 - 65.8
Ohio	6.4 - 8.6	Illinois	5.9 - 8.5
Illinois	6.6 - 8.0	Ohio	4.8 - 7.0
Michigan	5.4 - 8.0	Kentucky	2.4 - 5.0
Texas	4.4 - 5.4	NA	NA
Kentucky	2.9 - 4.3	Pennsylvania	1.3 - 2.1
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Indiana

Origin	% of Value	Origin	% of Weight
Indiana	34.3 - 40.9	Indiana	54.0 - 61.0
Illinois	10.9 - 14.5	Illinois	7.6 - 11.6
Ohio	7.1 - 10.7	Ohio	4.3 - 6.5
Michigan	5.4 - 6.2	Michigan	3.2 - 6.2
Kentucky	3.4 - 4.8	Minnesota	1.5 - 5.5
California	1.9 - 3.3	Kentucky	2.1 - 3.1
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Indiana

Mode	% of Value	Mode	% of Weight
Truck	72.9 - 80.5	Truck	70.7 - 81.3
Air (includes truck and air)	0.6 - 3.2	Air (includes truck and air)	NA
Rail	3.5 - 5.7	Rail	10.1 - 15.3
Water	0.1 - 0.5	Water	1.5 - 4.1
Pipeline ¹	NA	Pipeline ¹	1.8 - 9.8
Multiple modes ²	10.4 - 14.0	Multiple modes ²	1.5 - 3.7
Parcel, U.S.P.S., or courier	8.4 - 12.4	Parcel, U.S.P.S., or courier	0.1 - 0.1
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Indiana

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	23.8 - 34.0	Less than 50	48.6 - 59.2
50 to 99	6.8 - 8.6	50 to 99	9.0 - 12.6
100 to 249	19.4 - 24.8	100 to 249	13.4 - 18.8
250 to 499	14.3 - 18.3	250 to 499	7.1 - 10.7
500 to 749	10.2 - 12.4	500 to 749	5.0 - 7.6
750 to 999	5.3 - 6.3	750 to 999	1.5 - 3.3
1,000 to 1,499	3.0 - 4.0	1,000 to 1,499	0.6 - 1.0
1,500 to 1,999	3.2 - 5.4	1,500 to 1,999	0.5 - 0.9
2,000 or more	NA	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Indiana

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.4 - 0.8	212 Mining (except oil and gas)	23.2 - 32.4
31-33 Manufacturing	56.3 - 65.9	31-33 Manufacturing	42.9 - 52.1
42 Wholesale trade	22.9 - 29.9	42 Wholesale trade	18.3 - 25.7
4541 Electronic shopping and mail-order houses	0.4 - 2.2	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	6.9 - 9.5	4931 ³ Warehousing and storage	1.4 - 3.2
5111 Newspaper, periodical, book, and directory publishers	0.2 - 0.6	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Iowa

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Iowa	\$195,992	263,357
Percent of Total U.S. shipments (%)	1.4	2.3

Commodities Originating in Iowa

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
34 Machinery	10.9	12 Gravel and crushed stone (excludes dolomite and slate)	18.1
43 Mixed freight	8.9	04 Animal feed, eggs, honey, and other products of animal origin	15.7
36 Motorized and other vehicles (includes parts)	8.0	02 Cereal grains (includes seed)	14.2
04 Animal feed, eggs, honey, and other products of animal origin	7.7	07-R Other prepared foodstuffs, and fats and oils	9.2
07-R Other prepared foodstuffs, and fats and oils	7.7	03 Agricultural products (excludes animal feed, cereal grains, and forage products)	8.6
All other commodities	56.8	All other commodities	34.2
Total	100	Total	100

Shipments Originating from Iowa

Destination	% of Value	Destination	% of Weight
Iowa	35.7	Iowa	62.5
Illinois	8.4	Texas	6.2
Texas	5.9	Illinois	4.4
Minnesota	4.5	Minnesota	3.9
Missouri	3.9	Missouri	2.3
California	3.0	Nebraska	1.8
All other states	38.6	All other states	18.9
Total	100	Total	100

Shipments Inbound to Iowa

Origin	% of Value	Origin	% of Weight
Iowa	38.9	Iowa	66.3
Illinois	11.7	Wyoming	8.0
Minnesota	8.3	Illinois	3.8
Nebraska	4.2	Nebraska	2.7
Wisconsin	4.0	Wisconsin	1.5
Missouri	3.3	Missouri	1.0
All other states	29.6	All other states	16.7
Total	100	Total	100

Mode of Transportation for Shipments Originating in Iowa

Mode	% of Value	Mode	% of Weight
Truck	77.3	Truck	75.8
Air (includes truck and air)	0.3	Air (includes truck and air)	Z
Rail	11.1	Rail	17.0
Water	0.7	Water	1.3
Pipeline ¹	0.1	Pipeline ¹	Z
Multiple modes ²	10.5	Multiple modes ²	5.9
Parcel, U.S.P.S., or courier	5.9	Parcel, U.S.P.S., or courier	0.1
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Iowa

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	25.1	Less than 50	55.0
50 to 99	8.4	50 to 99	7.9
100 to 249	19.0	100 to 249	10.7
250 to 499	14.0	250 to 499	6.7
500 to 749	9.8	500 to 749	5.3
750 to 999	12.9	750 to 999	8.4
1,000 to 1,499	8.3	1,000 to 1,499	5.6
1,500 to 1,999	2.3	1,500 to 1,999	0.5
2,000 or more	0.1	2,000 or more	Z
Total	100	Total	100

Industry for Shipments Originating in Iowa

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.3	212 Mining (except oil and gas)	20.3
31-33 Manufacturing	58.4	31-33 Manufacturing	43.3
42 Wholesale trade	33.6	42 Wholesale trade	35.1
4541 Electronic shopping and mail-order houses	S	4541 Electronic shopping and mail-order houses	S
45431 Fuel dealers	0.2	45431 Fuel dealers	0.1
4931 ⁴ Warehousing and storage	5.1	4931 ⁴ Warehousing and storage	0.8
5111 Newspaper, periodical, book, and directory publishers	0.8	5111 Newspaper, periodical, book, and directory publishers	S
551114 Corporate, subsidiary, and regional managing offices	0.7	551114 Corporate, subsidiary, and regional managing offices	S
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Iowa - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Iowa	\$180,543 - \$211,441	223,289 - 303,425
Percent of Total U.S. shipments (%)	1.3 - 1.5	2.0 - 2.6

Commodities Originating in Iowa

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
34 Machinery	8.2 - 13.6	12 Gravel and crushed stone (excludes dolomite and slate)	11.3 - 24.9
43 Mixed freight	6.5 - 11.3	04 Animal feed, eggs, honey, and other products of animal origin	12.2 - 19.2
36 Motorized and other vehicles (includes parts)	4.5 - 11.5	02 Cereal grains (includes seed)	11.3 - 17.1
04 Animal feed, eggs, honey, and other products of animal origin	5.9 - 9.5	07-R Other prepared foodstuffs, and fats and oils	6.8 - 11.6
NA	NA	03 Agricultural products (excludes animal feed, cereal grains, and forage products)	5.3 - 11.9
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Iowa

Destination	% of Value	Destination	% of Weight
Iowa	31.5 - 39.9	Iowa	57.9 - 67.1
Illinois	7.5 - 9.3	Texas	4.2 - 8.2
Texas	5.0 - 6.8	Illinois	3.7 - 5.1
Minnesota	3.8 - 5.2	Minnesota	2.8 - 5.0
Missouri	3.2 - 4.6	Missouri	1.2 - 3.4
California	2.6 - 3.4	Nebraska	1.4 - 2.2
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Iowa

Origin	% of Value	Origin	% of Weight
Iowa	35.2 - 42.6	Iowa	61.0 - 71.6
Illinois	10.2 - 13.2	Wyoming	4.7 - 11.3
Minnesota	5.9 - 10.7	Illinois	2.7 - 4.9
Nebraska	2.9 - 5.5	Nebraska	1.6 - 3.8
Wisconsin	3.5 - 4.5	Wisconsin	1.0 - 2.0
Missouri	1.7 - 4.9	Missouri	0.6 - 1.4
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Iowa

Mode	% of Value	Mode	% of Weight
Truck	75.8 - 78.8	Truck	71.8 - 79.8
Air (includes truck and air)	0.3 - 0.3	Air (includes truck and air)	NA
Rail	9.6 - 12.6	Rail	13.3 - 20.7
Water	0.3 - 1.1	Water	0.4 - 2.2
Pipeline ¹	0.0 - 0.5	Pipeline ¹	0.0 - 0.2
Multiple modes ²	8.7 - 12.3	Multiple modes ²	3.9 - 7.9
Parcel, U.S.P.S., or courier	4.4 - 7.4	Parcel, U.S.P.S., or courier	0.1 - 0.1
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Iowa

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	21.3 - 28.9	Less than 50	48.6 - 61.4
50 to 99	6.9 - 9.9	50 to 99	5.9 - 9.9
100 to 249	16.4 - 21.6	100 to 249	8.0 - 13.4
250 to 499	12.5 - 15.5	250 to 499	5.1 - 8.3
500 to 749	8.9 - 10.7	500 to 749	3.5 - 7.1
750 to 999	10.2 - 15.6	750 to 999	5.7 - 11.1
1,000 to 1,499	7.2 - 9.4	1,000 to 1,499	3.8 - 7.4
1,500 to 1,999	1.6 - 3.0	1,500 to 1,999	0.3 - 0.7
2,000 or more	NA	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Iowa

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.1 - 0.5	212 Mining (except oil and gas)	13.0 - 27.6
31-33 Manufacturing	54.0 - 62.8	31-33 Manufacturing	37.4 - 49.2
42 Wholesale trade	28.8 - 38.4	42 Wholesale trade	30.9 - 39.3
4541 Electronic shopping and mail-order houses	NA	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	3.1 - 7.1	4931 ³ Warehousing and storage	0.4 - 1.2
5111 Newspaper, periodical, book, and directory publishers	0.4 - 1.2	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.2 - 1.2	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene such as included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Kansas

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Kansas	\$218,973	193,929
Percent of Total U.S. shipments (%)	1.6	1.7

Commodities Originating in Kansas

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
02 Cereal grains (includes seed)	7.5	02 Cereal grains (includes seed)	33.0
34 Machinery	7.4	31 Non-metallic mineral products	7.8
05 Meat, poultry, fish, seafood, and their preparations	7.0	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	7.2
19 Other coal and petroleum products, not elsewhere classified	6.2	12 Gravel and crushed stone (excludes dolomite and slate)	6.9
24 Plastics and rubber	6.0	11 Natural sands	5.2
All other commodities	65.9	All other commodities	39.9
Total	100	Total	100

Shipments Originating from Kansas

Destination	% of Value	Destination	% of Weight
Kansas	37.6	Kansas	57.3
Texas	9.3	Missouri	6.4
Missouri	8.4	Oklahoma	4.1
Oklahoma	3.9	Nebraska	2.7
Nebraska	3.5	Arkansas	1.4
California	2.8	Iowa	0.8
All other states	34.5	All other states	27.3
Total	100	Total	100

Shipments Inbound to Kansas

Origin	% of Value	Origin	% of Weight
Kansas	46.7	Kansas	61.4
Missouri	7.0	Wyoming	8.4
Texas	7.0	Missouri	4.7
Oklahoma	4.9	Texas	4.7
Illinois	3.6	Nebraska	3.2
California	3.2	Illinois	1.3
All other states	27.6	All other states	16.3
Total	100	Total	100

Mode of Transportation for Shipments Originating in Kansas

Mode	% of Value	Mode	% of Weight
Truck	82.3	Truck	78.1
Air (includes truck and air)	1.5	Air (includes truck and air)	Z
Rail	4.4	Rail	16.2
Water	S	Water	S
Pipeline ¹	-	Pipeline ¹	-
Multiple modes ²	11.8	Multiple modes ²	S
Parcel, U.S.P.S., or courier	8.5	Parcel, U.S.P.S., or courier	0.3
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Kansas

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	25.5	Less than 50	41.0
50 to 99	10.4	50 to 99	14.4
100 to 249	15.0	100 to 249	13.8
250 to 499	11.8	250 to 499	7.1
500 to 749	12.2	500 to 749	11.4
750 to 999	11.9	750 to 999	S
1,000 to 1,499	12.7	1,000 to 1,499	2.5
1,500 to 1,999	0.2	1,500 to 1,999	Z
2,000 or more	0.3	2,000 or more	0.1
Total	100	Total	100

Industry for Shipments Originating in Kansas

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.1	212 Mining (except oil and gas)	11.4
31-33 Manufacturing	39.2	31-33 Manufacturing	29.4
42 Wholesale trade	41.7	42 Wholesale trade	51.8
4541 Electronic shopping and mail-order houses	1.2	4541 Electronic shopping and mail-order houses	Z
45431 Fuel dealers	0.1	45431 Fuel dealers	0.1
4931 ⁴ Warehousing and storage	4.9	4931 ⁴ Warehousing and storage	1.2
5111 Newspaper, periodical, book, and directory publishers	0.8	5111 Newspaper, periodical, book, and directory publishers	0.1
551114 Corporate, subsidiary, and regional managing offices	S	551114 Corporate, subsidiary, and regional managing offices	S
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Kansas - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Kansas	\$181,646 - \$256,300	140,609 - 247,249
Percent of Total U.S. shipments (%)	1.3 - 1.9	1.2 - 2.2

Commodities Originating in Kansas

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
02 Cereal grains (includes seed)	2.7 - 12.3	02 Cereal grains (includes seed)	20.4 - 45.6
34 Machinery	3.4 - 11.4	31 Non-metallic mineral products	3.6 - 12.0
05 Meat, poultry, fish, seafood, and their preparations	5.2 - 8.8	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	3.5 - 10.9
19 Other coal and petroleum products, not elsewhere classified	2.4 - 10.0	12 Gravel and crushed stone (excludes dolomite and slate)	4.9 - 8.9
24 Plastics and rubber	1.8 - 10.2	11 Natural sands	0.8 - 9.6
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Kansas

Destination	% of Value	Destination	% of Weight
Kansas	33.0 - 42.2	Kansas	48.5 - 66.1
Texas	5.6 - 13.0	Missouri	3.8 - 9.0
Missouri	6.9 - 9.9	Oklahoma	2.5 - 5.7
Oklahoma	2.4 - 5.4	Nebraska	1.4 - 4.0
Nebraska	2.4 - 4.6	Arkansas	0.7 - 2.1
California	2.3 - 3.3	Iowa	0.4 - 1.2
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Kansas

Origin	% of Value	Origin	% of Weight
Kansas	41.6 - 51.8	Kansas	54.1 - 68.7
Missouri	5.4 - 8.6	Wyoming	3.5 - 13.3
NA	NA	Missouri	3.2 - 6.2
Oklahoma	1.8 - 8.0	NA	NA
Illinois	2.3 - 4.9	Nebraska	0.1 - 6.3
California	2.3 - 4.1	Illinois	0.8 - 1.8
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Kansas

Mode	% of Value	Mode	% of Weight
Truck	77.9 - 86.7	Truck	69.3 - 86.9
Air (includes truck and air)	0.8 - 2.2	Air (includes truck and air)	NA
Rail	1.8 - 7.0	Rail	10.0 - 22.4
Water	NA	Water	NA
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	8.9 - 14.7	Multiple modes ²	2.4 - 9.0
Parcel, U.S.P.S., or courier	5.9 - 11.1	Parcel, U.S.P.S., or courier	0.1 - 0.5
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Kansas

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	21.1 - 29.9	Less than 50	33.3 - 48.7
50 to 99	8.2 - 12.6	50 to 99	10.4 - 18.4
100 to 249	13.0 - 17.0	100 to 249	9.2 - 18.4
250 to 499	9.2 - 14.4	250 to 499	4.5 - 9.7
500 to 749	9.1 - 15.3	500 to 749	6.6 - 16.2
750 to 999	6.2 - 17.6	750 to 999	NA
1,000 to 1,499	10.1 - 15.3	1,000 to 1,499	1.6 - 3.4
1,500 to 1,999	NA	1,500 to 1,999	NA
2,000 or more	0.1 - 0.5	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Kansas

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	7.6 - 15.2
31-33 Manufacturing	32.8 - 45.6	31-33 Manufacturing	20.6 - 38.2
42 Wholesale trade	34.6 - 48.8	42 Wholesale trade	41.0 - 62.6
4541 Electronic shopping and mail-order houses	0.7 - 1.7	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	3.8 - 6.0	4931 ³ Warehousing and storage	0.8 - 1.6
5111 Newspaper, periodical, book, and directory publishers	0.4 - 1.2	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Kentucky

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Kentucky	\$268,530	285,812
Percent of Total U.S. shipments (%)	1.9	2.5

Commodities Originating in Kentucky

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
36 Motorized and other vehicles (includes parts)	27.4	15 Coal	39.5
32 Base metal in primary or semi-finished forms and in finished basic shapes	6.6	12 Gravel and crushed stone (excludes dolomite and slate)	16.8
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	5.5	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	5.5
21 Pharmaceutical products	5.5	32 Base metal in primary or semi-finished forms and in finished basic shapes	4.0
34 Machinery	5.5	36 Motorized and other vehicles (includes parts)	3.5
All other commodities	49.5	All other commodities	30.7
Total	100	Total	100

Shipments Originating from Kentucky

Destination	% of Value	Destination	% of Weight
Kentucky	29.3	Kentucky	47.8
Ohio	7.4	Ohio	8.2
Indiana	5.6	West Virginia	6.0
Tennessee	5.6	Louisiana	4.7
Texas	5.4	Tennessee	4.5
Illinois	4.5	Georgia	3.2
All other states	42.2	All other states	25.6
Total	100	Total	100

Shipments Inbound to Kentucky

Origin	% of Value	Origin	% of Weight
Kentucky	33.7	Kentucky	60.0
Ohio	10.1	Ohio	5.6
Illinois	7.3	Indiana	5.3
Tennessee	6.3	Illinois	4.7
Indiana	6.1	Wyoming	4.2
Michigan	3.5	Tennessee	3.4
All other states	33.0	All other states	16.8
Total	100	Total	100

Mode of Transportation for Shipments Originating in Kentucky

Mode	% of Value	Mode	% of Weight
Truck	74.4	Truck	52.9
Air (includes truck and air)	1.6	Air (includes truck and air)	Z
Rail	3.4	Rail	18.8
Water	1.7	Water	S
Pipeline ¹	4.1	Pipeline ¹	4.2
Multiple modes ²	14.9	Multiple modes ²	3.2
Parcel, U.S.P.S., or courier	11.6	Parcel, U.S.P.S., or courier	0.2
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Kentucky

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	26.3	Less than 50	38.8
50 to 99	7.3	50 to 99	7.9
100 to 249	17.8	100 to 249	21.2
250 to 499	21.6	250 to 499	19.9
500 to 749	13.0	500 to 749	9.4
750 to 999	4.1	750 to 999	1.2
1,000 to 1,499	3.4	1,000 to 1,499	0.7
1,500 to 1,999	5.5	1,500 to 1,999	0.7
2,000 or more	1.0	2,000 or more	0.1
Total	100	Total	100

Industry for Shipments Originating in Kentucky

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	2.3	212 Mining (except oil and gas)	56.4
31-33 Manufacturing	47.5	31-33 Manufacturing	26.8
42 Wholesale trade	38.9	42 Wholesale trade	15.4
4541 Electronic shopping and mail-order houses	1.1	4541 Electronic shopping and mail-order houses	Z
45431 Fuel dealers	0.1	45431 Fuel dealers	0.1
4931 ⁴ Warehousing and storage	7.8	4931 ⁴ Warehousing and storage	1.1
5111 Newspaper, periodical, book, and directory publishers	S	5111 Newspaper, periodical, book, and directory publishers	0.1
551114 Corporate, subsidiary, and regional managing offices	S	551114 Corporate, subsidiary, and regional managing offices	S
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.
 Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.
 - Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Kentucky - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Kentucky	\$239,981 - \$297,079	186,273 - 385,351
Percent of Total U.S. shipments (%)	1.7 - 2.1	1.6 - 3.4

Commodities Originating in Kentucky

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
36 Motorized and other vehicles (includes parts)	19.0 - 35.8	15 Coal	28.3 - 50.7
32 Base metal in primary or semi-finished forms and in finished basic shapes	5.1 - 8.1	12 Gravel and crushed stone (excludes dolomite and slate)	10.0 - 23.6
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	1.7 - 9.3	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	2.4 - 8.6
NA	NA	32 Base metal in primary or semi-finished forms and in finished basic shapes	3.1 - 4.9
NA	NA	36 Motorized and other vehicles (includes parts)	1.7 - 5.3
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Kentucky

Destination	% of Value	Destination	% of Weight
Kentucky	24.7 - 33.9	Kentucky	41.8 - 53.8
Ohio	5.6 - 9.2	Ohio	5.6 - 10.8
Indiana	4.7 - 6.5	West Virginia	3.3 - 8.7
NA	NA	Louisiana	2.7 - 6.7
Texas	3.9 - 6.9	Tennessee	3.0 - 6.0
Illinois	3.6 - 5.4	Georgia	1.9 - 4.5
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Kentucky

Origin	% of Value	Origin	% of Weight
Kentucky	29.9 - 37.5	Kentucky	52.3 - 67.7
Ohio	8.1 - 12.1	Ohio	4.0 - 7.2
Illinois	5.5 - 9.1	Indiana	3.7 - 6.9
Tennessee	4.5 - 8.1	Illinois	2.9 - 6.5
Indiana	4.8 - 7.4	Wyoming	0.9 - 7.5
Michigan	3.1 - 3.9	Tennessee	2.7 - 4.1
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Kentucky

Mode	% of Value	Mode	% of Weight
Truck	70.7 - 78.1	Truck	42.3 - 63.5
Air (includes truck and air)	0.3 - 2.9	Air (includes truck and air)	NA
Rail	2.5 - 4.3	Rail	10.4 - 27.2
Water	0.6 - 2.8	Water	11.9 - 29.9
Pipeline ¹	0.0 - 8.3	Pipeline ¹	0.5 - 7.9
Multiple modes ²	11.6 - 18.2	Multiple modes ²	2.1 - 4.3
Parcel, U.S.P.S., or courier	8.7 - 14.5	Parcel, U.S.P.S., or courier	0.0 - 0.4
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Kentucky

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	20.6 - 32.0	Less than 50	29.8 - 47.8
50 to 99	6.0 - 8.6	50 to 99	6.4 - 9.4
100 to 249	15.8 - 19.8	100 to 249	14.4 - 28.0
250 to 499	18.7 - 24.5	250 to 499	13.5 - 26.3
500 to 749	11.2 - 14.8	500 to 749	7.4 - 11.4
750 to 999	3.6 - 4.6	750 to 999	1.0 - 1.4
1,000 to 1,499	2.1 - 4.7	1,000 to 1,499	0.2 - 1.2
1,500 to 1,999	4.4 - 6.6	1,500 to 1,999	0.3 - 1.1
2,000 or more	0.6 - 1.4	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Kentucky

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	1.0 - 3.6	212 Mining (except oil and gas)	48.7 - 64.1
31-33 Manufacturing	43.8 - 51.2	31-33 Manufacturing	21.1 - 32.5
42 Wholesale trade	34.0 - 43.8	42 Wholesale trade	12.8 - 18.0
4541 Electronic shopping and mail-order houses	0.6 - 1.6	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	5.4 - 10.2	4931 ³ Warehousing and storage	0.0 - 2.2
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Louisiana

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Louisiana	\$349,658	438,166
Percent of Total U.S. shipments (%)	2.5	3.9

Commodities Originating in Louisiana

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	25.4	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	21.8
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	13.5	20 Basic chemicals	14.1
20 Basic chemicals	11.5	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	12.8
19 Other coal and petroleum products, not elsewhere classified	9.1	19 Other coal and petroleum products, not elsewhere classified	11.3
24 Plastics and rubber	4.9	02 Cereal grains (includes seed)	6.6
All other commodities	35.6	All other commodities	33.4
Total	100	Total	100

Shipments Originating from Louisiana

Destination	% of Value	Destination	% of Weight
Louisiana	55.8	Louisiana	60.2
Texas	12.9	Texas	11.0
Mississippi	5.3	Mississippi	5.1
Florida	4.2	Florida	3.5
Georgia	2.1	Georgia	2.5
Alabama	1.7	Illinois	1.8
All other states	18.0	All other states	15.9
Total	100	Total	100

Shipments Inbound to Louisiana

Origin	% of Value	Origin	% of Weight
Louisiana	50.8	Louisiana	65.7
Texas	10.2	Illinois	4.7
Tennessee	3.9	Texas	4.3
Mississippi	3.6	Kentucky	3.3
Illinois	3.4	Wyoming	2.7
Alabama	2.1	Mississippi	2.6
All other states	26.0	All other states	16.7
Total	100	Total	100

Mode of Transportation for Shipments Originating in Louisiana

Mode	% of Value	Mode	% of Weight
Truck	32.8	Truck	26.9
Air (includes truck and air)	0.3	Air (includes truck and air)	Z
Rail	10.3	Rail	10.9
Water	29.5	Water	39.4
Pipeline ¹	22.0	Pipeline ¹	20.4
Multiple modes ²	5.1	Multiple modes ²	2.3
Parcel, U.S.P.S., or courier	1.9	Parcel, U.S.P.S., or courier	Z
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Louisiana

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	44.5	Less than 50	50.8
50 to 99	10.3	50 to 99	9.8
100 to 249	14.9	100 to 249	12.7
250 to 499	9.1	250 to 499	7.9
500 to 749	8.8	500 to 749	8.4
750 to 999	7.4	750 to 999	6.7
1,000 to 1,499	3.5	1,000 to 1,499	2.8
1,500 to 1,999	1.3	1,500 to 1,999	0.8
2,000 or more	0.1	2,000 or more	S
Total	100	Total	100

Industry for Shipments Originating in Louisiana

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.1	212 Mining (except oil and gas)	3.6
31-33 Manufacturing	74.6	31-33 Manufacturing	72.8
42 Wholesale trade	21.0	42 Wholesale trade	19.6
4541 Electronic shopping and mail-order houses	0.3	4541 Electronic shopping and mail-order houses	Z
45431 Fuel dealers	Z	45431 Fuel dealers	Z
4931 ⁴ Warehousing and storage	2.0	4931 ⁴ Warehousing and storage	0.6
5111 Newspaper, periodical, book, and directory publishers	0.1	5111 Newspaper, periodical, book, and directory publishers	Z
551114 Corporate, subsidiary, and regional managing offices	2.0	551114 Corporate, subsidiary, and regional managing offices	3.2
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Louisiana - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Louisiana	\$297,744 - \$401,572	364,276 - 512,056
Percent of Total U.S. shipments (%)	2.1 - 2.9	3.3 - 4.5

Commodities Originating in Louisiana

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	17.3 - 33.5	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	14.8 - 28.8
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	8.4 - 18.6	20 Basic chemicals	10.3 - 17.9
20 Basic chemicals	8.2 - 14.8	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	7.5 - 18.1
19 Other coal and petroleum products, not elsewhere classified	6.5 - 11.7	19 Other coal and petroleum products, not elsewhere classified	8.0 - 14.6
24 Plastics and rubber	3.1 - 6.7	02 Cereal grains (includes seed)	3.3 - 9.9
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Louisiana

Destination	% of Value	Destination	% of Weight
Louisiana	52.0 - 59.6	Louisiana	55.8 - 64.6
Texas	10.9 - 14.9	Texas	8.4 - 13.6
Mississippi	2.4 - 8.2	Mississippi	2.4 - 7.8
Florida	1.6 - 6.8	Florida	1.3 - 5.7
Georgia	1.4 - 2.8	Georgia	1.2 - 3.8
Alabama	0.8 - 2.6	Illinois	1.3 - 2.3
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Louisiana

Origin	% of Value	Origin	% of Weight
Louisiana	45.7 - 55.9	Louisiana	61.3 - 70.1
Texas	8.7 - 11.7	Illinois	1.6 - 7.8
Tennessee	2.1 - 5.7	Texas	3.4 - 5.2
Mississippi	2.7 - 4.5	Kentucky	1.3 - 5.3
Illinois	2.7 - 4.1	Wyoming	1.8 - 3.6
Alabama	1.4 - 2.8	Mississippi	1.3 - 3.9
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Louisiana

Mode	% of Value	Mode	% of Weight
Truck	28.6 - 37.0	Truck	22.7 - 31.1
Air (includes truck and air)	0.1 - 0.5	Air (includes truck and air)	NA
Rail	8.1 - 12.5	Rail	8.2 - 13.6
Water	24.0 - 35.0	Water	32.6 - 46.2
Pipeline ¹	17.2 - 26.8	Pipeline ¹	16.6 - 24.2
Multiple modes ²	3.8 - 6.4	Multiple modes ²	1.2 - 3.4
Parcel, U.S.P.S., or courier	1.4 - 2.4	Parcel, U.S.P.S., or courier	NA
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Louisiana

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	40.3 - 48.7	Less than 50	46.6 - 55.0
50 to 99	6.6 - 14.0	50 to 99	6.3 - 13.3
100 to 249	10.9 - 18.9	100 to 249	9.6 - 15.8
250 to 499	6.5 - 11.7	250 to 499	5.0 - 10.8
500 to 749	7.0 - 10.6	500 to 749	6.8 - 10.0
750 to 999	6.1 - 8.7	750 to 999	5.2 - 8.2
1,000 to 1,499	2.4 - 4.6	1,000 to 1,499	1.5 - 4.1
1,500 to 1,999	1.1 - 1.5	1,500 to 1,999	0.4 - 1.2
2,000 or more	-0.1 - 0.3	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Louisiana

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	2.0 - 5.2
31-33 Manufacturing	70.0 - 79.2	31-33 Manufacturing	68.4 - 77.2
42 Wholesale trade	16.8 - 25.2	42 Wholesale trade	15.6 - 23.6
4541 Electronic shopping and mail-order houses	NA	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	0.5 - 3.5	4931 ³ Warehousing and storage	0.1 - 1.1
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	1.1 - 2.9	551114 Corporate, subsidiary, and regional managing offices	1.4 - 5.0
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Maine

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Maine	\$38,545	44,888
Percent of Total U.S. shipments (%)	0.3	0.4

Commodities Originating in Maine

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	20.3	07-R Other prepared foodstuffs, and fats and oils	17.1
27 Pulp, newsprint, paper, and paperboard	8.8	26 Wood products	8.6
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	7.5	27 Pulp, newsprint, paper, and paperboard	8.3
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	7.2	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	7.5
34 Machinery	6.7	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	6.4
All other commodities	49.5	All other commodities	52.1
Total	100	Total	100

Shipments Originating from Maine

Destination	% of Value	Destination	% of Weight
Maine	47.0	Maine	61.6
Massachusetts	9.1	New Hampshire	7.7
New York	7.2	New York	5.7
New Hampshire	6.5	Massachusetts	5.5
Pennsylvania	2.8	New Jersey	4.8
Connecticut	2.6	Pennsylvania	3.2
All other states	24.8	All other states	11.5
Total	100	Total	100

Shipments Inbound to Maine

Origin	% of Value	Origin	% of Weight
Maine	35.9	Maine	71.5
Massachusetts	8.0	New Hampshire	4.7
Connecticut	6.9	Massachusetts	4.1
Pennsylvania	5.3	Connecticut	2.9
California	5.0	New York	2.0
New York	4.6	Pennsylvania	1.8
All other states	34.3	All other states	13.0
Total	100	Total	100

Mode of Transportation for Shipments Originating in Maine

Mode	% of Value	Mode	% of Weight
Truck	79.8	Truck	92.6
Air (includes truck and air)	0.7	Air (includes truck and air)	Z
Rail	2.7	Rail	4.8
Water	S	Water	S
Pipeline ¹	0.1	Pipeline ¹	0.9
Multiple modes ²	13.5	Multiple modes ²	1.7
Parcel, U.S.P.S., or courier	12.0	Parcel, U.S.P.S., or courier	0.2
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Maine

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	34.2	Less than 50	52.1
50 to 99	14.3	50 to 99	12.3
100 to 249	21.7	100 to 249	14.9
250 to 499	8.8	250 to 499	12.1
500 to 749	4.0	500 to 749	2.6
750 to 999	6.3	750 to 999	3.3
1,000 to 1,499	6.1	1,000 to 1,499	2.1
1,500 to 1,999	2.0	1,500 to 1,999	0.2
2,000 or more	2.6	2,000 or more	0.4
Total	100	Total	100

Industry for Shipments Originating in Maine

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	Z	212 Mining (except oil and gas)	3.6
31-33 Manufacturing	41.3	31-33 Manufacturing	59.8
42 Wholesale trade	36.3	42 Wholesale trade	26.8
4541 Electronic shopping and mail-order houses	S	4541 Electronic shopping and mail-order houses	S
45431 Fuel dealers	4.6	45431 Fuel dealers	4.6
4931 ⁴ Warehousing and storage	8.8	4931 ⁴ Warehousing and storage	2.6
5111 Newspaper, periodical, book, and directory publishers	0.5	5111 Newspaper, periodical, book, and directory publishers	Z
551114 Corporate, subsidiary, and regional managing offices	5.7	551114 Corporate, subsidiary, and regional managing offices	2.6
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Maine - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Maine	\$32,256 - \$44,834	30,983 - 58,793
Percent of Total U.S. shipments (%)	0.2 - 0.4	0.3 - 0.5

Commodities Originating in Maine

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	13.7 - 26.9	07-R Other prepared foodstuffs, and fats and oils	7.9 - 26.3
27 Pulp, newsprint, paper, and paperboard	6.4 - 11.2	26 Wood products	2.4 - 14.8
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	5.9 - 9.1	27 Pulp, newsprint, paper, and paperboard	5.4 - 11.2
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	5.4 - 9.0	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	5.5 - 9.5
34 Machinery	3.0 - 10.4	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	4.0 - 8.8
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Maine

Destination	% of Value	Destination	% of Weight
Maine	43.2 - 50.8	Maine	52.4 - 70.8
Massachusetts	7.6 - 10.6	New Hampshire	5.3 - 10.1
New York	5.2 - 9.2	New York	3.5 - 7.9
New Hampshire	4.9 - 8.1	Massachusetts	3.7 - 7.3
Pennsylvania	2.3 - 3.3	New Jersey	2.8 - 6.8
Connecticut	1.9 - 3.3	Pennsylvania	2.1 - 4.3
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Maine

Origin	% of Value	Origin	% of Weight
Maine	30.4 - 41.4	Maine	63.6 - 79.4
Massachusetts	4.5 - 11.5	New Hampshire	3.2 - 6.2
Connecticut	3.4 - 10.4	Massachusetts	0.8 - 7.4
Pennsylvania	3.7 - 6.9	Connecticut	1.1 - 4.7
California	2.4 - 7.6	New York	1.1 - 2.9
New York	3.1 - 6.1	Pennsylvania	1.1 - 2.5
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Maine

Mode	% of Value	Mode	% of Weight
Truck	76.0 - 83.6	Truck	90.0 - 95.2
Air (includes truck and air)	0.5 - 0.9	Air (includes truck and air)	NA
Rail	2.0 - 3.4	Rail	3.0 - 6.6
Water	NA	Water	NA
Pipeline ¹	0.1 - 0.1	Pipeline ¹	0.5 - 1.3
Multiple modes ²	9.7 - 17.3	Multiple modes ²	0.6 - 2.8
Parcel, U.S.P.S., or courier	8.3 - 15.7	Parcel, U.S.P.S., or courier	0.0 - 0.4
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Maine

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	32.4 - 36.0	Less than 50	43.9 - 60.3
50 to 99	12.1 - 16.5	50 to 99	9.4 - 15.2
100 to 249	18.2 - 25.2	100 to 249	10.9 - 18.9
250 to 499	6.4 - 11.2	250 to 499	8.4 - 15.8
500 to 749	3.1 - 4.9	500 to 749	1.1 - 4.1
750 to 999	5.4 - 7.2	750 to 999	0.6 - 6.0
1,000 to 1,499	4.5 - 7.7	1,000 to 1,499	1.4 - 2.8
1,500 to 1,999	1.1 - 2.9	1,500 to 1,999	0.0 - 0.4
2,000 or more	2.1 - 3.1	2,000 or more	0.2 - 0.6
Total	NA	Total	NA

Industry for Shipments Originating in Maine

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	0.0 - 7.4
31-33 Manufacturing	34.0 - 48.6	31-33 Manufacturing	46.6 - 73.0
42 Wholesale trade	28.6 - 44.0	42 Wholesale trade	14.7 - 38.9
4541 Electronic shopping and mail-order houses	NA	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	3.1 - 6.1	45431 Fuel dealers	2.6 - 6.6
4931 ³ Warehousing and storage	1.5 - 16.1	4931 ³ Warehousing and storage	0.0 - 5.3
5111 Newspaper, periodical, book, and directory publishers	0.1 - 0.9	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.0 - 13.6	551114 Corporate, subsidiary, and regional managing offices	0.0 - 7.4
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Maryland

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Maryland	\$162,416	101,222
Percent of Total U.S. shipments (%)	1.2	0.9

Commodities Originating in Maryland

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	11.4	12 Gravel and crushed stone (excludes dolomite and slate)	22.4
35 Electronic and other electrical equipment and components, and office equipment	7.4	31 Non-metallic mineral products	12.3
07-R Other prepared foodstuffs, and fats and oils	7.1	07-R Other prepared foodstuffs, and fats and oils	8.0
21 Pharmaceutical products	7.0	43 Mixed freight	4.8
40 Miscellaneous manufactured products	6.0	11 Natural sands	4.2
All other commodities	61.1	All other commodities	48.3
Total	100	Total	100

Shipments Originating from Maryland

Destination	% of Value	Destination	% of Weight
Maryland	33.8	Maryland	62.7
Virginia	13.5	Virginia	9.5
Pennsylvania	9.2	Pennsylvania	7.9
New York	4.5	New Jersey	3.4
New Jersey	3.5	Delaware	3.2
California	2.8	New York	2.1
All other states	32.7	All other states	11.2
Total	100	Total	100

Shipments Inbound to Maryland

Origin	% of Value	Origin	% of Weight
Maryland	29.7	Maryland	49.7
Pennsylvania	11.1	Pennsylvania	14.2
Virginia	9.3	Virginia	7.3
New Jersey	7.4	Montana	5.0
New York	3.9	West Virginia	3.1
California	3.6	New Jersey	2.2
All other states	35.0	All other states	18.5
Total	100	Total	100

Mode of Transportation for Shipments Originating in Maryland

Mode	% of Value	Mode	% of Weight
Truck	85.0	Truck	93.7
Air (includes truck and air)	1.1	Air (includes truck and air)	Z
Rail	0.5	Rail	3.1
Water	S	Water	0.8
Pipeline ¹	S	Pipeline ¹	S
Multiple modes ²	13.2	Multiple modes ²	S
Parcel, U.S.P.S., or courier	12.7	Parcel, U.S.P.S., or courier	0.4
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Maryland

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	39.7	Less than 50	69.9
50 to 99	14.9	50 to 99	11.0
100 to 249	15.9	100 to 249	10.6
250 to 499	10.4	250 to 499	4.6
500 to 749	5.8	500 to 749	1.8
750 to 999	2.8	750 to 999	0.6
1,000 to 1,499	4.1	1,000 to 1,499	0.7
1,500 to 1,999	2.4	1,500 to 1,999	0.3
2,000 or more	4.0	2,000 or more	0.5
Total	100	Total	100

Industry for Shipments Originating in Maryland

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.3	212 Mining (except oil and gas)	26.9
31-33 Manufacturing	23.9	31-33 Manufacturing	35.4
42 Wholesale trade	38.8	42 Wholesale trade	26.8
4541 Electronic shopping and mail-order houses	1.1	4541 Electronic shopping and mail-order houses	0.2
45431 Fuel dealers	0.6	45431 Fuel dealers	1.0
4931 ⁴ Warehousing and storage	33.8	4931 ⁴ Warehousing and storage	S
5111 Newspaper, periodical, book, and directory publishers	0.7	5111 Newspaper, periodical, book, and directory publishers	0.3
551114 Corporate, subsidiary, and regional managing offices	S	551114 Corporate, subsidiary, and regional managing offices	S
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Maryland - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Maryland	\$115,973 - \$208,859	88,605 - 113,839
Percent of Total U.S. shipments (%)	0.9 - 1.5	0.8 - 1.0

Commodities Originating in Maryland

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	7.9 - 14.9	12 Gravel and crushed stone (excludes dolomite and slate)	16.5 - 28.3
35 Electronic and other electrical equipment and components, and office equipment	4.3 - 10.5	31 Non-metallic mineral products	6.1 - 18.5
07-R Other prepared foodstuffs, and fats and oils	4.7 - 9.5	07-R Other prepared foodstuffs, and fats and oils	6.5 - 9.5
21 Pharmaceutical products	4.6 - 9.4	43 Mixed freight	3.7 - 5.9
40 Miscellaneous manufactured products	3.3 - 8.7	11 Natural sands	3.1 - 5.3
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Maryland

Destination	% of Value	Destination	% of Weight
Maryland	30.7 - 36.9	Maryland	57.4 - 68.0
Virginia	10.4 - 16.6	Virginia	7.7 - 11.3
Pennsylvania	7.6 - 10.8	Pennsylvania	4.8 - 11.0
New York	3.4 - 5.6	New Jersey	1.4 - 5.4
New Jersey	2.8 - 4.2	Delaware	2.7 - 3.7
California	2.3 - 3.3	New York	1.4 - 2.8
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Maryland

Origin	% of Value	Origin	% of Weight
Maryland	24.8 - 34.6	Maryland	43.5 - 55.9
Pennsylvania	10.0 - 12.2	Pennsylvania	8.7 - 19.7
Virginia	6.2 - 12.4	Virginia	4.4 - 10.2
New Jersey	5.8 - 9.0	Montana	2.4 - 7.6
New York	2.8 - 5.0	West Virginia	1.5 - 4.7
California	2.5 - 4.7	New Jersey	1.5 - 2.9
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Maryland

Mode	% of Value	Mode	% of Weight
Truck	82.4 - 87.6	Truck	91.0 - 96.4
Air (includes truck and air)	0.6 - 1.6	Air (includes truck and air)	NA
Rail	0.3 - 0.7	Rail	0.9 - 5.3
Water	NA	Water	0.0 - 2.3
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	10.8 - 15.6	Multiple modes ²	0.4 - 4.4
Parcel, U.S.P.S., or courier	10.5 - 14.9	Parcel, U.S.P.S., or courier	0.2 - 0.6
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Maryland

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	36.0 - 43.4	Less than 50	65.7 - 74.1
50 to 99	10.7 - 19.1	50 to 99	9.0 - 13.0
100 to 249	13.7 - 18.1	100 to 249	8.2 - 13.0
250 to 499	8.8 - 12.0	250 to 499	3.3 - 5.9
500 to 749	4.5 - 7.1	500 to 749	1.3 - 2.3
750 to 999	1.9 - 3.7	750 to 999	0.4 - 0.8
1,000 to 1,499	2.6 - 5.6	1,000 to 1,499	0.5 - 0.9
1,500 to 1,999	0.8 - 4.0	1,500 to 1,999	0.1 - 0.5
2,000 or more	3.3 - 4.7	2,000 or more	0.3 - 0.7
Total	NA	Total	NA

Industry for Shipments Originating in Maryland

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	19.2 - 34.6
31-33 Manufacturing	16.2 - 31.6	31-33 Manufacturing	24.4 - 46.4
42 Wholesale trade	31.3 - 46.3	42 Wholesale trade	20.4 - 33.2
4541 Electronic shopping and mail-order houses	0.6 - 1.6	4541 Electronic shopping and mail-order houses	0.0 - 0.4
45431 Fuel dealers	0.4 - 0.8	45431 Fuel dealers	0.6 - 1.4
4931 ³ Warehousing and storage	19.0 - 48.6	4931 ³ Warehousing and storage	NA
5111 Newspaper, periodical, book, and directory publishers	0.5 - 0.9	5111 Newspaper, periodical, book, and directory publishers	0.1 - 0.5
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Massachusetts

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Massachusetts	\$235,932	109,368
Percent of Total U.S. shipments (%)	1.7	1.0

Commodities Originating in Massachusetts

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	12.0	12 Gravel and crushed stone (excludes dolomite and slate)	17.0
35 Electronic and other electrical equipment and components, and office equipment	11.9	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	8.5
21 Pharmaceutical products	10.1	31 Non-metallic mineral products	8.1
38 Precision instruments and apparatus	9.3	19 Other coal and petroleum products, not elsewhere classified	4.8
40 Miscellaneous manufactured products	6.9	07-R Other prepared foodstuffs, and fats and oils	4.6
All other commodities	49.8	All other commodities	57.0
Total	100	Total	100

Shipments Originating from Massachusetts

Destination	% of Value	Destination	% of Weight
Massachusetts	40.5	Massachusetts	71.8
New York	7.8	Connecticut	4.6
Connecticut	5.1	New York	3.2
New Hampshire	5.0	Rhode Island	2.6
California	4.6	Maine	1.5
Texas	3.2	New Jersey	1.3
All other states	33.8	All other states	15.0
Total	100	Total	100

Shipments Inbound to Massachusetts

Origin	% of Value	Origin	% of Weight
Massachusetts	38.1	Massachusetts	60.5
Connecticut	10.1	Connecticut	8.9
New York	6.2	Rhode Island	6.9
Rhode Island	6.0	New York	3.8
New Jersey	4.2	Pennsylvania	2.8
California	3.8	New Hampshire	2.4
All other states	31.6	All other states	14.7
Total	100	Total	100

Mode of Transportation for Shipments Originating in Massachusetts

Mode	% of Value	Mode	% of Weight
Truck	67.8	Truck	98.4
Air (includes truck and air)	7.0	Air (includes truck and air)	0.2
Rail	0.5	Rail	0.5
Water	S	Water	S
Pipeline ¹	S	Pipeline ¹	S
Multiple modes ²	24.7	Multiple modes ²	0.9
Parcel, U.S.P.S., or courier	24.5	Parcel, U.S.P.S., or courier	0.5
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Massachusetts

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	41.5	Less than 50	73.6
50 to 99	10.8	50 to 99	10.9
100 to 249	12.9	100 to 249	7.8
250 to 499	7.6	250 to 499	2.8
500 to 749	4.6	500 to 749	1.3
750 to 999	5.4	750 to 999	1.3
1,000 to 1,499	6.4	1,000 to 1,499	0.9
1,500 to 1,999	3.4	1,500 to 1,999	0.5
2,000 or more	7.4	2,000 or more	0.9
Total	100	Total	100

Industry for Shipments Originating in Massachusetts

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.1	212 Mining (except oil and gas)	13.9
31-33 Manufacturing	34.1	31-33 Manufacturing	30.3
42 Wholesale trade	54.1	42 Wholesale trade	49.9
4541 Electronic shopping and mail-order houses	2.4	4541 Electronic shopping and mail-order houses	0.1
45431 Fuel dealers	1.0	45431 Fuel dealers	2.0
4931 ⁴ Warehousing and storage	4.7	4931 ⁴ Warehousing and storage	3.4
5111 Newspaper, periodical, book, and directory publishers	0.7	5111 Newspaper, periodical, book, and directory publishers	S
551114 Corporate, subsidiary, and regional managing offices	2.9	551114 Corporate, subsidiary, and regional managing offices	0.3
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Massachusetts - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Massachusetts	\$184,469 - \$287,395	59,250 - 159,486
Percent of Total U.S. shipments (%)	1.3 - 2.1	0.6 - 1.4

Commodities Originating in Massachusetts			
2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	5.2 - 18.8	12 Gravel and crushed stone (excludes dolomite and slate)	8.6 - 25.4
35 Electronic and other electrical equipment and components, and office equipment	8.2 - 15.6	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	5.8 - 11.2
21 Pharmaceutical products	5.0 - 15.2	31 Non-metallic mineral products	4.8 - 11.4
38 Precision instruments and apparatus	7.5 - 11.1	19 Other coal and petroleum products, not elsewhere classified	0.8 - 8.8
40 Miscellaneous manufactured products	4.0 - 9.8	07-R Other prepared foodstuffs, and fats and oils	1.3 - 7.9
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Massachusetts				Shipments Inbound to Massachusetts			
Destination	% of Value	Destination	% of Weight	Origin	% of Value	Origin	% of Weight
Massachusetts	34.8 - 46.2	Massachusetts	65.4 - 78.2	Massachusetts	31.5 - 44.7	Massachusetts	53.4 - 67.6
New York	6.3 - 9.3	Connecticut	2.0 - 7.2	Connecticut	7.5 - 12.7	Connecticut	4.9 - 12.9
Connecticut	3.3 - 6.9	New York	1.6 - 4.8	New York	5.1 - 7.3	Rhode Island	1.6 - 12.2
New Hampshire	3.7 - 6.3	Rhode Island	0.8 - 4.4	Rhode Island	3.3 - 8.7	New York	2.7 - 4.9
California	3.3 - 5.9	Maine	0.6 - 2.4	New Jersey	2.9 - 5.5	Pennsylvania	2.1 - 3.5
Texas	2.1 - 4.3	New Jersey	0.6 - 2.0	California	2.3 - 5.3	New Hampshire	1.1 - 3.7
All other states	NA	All other states	NA	All other states	NA	All other states	NA
Total	NA	Total	NA	Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Massachusetts				Distance Shipped for Shipments Originating in Massachusetts			
Mode	% of Value	Mode	% of Weight	Miles Shipped	% of Value	Miles Shipped	% of Weight
Truck	62.5 - 73.1	Truck	98.0 - 98.8	Less than 50	35.5 - 47.5	Less than 50	67.2 - 80.0
Air (includes truck and air)	5.2 - 8.8	Air (includes truck and air)	0.0 - 0.4	50 to 99	8.1 - 13.5	50 to 99	7.6 - 14.2
Rail	0.1 - 0.9	Rail	0.3 - 0.7	100 to 249	11.4 - 14.4	100 to 249	5.6 - 10.0
Water	NA	Water	NA	250 to 499	6.3 - 8.9	250 to 499	0.8 - 4.8
Pipeline ¹	NA	Pipeline ¹	NA	500 to 749	3.9 - 5.3	500 to 749	0.9 - 1.7
Multiple modes ²	19.6 - 29.8	Multiple modes ²	0.7 - 1.1	750 to 999	4.5 - 6.3	750 to 999	0.4 - 2.2
Parcel, U.S.P.S., or courier	19.4 - 29.6	Parcel, U.S.P.S., or courier	0.3 - 0.7	1,000 to 1,499	4.8 - 8.0	1,000 to 1,499	0.7 - 1.1
Other modes	NA	Other modes	NA	1,500 to 1,999	2.1 - 4.7	1,500 to 1,999	0.1 - 0.9
				2,000 or more	5.9 - 8.9	2,000 or more	0.5 - 1.3
Total	NA	Total	NA	Total	NA	Total	NA

Industry for Shipments Originating in Massachusetts			
NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	9.0 - 18.8
31-33 Manufacturing	29.0 - 39.2	31-33 Manufacturing	23.0 - 37.6
42 Wholesale trade	47.1 - 61.1	42 Wholesale trade	36.5 - 63.3
4541 Electronic shopping and mail-order houses	1.3 - 3.5	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.5 - 1.5	45431 Fuel dealers	0.9 - 3.1
4931 ³ Warehousing and storage	2.5 - 6.9	4931 ³ Warehousing and storage	0.0 - 7.2
5111 Newspaper, periodical, book, and directory publishers	0.0 - 1.4	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	1.6 - 4.2	551114 Corporate, subsidiary, and regional managing offices	0.1 - 0.5
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Michigan

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Michigan	\$427,177	258,965
Percent of Total U.S. shipments (%)	3.1	2.3

Commodities Originating in Michigan

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
36 Motorized and other vehicles (includes parts)	32.0	12 Gravel and crushed stone (excludes dolomite and slate)	19.9
43 Mixed freight	8.2	36 Motorized and other vehicles (includes parts)	7.7
34 Machinery	7.8	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	6.2
32 Base metal in primary or semi-finished forms and in finished basic shapes	4.8	32 Base metal in primary or semi-finished forms and in finished basic shapes	6.2
35 Electronic and other electrical equipment and components, and office equipment	4.7	31 Non-metallic mineral products	5.8
All other commodities	42.5	All other commodities	54.2
Total	100	Total	100

Shipments Originating from Michigan

Destination	% of Value	Destination	% of Weight
Michigan	44.9	Michigan	63.2
Ohio	7.3	Ohio	9.9
Indiana	5.0	Indiana	6.2
Texas	5.0	Wisconsin	2.8
Illinois	4.8	Illinois	2.7
New York	3.8	Pennsylvania	1.8
All other states	29.2	All other states	13.4
Total	100	Total	100

Shipments Inbound to Michigan

Origin	% of Value	Origin	% of Weight
Michigan	44.5	Michigan	58.6
Ohio	10.2	Ohio	6.8
Illinois	8.0	Wyoming	5.2
Indiana	6.1	Indiana	4.3
Texas	2.7	Illinois	4.1
California	2.5	Montana	2.5
All other states	26.0	All other states	18.5
Total	100	Total	100

Mode of Transportation for Shipments Originating in Michigan

Mode	% of Value	Mode	% of Weight
Truck	78.3	Truck	65.6
Air (includes truck and air)	1.5	Air (includes truck and air)	0.1
Rail	1.9	Rail	14.2
Water	0.1	Water	12.3
Pipeline ¹	1.0	Pipeline ¹	1.9
Multiple modes ²	17.1	Multiple modes ²	6.0
Parcel, U.S.P.S., or courier	9.5	Parcel, U.S.P.S., or courier	0.3
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Michigan

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	32.5	Less than 50	46.6
50 to 99	10.4	50 to 99	11.6
100 to 249	18.4	100 to 249	17.4
250 to 499	12.2	250 to 499	15.4
500 to 749	11.7	500 to 749	5.3
750 to 999	4.1	750 to 999	1.4
1,000 to 1,499	6.6	1,000 to 1,499	1.5
1,500 to 1,999	3.7	1,500 to 1,999	0.8
2,000 or more	0.4	2,000 or more	0.1
Total	100	Total	100

Industry for Shipments Originating in Michigan

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.4	212 Mining (except oil and gas)	29.1
31-33 Manufacturing	55.4	31-33 Manufacturing	36.4
42 Wholesale trade	36.2	42 Wholesale trade	31.7
4541 Electronic shopping and mail-order houses	0.7	4541 Electronic shopping and mail-order houses	Z
45431 Fuel dealers	0.2	45431 Fuel dealers	0.4
4931 ⁴ Warehousing and storage	5.2	4931 ⁴ Warehousing and storage	1.9
5111 Newspaper, periodical, book, and directory publishers	S	5111 Newspaper, periodical, book, and directory publishers	0.1
551114 Corporate, subsidiary, and regional managing offices	1.5	551114 Corporate, subsidiary, and regional managing offices	0.4
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Michigan - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Michigan	\$393,507 - \$460,847	228,110 - 289,820
Percent of Total U.S. shipments (%)	2.9 - 3.3	2.0 - 2.6

Commodities Originating in Michigan

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
36 Motorized and other vehicles (includes parts)	28.7 - 35.3	12 Gravel and crushed stone (excludes dolomite and slate)	17.9 - 21.9
43 Mixed freight	6.4 - 10.0	36 Motorized and other vehicles (includes parts)	7.2 - 8.2
34 Machinery	6.7 - 8.9	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	NA
32 Base metal in primary or semi-finished forms and in finished basic shapes	3.7 - 5.9	32 Base metal in primary or semi-finished forms and in finished basic shapes	NA
35 Electronic and other electrical equipment and components, and office equipment	3.4 - 6.0	31 Non-metallic mineral products	4.3 - 7.3
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Michigan

Destination	% of Value	Destination	% of Weight
Michigan	42.2 - 47.6	Michigan	NA
Ohio	6.2 - 8.4	Ohio	NA
Indiana	4.3 - 5.7	Indiana	5.8 - 6.6
NA	NA	Wisconsin	NA
Illinois	4.1 - 5.5	Illinois	NA
New York	3.3 - 4.3	Pennsylvania	1.6 - 2.0
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Michigan

Origin	% of Value	Origin	% of Weight
Michigan	41.9 - 47.1	Michigan	54.9 - 62.3
Ohio	8.6 - 11.8	Ohio	5.7 - 7.9
Illinois	6.9 - 9.1	Wyoming	2.5 - 7.9
Indiana	5.2 - 7.0	Indiana	3.2 - 5.4
Texas	2.3 - 3.1	Illinois	3.2 - 5.0
California	1.8 - 3.2	Montana	1.0 - 4.0
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Michigan

Mode	% of Value	Mode	% of Weight
Truck	75.2 - 81.4	Truck	59.0 - 72.2
Air (includes truck and air)	1.1 - 1.9	Air (includes truck and air)	0.1 - 0.1
Rail	1.2 - 2.6	Rail	8.0 - 20.4
Water	0.1 - 0.1	Water	6.6 - 18.0
Pipeline ¹	0.0 - 2.1	Pipeline ¹	0.0 - 3.9
Multiple modes ²	14.4 - 19.8	Multiple modes ²	3.6 - 8.4
Parcel, U.S.P.S., or courier	8.4 - 10.6	Parcel, U.S.P.S., or courier	0.3 - 0.3
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Michigan

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	29.6 - 35.4	Less than 50	40.7 - 52.5
50 to 99	9.1 - 11.7	50 to 99	8.7 - 14.5
100 to 249	16.9 - 19.9	100 to 249	13.6 - 21.2
250 to 499	11.5 - 12.9	250 to 499	10.1 - 20.7
500 to 749	10.4 - 13.0	500 to 749	3.5 - 7.1
750 to 999	3.6 - 4.6	750 to 999	1.2 - 1.6
1,000 to 1,499	6.1 - 7.1	1,000 to 1,499	1.1 - 1.9
1,500 to 1,999	3.3 - 4.1	1,500 to 1,999	0.6 - 1.0
2,000 or more	0.2 - 0.6	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Michigan

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.0 - 0.8	212 Mining (except oil and gas)	21.6 - 36.6
31-33 Manufacturing	51.4 - 59.4	31-33 Manufacturing	30.2 - 42.6
42 Wholesale trade	32.7 - 39.7	42 Wholesale trade	24.7 - 38.7
4541 Electronic shopping and mail-order houses	0.3 - 1.1	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.0 - 0.4	45431 Fuel dealers	0.0 - 0.8
4931 ³ Warehousing and storage	3.7 - 6.7	4931 ³ Warehousing and storage	1.2 - 2.6
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	1.1 - 1.9	551114 Corporate, subsidiary, and regional managing offices	0.2 - 0.6
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Minnesota

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Minnesota	\$270,394	291,694
Percent of Total U.S. shipments (%)	2.0	2.6

Commodities Originating in Minnesota

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
35 Electronic and other electrical equipment and components, and office equipment	8.6	14 Metallic ores and concentrates	20.3
43 Mixed freight	6.9	02 Cereal grains (includes seed)	14.2
34 Machinery	6.2	31 Non-metallic mineral products	11.3
07-R Other prepared foodstuffs, and fats and oils	6.1	07-R Other prepared foodstuffs, and fats and oils	6.3
31 Non-metallic mineral products	6.1	04 Animal feed, eggs, honey, and other products of animal origin	4.7
All other commodities	66.1	All other commodities	43.2
Total	100	Total	100

Shipments Originating from Minnesota

Destination	% of Value	Destination	% of Weight
Minnesota	39.3	Minnesota	50.8
Wisconsin	7.4	Wisconsin	9.9
Iowa	5.5	Illinois	4.7
Illinois	4.9	Indiana	4.1
California	3.8	North Dakota	2.7
Texas	3.3	Ohio	2.3
All other states	35.8	All other states	25.5
Total	100	Total	100

Shipments Inbound to Minnesota

Origin	% of Value	Origin	% of Weight
Minnesota	42.8	Minnesota	57.1
Wisconsin	10.8	Wisconsin	11.0
Illinois	6.1	Montana	4.8
Iowa	3.5	Wyoming	4.3
California	3.4	Iowa	4.0
Texas	2.0	South Dakota	2.8
All other states	31.4	All other states	16.0
Total	100	Total	100

Mode of Transportation for Shipments Originating in Minnesota

Mode	% of Value	Mode	% of Weight
Truck	73.6	Truck	64.8
Air (includes truck and air)	3.2	Air (includes truck and air)	2
Rail	5.5	Rail	25.1
Water	0.6	Water	3.7
Pipeline ¹	5	Pipeline ¹	0.1
Multiple modes ²	17.2	Multiple modes ²	6.4
Parcel, U.S.P.S., or courier	15.7	Parcel, U.S.P.S., or courier	0.3
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Minnesota

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	28.4	Less than 50	42.0
50 to 99	8.6	50 to 99	14.0
100 to 249	13.6	100 to 249	12.4
250 to 499	14.5	250 to 499	11.0
500 to 749	10.0	500 to 749	9.6
750 to 999	8.4	750 to 999	3.9
1,000 to 1,499	13.4	1,000 to 1,499	6.9
1,500 to 1,999	3.0	1,500 to 1,999	0.3
2,000 or more	0.1	2,000 or more	2
Total	100	Total	100

Industry for Shipments Originating in Minnesota

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	1.5	212 Mining (except oil and gas)	29.8
31-33 Manufacturing	44.8	31-33 Manufacturing	35.5
42 Wholesale trade	43.7	42 Wholesale trade	33.2
4541 Electronic shopping and mail-order houses	2.6	4541 Electronic shopping and mail-order houses	0.2
45431 Fuel dealers	0.3	45431 Fuel dealers	0.3
4931 ⁴ Warehousing and storage	2.5	4931 ⁴ Warehousing and storage	0.6
5111 Newspaper, periodical, book, and directory publishers	5	5111 Newspaper, periodical, book, and directory publishers	5
551114 Corporate, subsidiary, and regional managing offices	5	551114 Corporate, subsidiary, and regional managing offices	0.3
Total	100	Total	100

5 Estimate does not meet publication standards because of high sampling variability or poor response quality.

2 Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Minnesota - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Minnesota	\$250,073 - \$290,715	228,067 - 355,321
Percent of Total U.S. shipments (%)	1.9 - 2.1	2.0 - 3.2

Commodities Originating in Minnesota

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
35 Electronic and other electrical equipment and components, and office equipment	6.8 - 10.4	14 Metallic ores and concentrates	14.6 - 26.0
43 Mixed freight	6.0 - 7.8	02 Cereal grains (includes seed)	10.0 - 18.4
34 Machinery	5.5 - 6.9	31 Non-metallic mineral products	5.4 - 17.2
07-R Other prepared foodstuffs, and fats and oils	4.8 - 7.4	07-R Other prepared foodstuffs, and fats and oils	1.7 - 10.9
31 Non-metallic mineral products	3.0 - 9.2	04 Animal feed, eggs, honey, and other products of animal origin	2.7 - 6.7
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Minnesota

Destination	% of Value	Destination	% of Weight
Minnesota	35.1 - 43.5	Minnesota	46.6 - 55.0
Wisconsin	6.3 - 8.5	Wisconsin	6.2 - 13.6
Iowa	3.5 - 7.5	Illinois	3.1 - 6.3
Illinois	4.0 - 5.8	Indiana	1.7 - 6.5
California	3.1 - 4.5	North Dakota	1.6 - 3.8
Texas	2.8 - 3.8	Ohio	-0.1 - 4.7
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Minnesota

Origin	% of Value	Origin	% of Weight
Minnesota	39.1 - 46.5	Minnesota	52.7 - 61.5
Wisconsin	7.7 - 13.9	Wisconsin	4.8 - 17.2
Illinois	5.4 - 6.8	Montana	2.1 - 7.5
Iowa	2.8 - 4.2	Wyoming	1.2 - 7.4
California	2.3 - 4.5	Iowa	2.5 - 5.5
Texas	1.5 - 2.5	South Dakota	1.3 - 4.3
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Minnesota

Mode	% of Value	Mode	% of Weight
Truck	71.2 - 76.0	Truck	58.6 - 71.0
Air (includes truck and air)	2.3 - 4.1	Air (includes truck and air)	NA
Rail	3.1 - 7.9	Rail	18.5 - 31.7
Water	0.1 - 1.1	Water	0.0 - 7.7
Pipeline ¹	NA	Pipeline ¹	0.0 - 0.3
Multiple modes ²	15.7 - 18.7	Multiple modes ²	3.3 - 9.5
Parcel, U.S.P.S., or courier	14.4 - 17.0	Parcel, U.S.P.S., or courier	0.1 - 0.5
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Minnesota

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	25.3 - 31.5	Less than 50	37.8 - 46.2
50 to 99	7.3 - 9.9	50 to 99	10.3 - 17.7
100 to 249	11.6 - 15.6	100 to 249	8.9 - 15.9
250 to 499	12.9 - 16.1	250 to 499	8.4 - 13.6
500 to 749	8.4 - 11.6	500 to 749	8.0 - 11.2
750 to 999	7.3 - 9.5	750 to 999	2.6 - 5.2
1,000 to 1,499	11.9 - 14.9	1,000 to 1,499	5.3 - 8.5
1,500 to 1,999	2.3 - 3.7	1,500 to 1,999	0.1 - 0.5
2,000 or more	NA	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Minnesota

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	1.0 - 2.0	212 Mining (except oil and gas)	21.7 - 37.9
31-33 Manufacturing	40.8 - 48.8	31-33 Manufacturing	28.7 - 42.3
42 Wholesale trade	37.1 - 50.3	42 Wholesale trade	30.8 - 35.6
4541 Electronic shopping and mail-order houses	1.5 - 3.7	4541 Electronic shopping and mail-order houses	0.0 - 0.4
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	1.8 - 3.2	4931 ³ Warehousing and storage	0.4 - 0.8
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	0.0 - 0.7
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Mississippi

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Mississippi	\$140,334	119,048
Percent of Total U.S. shipments (%)	1.0	1.1

Commodities Originating in Mississippi

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	9.4	26 Wood products	11.8
19 Other coal and petroleum products, not elsewhere classified	6.2	31 Non-metallic mineral products	4.5
37 Transportation equipment, not elsewhere classified	5.9	20 Basic chemicals	3.8
36 Motorized and other vehicles (includes parts)	4.9	43 Mixed freight	3.8
31 Non-metallic mineral products	4.1	24 Plastics and rubber	2.4
All other commodities	69.5	All other commodities	73.7
Total	100	Total	100

Shipments Originating from Mississippi

Destination	% of Value	Destination	% of Weight
Mississippi	33.1	Mississippi	64.0
Louisiana	9.9	Louisiana	8.8
Texas	7.1	Alabama	4.1
Tennessee	4.5	Texas	4.1
Arkansas	4.3	Arkansas	3.1
Florida	4.3	Tennessee	2.1
All other states	36.8	All other states	13.8
Total	100	Total	100

Shipments Inbound to Mississippi

Origin	% of Value	Origin	% of Weight
Mississippi	34.0	Mississippi	53.9
Louisiana	13.5	Louisiana	15.8
Tennessee	9.1	Tennessee	6.6
Texas	7.4	Alabama	5.9
Alabama	5.4	Illinois	3.0
California	3.9	Arkansas	1.4
All other states	26.7	All other states	13.4
Total	100	Total	100

Mode of Transportation for Shipments Originating in Mississippi

Mode	% of Value	Mode	% of Weight
Truck	83.7	Truck	89.8
Air (includes truck and air)	S	Air (includes truck and air)	S
Rail	2.4	Rail	6.2
Water	5.6	Water	1.3
Pipeline ¹	Z	Pipeline ¹	0.1
Multiple modes ²	6.5	Multiple modes ²	2.5
Parcel, U.S.P.S., or courier	5.1	Parcel, U.S.P.S., or courier	0.2
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Mississippi

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	20.5	Less than 50	56.1
50 to 99	11.2	50 to 99	10.6
100 to 249	24.4	100 to 249	13.6
250 to 499	20.5	250 to 499	10.8
500 to 749	10.9	500 to 749	4.2
750 to 999	6.2	750 to 999	2.1
1,000 to 1,499	3.2	1,000 to 1,499	1.6
1,500 to 1,999	2.9	1,500 to 1,999	0.9
2,000 or more	0.2	2,000 or more	0.1
Total	100	Total	100

Industry for Shipments Originating in Mississippi

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	S	212 Mining (except oil and gas)	2.6
31-33 Manufacturing	47.3	31-33 Manufacturing	68.3
42 Wholesale trade	25.3	42 Wholesale trade	24.0
4541 Electronic shopping and mail-order houses	0.2	4541 Electronic shopping and mail-order houses	Z
45431 Fuel dealers	0.2	45431 Fuel dealers	0.2
4931 ⁴ Warehousing and storage	S	4931 ⁴ Warehousing and storage	4.8
5111 Newspaper, periodical, book, and directory publishers	Z	5111 Newspaper, periodical, book, and directory publishers	Z
551114 Corporate, subsidiary, and regional managing offices	S	551114 Corporate, subsidiary, and regional managing offices	S
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.
 Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.
 - Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Mississippi - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Mississippi	\$99,434 - \$181,234	63,622 - 174,474
Percent of Total U.S. shipments (%)	0.7 - 1.3	0.6 - 1.6

Commodities Originating in Mississippi			
2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	5.0 - 13.8	26 Wood products	4.8 - 18.8
19 Other coal and petroleum products, not elsewhere classified	2.2 - 10.2	31 Non-metallic mineral products	2.1 - 6.9
37 Transportation equipment, not elsewhere classified	4.6 - 7.2	20 Basic chemicals	1.8 - 5.8
36 Motorized and other vehicles (includes parts)	0.0 - 11.1	43 Mixed freight	1.8 - 5.8
31 Non-metallic mineral products	0.6 - 7.6	24 Plastics and rubber	0.2 - 4.6
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Mississippi				Shipments Inbound to Mississippi			
Destination	% of Value	Destination	% of Weight	Origin	% of Value	Origin	% of Weight
Mississippi	29.6 - 36.6	Mississippi	48.2 - 79.8	Mississippi	28.7 - 39.3	Mississippi	39.4 - 68.4
Louisiana	7.0 - 12.8	Louisiana	4.4 - 13.2	Louisiana	8.0 - 19.0	Louisiana	8.5 - 23.1
Texas	6.0 - 8.2	Alabama	2.6 - 5.6	Tennessee	7.6 - 10.6	Tennessee	2.2 - 11.0
Tennessee	2.9 - 6.1	NA	NA	Texas	5.0 - 9.8	Alabama	2.1 - 9.7
Arkansas	3.0 - 5.6	Arkansas	0.9 - 5.3	Alabama	4.5 - 6.3	Illinois	1.2 - 4.8
NA	NA	Tennessee	0.3 - 3.9	California	3.2 - 4.6	Arkansas	1.0 - 1.8
All other states	NA	All other states	NA	All other states	NA	All other states	NA
Total	NA	Total	NA	Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Mississippi				Distance Shipped for Shipments Originating in Mississippi			
Mode	% of Value	Mode	% of Weight	Miles Shipped	% of Value	Miles Shipped	% of Weight
Truck	77.8 - 89.6	Truck	83.9 - 95.7	Less than 50	16.5 - 24.5	Less than 50	38.0 - 74.2
Air (includes truck and air)	NA	Air (includes truck and air)	NA	50 to 99	8.8 - 13.6	50 to 99	6.4 - 14.8
Rail	1.3 - 3.5	Rail	2.0 - 10.4	100 to 249	19.5 - 29.3	100 to 249	7.6 - 19.6
Water	3.2 - 8.0	Water	0.2 - 2.4	250 to 499	16.8 - 24.2	250 to 499	4.6 - 17.0
Pipeline ¹	NA	Pipeline ¹	0.0 - 1.2	500 to 749	8.2 - 13.6	500 to 749	1.6 - 6.8
Multiple modes ²	3.9 - 9.1	Multiple modes ²	0.5 - 4.5	750 to 999	3.5 - 8.9	750 to 999	0.8 - 3.4
Parcel, U.S.P.S., or courier	2.4 - 7.8	Parcel, U.S.P.S., or courier	0.0 - 0.4	1,000 to 1,499	2.1 - 4.3	1,000 to 1,499	1.1 - 2.1
Other modes	NA	Other modes	NA	1,500 to 1,999	1.8 - 4.0	1,500 to 1,999	0.4 - 1.4
				2,000 or more	0.0 - 0.4	2,000 or more	0.0 - 0.3
Total	NA	Total	NA	Total	NA	Total	NA

Industry for Shipments Originating in Mississippi			
NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	0.2 - 5.0
31-33 Manufacturing	36.9 - 57.7	31-33 Manufacturing	59.7 - 76.9
42 Wholesale trade	18.5 - 32.1	42 Wholesale trade	17.2 - 30.8
4541 Electronic shopping and mail-order houses	0.0 - 0.4	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.0 - 0.4	45431 Fuel dealers	0.0 - 0.7
4931 ³ Warehousing and storage	NA	4931 ³ Warehousing and storage	0.0 - 10.3
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Missouri

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Missouri	\$242,404	197,077
Percent of Total U.S. shipments (%)	1.7	1.7

Commodities Originating in Missouri

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
21 Pharmaceutical products	11.0	12 Gravel and crushed stone (excludes dolomite and slate)	25.2
43 Mixed freight	9.5	31 Non-metallic mineral products	9.9
36 Motorized and other vehicles (includes parts)	8.2	02 Cereal grains (includes seed)	6.9
34 Machinery	6.3	19 Other coal and petroleum products, not elsewhere classified	5.8
23 Other chemical products and preparations, not elsewhere classified	6.2	07-R Other prepared foodstuffs, and fats and oils	5.6
All other commodities	58.8	All other commodities	46.6
Total	100	Total	100

Shipments Originating from Missouri

Destination	% of Value	Destination	% of Weight
Missouri	38.1	Missouri	56.5
Illinois	9.7	Illinois	10.2
Kansas	5.1	Kansas	4.3
Texas	4.9	Louisiana	4.2
Arkansas	2.9	Arkansas	4.0
California	2.7	Texas	3.6
All other states	36.6	All other states	17.2
Total	100	Total	100

Shipments Inbound to Missouri

Origin	% of Value	Origin	% of Weight
Missouri	36.6	Missouri	45.6
Illinois	11.9	Wyoming	16.9
Kansas	7.3	Illinois	8.4
Texas	5.7	Kansas	5.1
Iowa	3.1	Iowa	2.5
California	2.8	Arkansas	1.9
All other states	32.6	All other states	19.6
Total	100	Total	100

Mode of Transportation for Shipments Originating in Missouri

Mode	% of Value	Mode	% of Weight
Truck	74.7	Truck	81.1
Air (includes truck and air)	5	Air (includes truck and air)	2
Rail	3.4	Rail	8.0
Water	0.9	Water	6.0
Pipeline ¹	-	Pipeline ¹	-
Multiple modes ²	17.5	Multiple modes ²	4.8
Parcel, U.S.P.S., or courier	15.7	Parcel, U.S.P.S., or courier	0.3
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Missouri

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	31.8	Less than 50	51.7
50 to 99	7.9	50 to 99	8.2
100 to 249	17.2	100 to 249	15.0
250 to 499	16.4	250 to 499	13.0
500 to 749	10.6	500 to 749	6.7
750 to 999	8.5	750 to 999	3.2
1,000 to 1,499	5.0	1,000 to 1,499	1.5
1,500 to 1,999	2.3	1,500 to 1,999	0.6
2,000 or more	0.2	2,000 or more	2
Total	100	Total	100

Industry for Shipments Originating in Missouri

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.4	212 Mining (except oil and gas)	29.9
31-33 Manufacturing	45.3	31-33 Manufacturing	35.8
42 Wholesale trade	40.5	42 Wholesale trade	31.0
4541 Electronic shopping and mail-order houses	4.5	4541 Electronic shopping and mail-order houses	0.1
45431 Fuel dealers	0.2	45431 Fuel dealers	0.3
4931 ⁴ Warehousing and storage	8.8	4931 ⁴ Warehousing and storage	2.9
5111 Newspaper, periodical, book, and directory publishers	5	5111 Newspaper, periodical, book, and directory publishers	2
551114 Corporate, subsidiary, and regional managing offices	0.1	551114 Corporate, subsidiary, and regional managing offices	5
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Missouri - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Missouri	\$213,078 - \$271,730	174,680 - 219,474
Percent of Total U.S. shipments (%)	1.5 - 1.9	1.5 - 1.9

Commodities Originating in Missouri

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
21 Pharmaceutical products	8.3 - 13.7	12 Gravel and crushed stone (excludes dolomite and slate)	21.4 - 29.0
43 Mixed freight	7.7 - 11.3	31 Non-metallic mineral products	5.9 - 13.9
36 Motorized and other vehicles (includes parts)	5.5 - 10.9	02 Cereal grains (includes seed)	3.4 - 10.4
34 Machinery	3.7 - 8.9	19 Other coal and petroleum products, not elsewhere classified	2.0 - 9.6
23 Other chemical products and preparations, not elsewhere classified	4.7 - 7.7	07-R Other prepared foodstuffs, and fats and oils	3.8 - 7.4
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Missouri

Destination	% of Value	Destination	% of Weight
Missouri	33.7 - 42.5	Missouri	51.0 - 62.0
Illinois	7.7 - 11.7	Illinois	7.5 - 12.9
Kansas	4.4 - 5.8	Kansas	2.7 - 5.9
Texas	4.5 - 5.3	Louisiana	2.4 - 6.0
Arkansas	2.0 - 3.8	Arkansas	0.9 - 7.1
California	2.2 - 3.2	Texas	2.7 - 4.5
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Missouri

Origin	% of Value	Origin	% of Weight
Missouri	31.8 - 41.4	Missouri	40.7 - 50.5
Illinois	8.8 - 15.0	Wyoming	9.8 - 24.0
Kansas	5.5 - 9.1	Illinois	5.1 - 11.7
Texas	2.6 - 8.8	Kansas	3.5 - 6.7
Iowa	2.6 - 3.6	Iowa	1.2 - 3.8
California	2.3 - 3.3	Arkansas	1.5 - 2.3
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Missouri

Mode	% of Value	Mode	% of Weight
Truck	70.7 - 78.7	Truck	76.0 - 86.2
Air (includes truck and air)	NA	Air (includes truck and air)	NA
Rail	1.6 - 5.2	Rail	5.4 - 10.6
Water	0.4 - 1.4	Water	4.2 - 7.8
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	14.0 - 21.0	Multiple modes ²	3.0 - 6.6
Parcel, U.S.P.S., or courier	12.2 - 19.2	Parcel, U.S.P.S., or courier	0.3 - 0.3
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Missouri

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	27.4 - 36.2	Less than 50	46.8 - 56.6
50 to 99	6.4 - 9.4	50 to 99	6.2 - 10.2
100 to 249	15.2 - 19.2	100 to 249	13.5 - 16.5
250 to 499	14.8 - 18.0	250 to 499	9.9 - 16.1
500 to 749	8.8 - 12.4	500 to 749	5.6 - 7.8
750 to 999	7.0 - 10.0	750 to 999	2.5 - 3.9
1,000 to 1,499	3.9 - 6.1	1,000 to 1,499	1.1 - 1.9
1,500 to 1,999	1.6 - 3.0	1,500 to 1,999	0.4 - 0.8
2,000 or more	0.0 - 0.4	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Missouri

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.2 - 0.6	212 Mining (except oil and gas)	25.3 - 34.5
31-33 Manufacturing	42.2 - 48.4	31-33 Manufacturing	30.1 - 41.5
42 Wholesale trade	35.6 - 45.4	42 Wholesale trade	25.3 - 36.7
4541 Electronic shopping and mail-order houses	1.6 - 7.4	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	0.1 - 0.5
4931 ³ Warehousing and storage	6.1 - 11.5	4931 ³ Warehousing and storage	2.4 - 3.4
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Montana

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Montana	\$30,561	90,511
Percent of Total U.S. shipments (%)	0.2	0.8

Commodities Originating in Montana

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	18.5	15 Coal	50.2
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	18.2	12 Gravel and crushed stone (excludes dolomite and slate)	9.8
19 Other coal and petroleum products, not elsewhere classified	6.1	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	6.6
14 Metallic ores and concentrates	5.7	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	6.4
43 Mixed freight	5.1	19 Other coal and petroleum products, not elsewhere classified	4.3
All other commodities	46.4	All other commodities	22.7
Total	100	Total	100

Shipments Originating from Montana

Destination	% of Value	Destination	% of Weight
Montana	56.0	Montana	33.5
Wyoming	8.2	Minnesota	13.9
Washington	6.2	Washington	10.1
California	4.7	Michigan	7.6
Texas	2.5	Maryland	7.1
North Dakota	2.3	Wisconsin	6.9
All other states	20.1	All other states	20.9
Total	100	Total	100

Shipments Inbound to Montana

Origin	% of Value	Origin	% of Weight
Montana	24.1	Montana	64.9
California	13.1	Illinois	2.6
Washington	7.3	Washington	2.6
Texas	6.6	Wyoming	2.2
Nevada	4.9	California	2.1
Illinois	4.7	Nevada	1.9
All other states	39.3	All other states	23.7
Total	100	Total	100

Mode of Transportation for Shipments Originating in Montana

Mode	% of Value	Mode	% of Weight
Truck	56.9	Truck	27.5
Air (includes truck and air)	3.5	Air (includes truck and air)	Z
Rail	15.4	Rail	66.0
Water	-	Water	-
Pipeline ¹	16.0	Pipeline ¹	5.6
Multiple modes ²	8.3	Multiple modes ²	0.9
Parcel, U.S.P.S., or courier	7.4	Parcel, U.S.P.S., or courier	0.1
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Montana

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	34.8	Less than 50	22.4
50 to 99	6.5	50 to 99	5.9
100 to 249	20.2	100 to 249	10.6
250 to 499	11.2	250 to 499	8.0
500 to 749	7.1	500 to 749	21.1
750 to 999	7.8	750 to 999	13.1
1,000 to 1,499	6.1	1,000 to 1,499	11.0
1,500 to 1,999	5.8	1,500 to 1,999	7.7
2,000 or more	0.5	2,000 or more	0.1
Total	100	Total	100

Industry for Shipments Originating in Montana

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	6.4	212 Mining (except oil and gas)	60.8
31-33 Manufacturing	37.4	31-33 Manufacturing	17.1
42 Wholesale trade	53.7	42 Wholesale trade	21.2
4541 Electronic shopping and mail-order houses	0.5	4541 Electronic shopping and mail-order houses	Z
45431 Fuel dealers	0.3	45431 Fuel dealers	0.1
4931 ⁴ Warehousing and storage	0.1	4931 ⁴ Warehousing and storage	Z
5111 Newspaper, periodical, book, and directory publishers	0.2	5111 Newspaper, periodical, book, and directory publishers	Z
551114 Corporate, subsidiary, and regional managing offices	1.4	551114 Corporate, subsidiary, and regional managing offices	0.8
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Montana - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Montana	\$24,455 - \$36,667	59,321 - 121,701
Percent of Total U.S. shipments (%)	0.2 - 0.2	0.5 - 1.1

Commodities Originating in Montana

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	11.4 - 25.6	15 Coal	38.3 - 62.1
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	13.1 - 23.3	12 Gravel and crushed stone (excludes dolomite and slate)	2.3 - 17.3
19 Other coal and petroleum products, not elsewhere classified	1.9 - 10.3	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	2.4 - 10.8
14 Metallic ores and concentrates	2.8 - 8.6	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	3.8 - 9.0
43 Mixed freight	2.2 - 8.0	19 Other coal and petroleum products, not elsewhere classified	0.5 - 8.1
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Montana

Destination	% of Value	Destination	% of Weight
Montana	50.5 - 61.5	Montana	26.9 - 40.1
Wyoming	6.0 - 10.4	Minnesota	8.4 - 19.4
Washington	3.1 - 9.3	Washington	5.0 - 15.2
California	2.7 - 6.7	Michigan	3.9 - 11.3
Texas	1.8 - 3.2	Maryland	3.1 - 11.1
North Dakota	0.7 - 3.9	Wisconsin	0.0 - 14.0
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Montana

Origin	% of Value	Origin	% of Weight
Montana	19.2 - 29.0	Montana	55.9 - 73.9
California	6.1 - 20.1	Illinois	1.7 - 3.5
Washington	3.1 - 11.5	Washington	1.7 - 3.5
Texas	5.1 - 8.1	Wyoming	0.6 - 3.8
Nevada	0.5 - 9.3	California	1.6 - 2.6
Illinois	2.9 - 6.5	Nevada	0.0 - 4.8
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Montana

Mode	% of Value	Mode	% of Weight
Truck	48.3 - 65.5	Truck	16.9 - 38.1
Air (includes truck and air)	0.9 - 6.1	Air (includes truck and air)	NA
Rail	9.2 - 21.6	Rail	54.8 - 77.2
Water	NA	Water	NA
Pipeline ¹	1.5 - 30.5	Pipeline ¹	0.0 - 12.4
Multiple modes ²	4.8 - 11.8	Multiple modes ²	0.5 - 1.3
Parcel, U.S.P.S., or courier	3.9 - 10.9	Parcel, U.S.P.S., or courier	0.1 - 0.1
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Montana

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	28.8 - 40.8	Less than 50	14.3 - 30.5
50 to 99	5.2 - 7.8	50 to 99	0.0 - 11.9
100 to 249	14.9 - 25.5	100 to 249	5.7 - 15.5
250 to 499	8.8 - 13.6	250 to 499	3.2 - 12.8
500 to 749	4.0 - 10.2	500 to 749	13.8 - 28.4
750 to 999	6.7 - 8.9	750 to 999	9.1 - 17.1
1,000 to 1,499	3.4 - 8.8	1,000 to 1,499	7.5 - 14.5
1,500 to 1,999	3.6 - 8.0	1,500 to 1,999	3.5 - 11.9
2,000 or more	0.3 - 0.7	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Montana

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	3.8 - 9.0	212 Mining (except oil and gas)	52.9 - 68.7
31-33 Manufacturing	26.8 - 48.0	31-33 Manufacturing	8.5 - 25.7
42 Wholesale trade	42.2 - 65.2	42 Wholesale trade	13.7 - 28.7
4541 Electronic shopping and mail-order houses	0.1 - 0.9	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.1 - 0.5	45431 Fuel dealers	0.0 - 0.3
4931 ³ Warehousing and storage	0.0 - 0.3	4931 ³ Warehousing and storage	NA
5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.4	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.1 - 2.7	551114 Corporate, subsidiary, and regional managing offices	0.3 - 1.3
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Nebraska

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Nebraska	\$109,147	146,474
Percent of Total U.S. shipments (%)	0.8	1.3

Commodities Originating in Nebraska

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
05 Meat, poultry, fish, seafood, and their preparations	18.4	02 Cereal grains (includes seed)	35.5
02 Cereal grains (includes seed)	11.9	04 Animal feed, eggs, honey, and other products of animal origin	11.3
34 Machinery	7.9	07-R Other prepared foodstuffs, and fats and oils	9.7
07-R Other prepared foodstuffs, and fats and oils	7.5	12 Gravel and crushed stone (excludes dolomite and slate)	6.3
43 Mixed freight	4.6	31 Non-metallic mineral products	5.1
All other commodities	49.7	All other commodities	32.1
Total	100	Total	100

Shipments Originating from Nebraska

Destination	% of Value	Destination	% of Weight
Nebraska	36.4	Nebraska	56.9
California	7.4	Texas	6.7
Texas	7.2	Iowa	4.5
Iowa	6.9	Kansas	4.0
Illinois	4.7	Colorado	2.5
Kansas	4.5	Illinois	1.4
All other states	32.9	All other states	24.0
Total	100	Total	100

Shipments Inbound to Nebraska

Origin	% of Value	Origin	% of Weight
Nebraska	40.8	Nebraska	64.7
Kansas	7.9	Wyoming	12.2
Illinois	5.9	Kansas	4.0
Iowa	5.3	Iowa	3.6
Colorado	3.2	Illinois	1.3
Texas	3.1	Oklahoma	1.3
All other states	33.8	All other states	12.9
Total	100	Total	100

Mode of Transportation for Shipments Originating in Nebraska

Mode	% of Value	Mode	% of Weight
Truck	74.6	Truck	60.6
Air (includes truck and air)	0.4	Air (includes truck and air)	5
Rail	16.0	Rail	36.1
Water	-	Water	-
Pipeline ¹	-	Pipeline ¹	-
Multiple modes ²	9.0	Multiple modes ²	3.3
Parcel, U.S.P.S., or courier	6.7	Parcel, U.S.P.S., or courier	0.1
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Nebraska

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	27.6	Less than 50	49.5
50 to 99	7.2	50 to 99	6.3
100 to 249	13.6	100 to 249	10.6
250 to 499	13.6	250 to 499	6.1
500 to 749	11.5	500 to 749	5.9
750 to 999	10.0	750 to 999	6.8
1,000 to 1,499	16.1	1,000 to 1,499	14.7
1,500 to 1,999	0.2	1,500 to 1,999	5
2,000 or more	5	2,000 or more	5
Total	100	Total	100

Industry for Shipments Originating in Nebraska

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.3	212 Mining (except oil and gas)	8.1
31-33 Manufacturing	52.2	31-33 Manufacturing	38.2
42 Wholesale trade	40.1	42 Wholesale trade	52.1
4541 Electronic shopping and mail-order houses	2.8	4541 Electronic shopping and mail-order houses	5
45431 Fuel dealers	5	45431 Fuel dealers	0.1
4931 ⁴ Warehousing and storage	3.0	4931 ⁴ Warehousing and storage	5
5111 Newspaper, periodical, book, and directory publishers	1.3	5111 Newspaper, periodical, book, and directory publishers	0.2
551114 Corporate, subsidiary, and regional managing offices	0.3	551114 Corporate, subsidiary, and regional managing offices	2
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Nebraska - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Nebraska	\$95,143 - \$123,151	102,442 - 190,506
Percent of Total U.S. shipments (%)	0.7 - 0.9	0.9 - 1.7

Commodities Originating in Nebraska

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
05 Meat, poultry, fish, seafood, and their preparations	12.4 - 24.4	02 Cereal grains (includes seed)	24.1 - 46.9
02 Cereal grains (includes seed)	6.0 - 17.8	04 Animal feed, eggs, honey, and other products of animal origin	6.0 - 16.6
34 Machinery	6.3 - 9.5	07-R Other prepared foodstuffs, and fats and oils	5.3 - 14.1
07-R Other prepared foodstuffs, and fats and oils	4.2 - 10.8	12 Gravel and crushed stone (excludes dolomite and slate)	3.2 - 9.4
43 Mixed freight	3.1 - 6.1	31 Non-metallic mineral products	2.4 - 7.8
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Nebraska

Destination	% of Value	Destination	% of Weight
Nebraska	32.4 - 40.4	Nebraska	51.4 - 62.4
California	5.0 - 9.8	Texas	3.8 - 9.6
Texas	5.4 - 9.0	Iowa	2.5 - 6.5
Iowa	5.1 - 8.7	Kansas	1.6 - 6.4
Illinois	3.8 - 5.6	Colorado	0.9 - 4.1
Kansas	2.9 - 6.1	Illinois	1.0 - 1.8
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Nebraska

Origin	% of Value	Origin	% of Weight
Nebraska	35.5 - 46.1	Nebraska	56.1 - 73.3
Kansas	4.6 - 11.2	Wyoming	6.0 - 18.4
Illinois	4.4 - 7.4	Kansas	1.6 - 6.4
Iowa	4.2 - 6.4	Iowa	2.9 - 4.3
Colorado	2.1 - 4.3	Illinois	0.9 - 1.7
Texas	2.0 - 4.2	Oklahoma	0.8 - 1.8
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Nebraska

Mode	% of Value	Mode	% of Weight
Truck	69.1 - 80.1	Truck	49.6 - 71.6
Air (includes truck and air)	0.2 - 0.6	Air (includes truck and air)	0.1 - 0.1
Rail	9.8 - 22.2	Rail	24.9 - 47.3
Water	NA	Water	NA
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	7.5 - 10.5	Multiple modes ²	1.8 - 4.8
Parcel, U.S.P.S., or courier	4.9 - 8.5	Parcel, U.S.P.S., or courier	0.1 - 0.1
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Nebraska

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	24.1 - 31.1	Less than 50	44.0 - 55.0
50 to 99	5.6 - 8.8	50 to 99	3.9 - 8.7
100 to 249	10.7 - 16.5	100 to 249	4.7 - 16.5
250 to 499	11.8 - 15.4	250 to 499	4.3 - 7.9
500 to 749	9.3 - 13.7	500 to 749	3.3 - 8.5
750 to 999	7.4 - 12.6	750 to 999	3.9 - 9.7
1,000 to 1,499	13.0 - 19.2	1,000 to 1,499	9.4 - 20.0
1,500 to 1,999	0.0 - 0.4	1,500 to 1,999	NA
2,000 or more	NA	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Nebraska

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.0 - 0.7	212 Mining (except oil and gas)	3.2 - 13.0
31-33 Manufacturing	46.0 - 58.4	31-33 Manufacturing	30.1 - 46.3
42 Wholesale trade	34.4 - 45.8	42 Wholesale trade	41.3 - 62.9
4541 Electronic shopping and mail-order houses	1.2 - 4.4	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	0.0 - 0.3
4931 ³ Warehousing and storage	1.7 - 4.3	4931 ³ Warehousing and storage	NA
5111 Newspaper, periodical, book, and directory publishers	0.2 - 2.4	5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.4
551114 Corporate, subsidiary, and regional managing offices	0.0 - 0.7	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Nevada

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Nevada	\$69,591	40,254
Percent of Total U.S. shipments (%)	0.5	0.4

Commodities Originating in Nevada

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
40 Miscellaneous manufactured products	13.7	31 Non-metallic mineral products	21.5
43 Mixed freight	11.2	07-R Other prepared foodstuffs, and fats and oils	7.0
14 Metallic ores and concentrates	5.6	11 Natural sands	7.0
24 Plastics and rubber	4.9	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	2.7
35 Electronic and other electrical equipment and components, and office equipment	4.4	19 Other coal and petroleum products, not elsewhere classified	2.6
All other commodities	60.2	All other commodities	59.2
Total	100	Total	100

Shipments Originating from Nevada

Destination	% of Value	Destination	% of Weight
Nevada	25.2	Nevada	65.9
California	24.1	California	16.6
Utah	9.7	Arizona	4.1
Montana	5.0	Utah	2.9
Washington	3.6	Montana	2.2
Texas	2.4	Idaho	1.0
All other states	30.0	All other states	7.3
Total	100	Total	100

Shipments Inbound to Nevada

Origin	% of Value	Origin	% of Weight
California	30.2	Nevada	58.4
Nevada	23.5	California	13.7
Utah	5.9	Utah	8.3
Arizona	4.7	Arizona	5.7
Texas	4.3	Wyoming	3.3
Illinois	3.6	Texas	1.2
All other states	27.8	All other states	9.4
Total	100	Total	100

Mode of Transportation for Shipments Originating in Nevada

Mode	% of Value	Mode	% of Weight
Truck	70.2	Truck	94.8
Air (includes truck and air)	5.0	Air (includes truck and air)	2
Rail	5	Rail	3.9
Water	-	Water	-
Pipeline ¹	-	Pipeline ¹	-
Multiple modes ²	20.4	Multiple modes ²	1.3
Parcel, U.S.P.S., or courier	20.2	Parcel, U.S.P.S., or courier	0.6
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Nevada

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	20.2	Less than 50	57.6
50 to 99	2.4	50 to 99	5.1
100 to 249	21.1	100 to 249	15.3
250 to 499	22.6	250 to 499	13.0
500 to 749	11.4	500 to 749	3.9
750 to 999	3.3	750 to 999	1.2
1,000 to 1,499	5.3	1,000 to 1,499	1.2
1,500 to 1,999	6.1	1,500 to 1,999	1.2
2,000 or more	7.6	2,000 or more	1.4
Total	100	Total	100

Industry for Shipments Originating in Nevada

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	14.9	212 Mining (except oil and gas)	5
31-33 Manufacturing	20.2	31-33 Manufacturing	48.7
42 Wholesale trade	29.8	42 Wholesale trade	16.8
4541 Electronic shopping and mail-order houses	4.5	4541 Electronic shopping and mail-order houses	0.4
45431 Fuel dealers	0.3	45431 Fuel dealers	0.5
4931 ⁴ Warehousing and storage	21.9	4931 ⁴ Warehousing and storage	5
5111 Newspaper, periodical, book, and directory publishers	0.5	5111 Newspaper, periodical, book, and directory publishers	0.1
551114 Corporate, subsidiary, and regional managing offices	5	551114 Corporate, subsidiary, and regional managing offices	5
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Nevada - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Nevada	\$55,305 - \$83,877	24,611 - 55,897
Percent of Total U.S. shipments (%)	0.4 - 0.6	0.3 - 0.5

Commodities Originating in Nevada

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
40 Miscellaneous manufactured products	7.3 - 20.1	31 Non-metallic mineral products	11.6 - 31.4
43 Mixed freight	1.5 - 20.9	07-R Other prepared foodstuffs, and fats and oils	2.8 - 11.2
14 Metallic ores and concentrates	0.1 - 11.1	11 Natural sands	2.8 - 11.2
24 Plastics and rubber	3.3 - 6.5	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	0.1 - 5.3
35 Electronic and other electrical equipment and components, and office equipment	2.0 - 6.8	19 Other coal and petroleum products, not elsewhere classified	1.3 - 3.9
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Nevada

Destination	% of Value	Destination	% of Weight
Nevada	19.3 - 31.1	Nevada	57.1 - 74.7
California	16.2 - 32.0	California	11.8 - 21.4
Utah	4.9 - 14.5	Arizona	1.9 - 6.3
Montana	0.0 - 10.1	Utah	1.4 - 4.4
Washington	2.0 - 5.2	Montana	0.0 - 5.1
Texas	1.5 - 3.3	Idaho	0.3 - 1.7
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Nevada

Origin	% of Value	Origin	% of Weight
California	25.3 - 35.1	Nevada	46.1 - 70.7
Nevada	19.8 - 27.2	California	9.9 - 17.5
Utah	2.2 - 9.6	Utah	1.7 - 14.9
Arizona	3.4 - 6.0	Arizona	3.5 - 7.9
Texas	2.7 - 5.9	Wyoming	0.6 - 6.0
Illinois	2.3 - 4.9	Texas	0.7 - 1.7
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Nevada

Mode	% of Value	Mode	% of Weight
Truck	61.2 - 79.2	Truck	91.3 - 98.3
Air (includes truck and air)	1.0 - 9.0	Air (includes truck and air)	NA
Rail	NA	Rail	0.6 - 7.2
Water	NA	Water	NA
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	12.2 - 28.6	Multiple modes ²	0.0 - 2.8
Parcel, U.S.P.S., or courier	12.0 - 28.4	Parcel, U.S.P.S., or courier	0.0 - 1.3
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Nevada

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	15.4 - 25.0	Less than 50	44.0 - 71.2
50 to 99	0.8 - 4.0	50 to 99	0.5 - 9.7
100 to 249	16.2 - 26.0	100 to 249	10.9 - 19.7
250 to 499	17.8 - 27.4	250 to 499	7.7 - 18.3
500 to 749	6.3 - 16.5	500 to 749	1.0 - 6.8
750 to 999	2.0 - 4.6	750 to 999	0.3 - 2.1
1,000 to 1,499	2.0 - 8.6	1,000 to 1,499	0.8 - 1.6
1,500 to 1,999	3.2 - 9.0	1,500 to 1,999	0.7 - 1.7
2,000 or more	3.9 - 11.3	2,000 or more	0.3 - 2.5
Total	NA	Total	NA

Industry for Shipments Originating in Nevada

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	5.6 - 24.2	212 Mining (except oil and gas)	NA
31-33 Manufacturing	15.6 - 24.8	31-33 Manufacturing	37.2 - 60.2
42 Wholesale trade	21.0 - 38.6	42 Wholesale trade	8.7 - 24.9
4541 Electronic shopping and mail-order houses	1.9 - 7.1	4541 Electronic shopping and mail-order houses	0.0 - 1.1
45431 Fuel dealers	0.1 - 0.5	45431 Fuel dealers	0.1 - 0.9
4931 ³ Warehousing and storage	1.9 - 41.9	4931 ³ Warehousing and storage	NA
5111 Newspaper, periodical, book, and directory publishers	0.0 - 1.0	5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.5
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

New Hampshire

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in New Hampshire	\$42,805	26,554
Percent of Total U.S. shipments (%)	0.3	0.2

Commodities Originating in New Hampshire

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
35 Electronic and other electrical equipment and components, and office equipment	19.2	12 Gravel and crushed stone (excludes dolomite and slate)	21.1
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	10.0	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	17.9
34 Machinery	8.4	26 Wood products	10.9
43 Mixed freight	6.4	31 Non-metallic mineral products	9.3
19 Other coal and petroleum products, not elsewhere classified	6.3	11 Natural sands	8.1
All other commodities	49.7	All other commodities	32.7
Total	100	Total	100

Shipments Originating from New Hampshire

Destination	% of Value	Destination	% of Weight
New Hampshire	28.3	New Hampshire	58.7
Massachusetts	14.7	Massachusetts	11.9
New York	6.7	Vermont	10.3
Maine	5.1	Maine	6.8
Texas	4.0	New York	2.0
California	3.7	Connecticut	1.5
All other states	37.5	All other states	8.8
Total	100	Total	100

Shipments Inbound to New Hampshire

Origin	% of Value	Origin	% of Weight
New Hampshire	20.6	New Hampshire	45.4
Massachusetts	19.9	Maine	10.0
Connecticut	9.7	New York	5.7
New York	8.6	Connecticut	5.2
Maine	4.2	Pennsylvania	3.1
Ohio	3.2	Vermont	1.7
All other states	33.8	All other states	28.9
Total	100	Total	100

Mode of Transportation for Shipments Originating in New Hampshire

Mode	% of Value	Mode	% of Weight
Truck	75.8	Truck	99.4
Air (includes truck and air)	3.7	Air (includes truck and air)	Z
Rail	S	Rail	S
Water	-	Water	-
Pipeline ¹	-	Pipeline ¹	-
Multiple modes ²	20.5	Multiple modes ²	0.5
Parcel, U.S.P.S., or courier	20.1	Parcel, U.S.P.S., or courier	0.3
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in New Hampshire

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	33.6	Less than 50	69.0
50 to 99	13.3	50 to 99	13.9
100 to 249	16.1	100 to 249	8.4
250 to 499	5.7	250 to 499	1.9
500 to 749	4.6	500 to 749	S
750 to 999	7.9	750 to 999	1.2
1,000 to 1,499	6.3	1,000 to 1,499	1.0
1,500 to 1,999	5.4	1,500 to 1,999	0.3
2,000 or more	7.1	2,000 or more	0.5
Total	100	Total	100

Industry for Shipments Originating in New Hampshire

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.1	212 Mining (except oil and gas)	12.4
31-33 Manufacturing	43.5	31-33 Manufacturing	46.6
42 Wholesale trade	40.9	42 Wholesale trade	34.8
4541 Electronic shopping and mail-order houses	3.2	4541 Electronic shopping and mail-order houses	0.1
45431 Fuel dealers	2.6	45431 Fuel dealers	3.9
4931 ⁴ Warehousing and storage	9.3	4931 ⁴ Warehousing and storage	2.2
5111 Newspaper, periodical, book, and directory publishers	S	5111 Newspaper, periodical, book, and directory publishers	S
551114 Corporate, subsidiary, and regional managing offices	S	551114 Corporate, subsidiary, and regional managing offices	S
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

New Hampshire - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in New Hampshire	\$37,548 - \$48,062	17,209 - 35,899
Percent of Total U.S. shipments (%)	0.3 - 0.3	0.1 - 0.3

Commodities Originating in New Hampshire

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
35 Electronic and other electrical equipment and components, and office equipment	16.3 - 22.1	12 Gravel and crushed stone (excludes dolomite and slate)	10.7 - 31.5
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	4.3 - 15.7	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	10.4 - 25.4
34 Machinery	6.2 - 10.6	26 Wood products	6.3 - 15.5
43 Mixed freight	3.5 - 9.3	31 Non-metallic mineral products	0.5 - 18.1
19 Other coal and petroleum products, not elsewhere classified	2.6 - 10.0	11 Natural sands	1.5 - 14.7
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from New Hampshire

Destination	% of Value	Destination	% of Weight
New Hampshire	23.0 - 33.6	New Hampshire	53.0 - 64.4
Massachusetts	12.5 - 16.9	Massachusetts	7.3 - 16.5
New York	5.2 - 8.2	Vermont	5.7 - 14.9
Maine	3.6 - 6.6	Maine	5.2 - 8.4
Texas	2.7 - 5.3	New York	0.7 - 3.3
California	2.6 - 4.8	Connecticut	0.6 - 2.4
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to New Hampshire

Origin	% of Value	Origin	% of Weight
New Hampshire	15.1 - 26.1	New Hampshire	37.7 - 53.1
Massachusetts	14.2 - 25.6	Maine	5.6 - 14.4
Connecticut	4.4 - 15.0	New York	3.0 - 8.4
New York	6.8 - 10.4	Connecticut	2.1 - 8.3
Maine	2.4 - 6.0	Pennsylvania	1.3 - 4.9
Ohio	1.7 - 4.7	Vermont	1.0 - 2.4
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in New Hampshire

Mode	% of Value	Mode	% of Weight
Truck	71.6 - 80.0	Truck	99.2 - 99.6
Air (includes truck and air)	2.4 - 5.0	Air (includes truck and air)	NA
Rail	NA	Rail	NA
Water	NA	Water	NA
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	16.7 - 24.3	Multiple modes ²	0.3 - 0.7
Parcel, U.S.P.S., or courier	16.3 - 23.9	Parcel, U.S.P.S., or courier	0.1 - 0.5
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in New Hampshire

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	28.7 - 38.5	Less than 50	62.8 - 75.2
50 to 99	10.0 - 16.6	50 to 99	10.4 - 17.4
100 to 249	13.5 - 18.7	100 to 249	5.5 - 11.3
250 to 499	5.0 - 6.4	250 to 499	1.2 - 2.6
500 to 749	3.7 - 5.5	500 to 749	NA
750 to 999	6.6 - 9.2	750 to 999	0.1 - 2.3
1,000 to 1,499	4.7 - 7.9	1,000 to 1,499	0.1 - 1.9
1,500 to 1,999	3.4 - 7.4	1,500 to 1,999	0.1 - 0.5
2,000 or more	5.3 - 8.9	2,000 or more	0.1 - 0.9
Total	NA	Total	NA

Industry for Shipments Originating in New Hampshire

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	5.1 - 19.7
31-33 Manufacturing	38.7 - 48.3	31-33 Manufacturing	35.8 - 57.4
42 Wholesale trade	34.7 - 47.1	42 Wholesale trade	27.1 - 42.5
4541 Electronic shopping and mail-order houses	1.7 - 4.7	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	1.0 - 4.2	45431 Fuel dealers	0.2 - 7.6
4931 ³ Warehousing and storage	1.6 - 17.0	4931 ³ Warehousing and storage	0.0 - 5.7
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

New Jersey

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in New Jersey	\$450,795	219,863
Percent of Total U.S. shipments (%)	3.3	1.9

Commodities Originating in New Jersey

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
21 Pharmaceutical products	10.9	12 Gravel and crushed stone (excludes dolomite and slate)	15.0
35 Electronic and other electrical equipment and components, and office equipment	8.2	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	13.7
43 Mixed freight	7.6	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	9.7
36 Motorized and other vehicles (includes parts)	7.2	31 Non-metallic mineral products	7.6
23 Other chemical products and preparations, not elsewhere classified	6.7	07-R Other prepared foodstuffs, and fats and oils	6.4
All other commodities	59.4	All other commodities	47.6
Total	100	Total	100

Shipments Originating from New Jersey

Destination	% of Value	Destination	% of Weight
New Jersey	30.4	New Jersey	58.7
New York	16.9	New York	17.4
Pennsylvania	10.8	Pennsylvania	8.6
California	3.9	Maryland	1.3
Maryland	3.0	Connecticut	1.2
Ohio	3.0	California	1.1
All other states	32.0	All other states	11.7
Total	100	Total	100

Shipments Inbound to New Jersey

Origin	% of Value	Origin	% of Weight
New Jersey	37.5	New Jersey	62.1
Pennsylvania	11.3	Pennsylvania	13.0
New York	10.0	New York	5.1
California	4.0	Maryland	1.6
Connecticut	3.9	Connecticut	1.5
Ohio	2.5	Iowa	1.4
All other states	30.8	All other states	15.3
Total	100	Total	100

Mode of Transportation for Shipments Originating in New Jersey

Mode	% of Value	Mode	% of Weight
Truck	75.1	Truck	85.3
Air (includes truck and air)	2.2	Air (includes truck and air)	0.1
Rail	0.9	Rail	1.6
Water	1.4	Water	5.4
Pipeline ¹	S	Pipeline ¹	S
Multiple modes ²	18.2	Multiple modes ²	1.3
Parcel, U.S.P.S., or courier	17.8	Parcel, U.S.P.S., or courier	0.5
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in New Jersey

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	42.0	Less than 50	72.2
50 to 99	12.7	50 to 99	10.1
100 to 249	11.1	100 to 249	6.2
250 to 499	8.5	250 to 499	3.8
500 to 749	8.6	500 to 749	2.8
750 to 999	4.2	750 to 999	1.3
1,000 to 1,499	6.0	1,000 to 1,499	2.0
1,500 to 1,999	1.3	1,500 to 1,999	0.3
2,000 or more	5.7	2,000 or more	1.5
Total	100	Total	100

Industry for Shipments Originating in New Jersey

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.1	212 Mining (except oil and gas)	13.4
31-33 Manufacturing	23.9	31-33 Manufacturing	39.0
42 Wholesale trade	63.5	42 Wholesale trade	37.0
4541 Electronic shopping and mail-order houses	2.7	4541 Electronic shopping and mail-order houses	0.1
45431 Fuel dealers	0.4	45431 Fuel dealers	0.8
4931 ⁴ Warehousing and storage	7.3	4931 ⁴ Warehousing and storage	S
5111 Newspaper, periodical, book, and directory publishers	0.2	5111 Newspaper, periodical, book, and directory publishers	S
551114 Corporate, subsidiary, and regional managing offices	2.0	551114 Corporate, subsidiary, and regional managing offices	2.3
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

New Jersey - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in New Jersey	\$410,306 - \$491,284	171,100 - 268,626
Percent of Total U.S. shipments (%)	3.0 - 3.6	1.5 - 2.3

Commodities Originating in New Jersey

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
21 Pharmaceutical products	6.7 - 15.1	12 Gravel and crushed stone (excludes dolomite and slate)	6.6 - 23.4
35 Electronic and other electrical equipment and components, and office equipment	6.4 - 10.0	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	7.7 - 19.7
43 Mixed freight	5.2 - 10.0	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	5.5 - 13.9
36 Motorized and other vehicles (includes parts)	3.9 - 10.5	31 Non-metallic mineral products	2.7 - 12.5
23 Other chemical products and preparations, not elsewhere classified	3.6 - 9.8	07-R Other prepared foodstuffs, and fats and oils	4.0 - 8.8
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from New Jersey

Destination	% of Value	Destination	% of Weight
New Jersey	27.1 - 33.7	New Jersey	52.1 - 65.3
New York	14.9 - 18.9	New York	10.4 - 24.4
Pennsylvania	8.6 - 13.0	Pennsylvania	6.8 - 10.4
California	3.2 - 4.6	Maryland	0.9 - 1.7
Maryland	2.5 - 3.5	Connecticut	0.7 - 1.7
Ohio	2.5 - 3.5	California	0.6 - 1.6
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to New Jersey

Origin	% of Value	Origin	% of Weight
New Jersey	33.7 - 41.3	New Jersey	55.5 - 68.7
Pennsylvania	9.3 - 13.3	Pennsylvania	10.3 - 15.7
New York	8.4 - 11.6	New York	3.1 - 7.1
California	2.9 - 5.1	Maryland	0.0 - 3.2
Connecticut	2.8 - 5.0	Connecticut	1.1 - 1.9
Ohio	2.0 - 3.0	Iowa	1.0 - 1.8
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in New Jersey

Mode	% of Value	Mode	% of Weight
Truck	70.3 - 79.9	Truck	79.1 - 91.5
Air (includes truck and air)	1.5 - 2.9	Air (includes truck and air)	0.1 - 0.1
Rail	0.5 - 1.3	Rail	0.7 - 2.5
Water	0.3 - 2.5	Water	1.9 - 8.9
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	15.1 - 21.3	Multiple modes ²	0.8 - 1.8
Parcel, U.S.P.S., or courier	14.7 - 20.9	Parcel, U.S.P.S., or courier	0.1 - 0.9
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in New Jersey

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	38.3 - 45.7	Less than 50	66.5 - 77.9
50 to 99	11.1 - 14.3	50 to 99	8.1 - 12.1
100 to 249	9.3 - 12.9	100 to 249	4.9 - 7.5
250 to 499	7.6 - 9.4	250 to 499	2.7 - 4.9
500 to 749	7.1 - 10.1	500 to 749	1.3 - 4.3
750 to 999	3.5 - 4.9	750 to 999	0.9 - 1.7
1,000 to 1,499	5.3 - 6.7	1,000 to 1,499	1.3 - 2.7
1,500 to 1,999	1.1 - 1.5	1,500 to 1,999	0.1 - 0.5
2,000 or more	5.0 - 6.4	2,000 or more	0.6 - 2.4
Total	NA	Total	NA

Industry for Shipments Originating in New Jersey

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	7.5 - 19.3
31-33 Manufacturing	20.2 - 27.6	31-33 Manufacturing	29.5 - 48.5
42 Wholesale trade	59.1 - 67.9	42 Wholesale trade	31.1 - 42.9
4541 Electronic shopping and mail-order houses	1.2 - 4.2	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.2 - 0.6	45431 Fuel dealers	0.3 - 1.3
4931 ³ Warehousing and storage	4.6 - 10.0	4931 ³ Warehousing and storage	NA
5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.4	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	1.3 - 2.7	551114 Corporate, subsidiary, and regional managing offices	0.1 - 4.5
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

New Mexico

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in New Mexico	\$48,793	48,681
Percent of Total U.S. shipments (%)	0.4	0.4

Commodities Originating in New Mexico

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	6.8	15 Coal	38.7
43 Mixed freight	6.1	31 Non-metallic mineral products	9.7
07-R Other prepared foodstuffs, and fats and oils	5.9	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	9.2
33 Articles of base metal	3.1	12 Gravel and crushed stone (excludes dolomite and slate)	7.2
14 Metallic ores and concentrates	2.6	19 Other coal and petroleum products, not elsewhere classified	3.3
All other commodities	75.5	All other commodities	31.9
Total	100	Total	100

Shipments Originating from New Mexico

Destination	% of Value	Destination	% of Weight
New Mexico	34.4	New Mexico	81.4
Texas	11.6	Texas	7.7
Arizona	3.5	Arizona	4.0
California	3.1	Colorado	1.5
Colorado	1.8	California	1.2
Tennessee	1.6	Missouri	0.5
All other states	44.0	All other states	3.7
Total	100	Total	100

Shipments Inbound to New Mexico

Origin	% of Value	Origin	% of Weight
New Mexico	27.9	New Mexico	64.9
Texas	25.9	Texas	19.6
California	8.8	Colorado	4.9
Arizona	6.1	Arizona	2.2
Colorado	5.3	California	1.8
Oklahoma	1.5	Oklahoma	0.6
All other states	24.5	All other states	6.0
Total	100	Total	100

Mode of Transportation for Shipments Originating in New Mexico

Mode	% of Value	Mode	% of Weight
Truck	72.3	Truck	56.0
Air (includes truck and air)	5	Air (includes truck and air)	2
Rail	2.7	Rail	30.1
Water	-	Water	-
Pipeline ¹	-	Pipeline ¹	-
Multiple modes ²	6.0	Multiple modes ²	1.5
Parcel, U.S.P.S., or courier	5.3	Parcel, U.S.P.S., or courier	0.1
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in New Mexico

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	23.7	Less than 50	68.8
50 to 99	4.0	50 to 99	4.3
100 to 249	15.2	100 to 249	14.9
250 to 499	5.0	250 to 499	3.7
500 to 749	5.8	500 to 749	2.4
750 to 999	5.9	750 to 999	3.6
1,000 to 1,499	5	1,000 to 1,499	1.7
1,500 to 1,999	5	1,500 to 1,999	0.5
2,000 or more	5	2,000 or more	0.1
Total	100	Total	100

Industry for Shipments Originating in New Mexico

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	4.4	212 Mining (except oil and gas)	45.6
31-33 Manufacturing	60.8	31-33 Manufacturing	31.4
42 Wholesale trade	28.9	42 Wholesale trade	20.8
4541 Electronic shopping and mail-order houses	1.1	4541 Electronic shopping and mail-order houses	5
45431 Fuel dealers	5	45431 Fuel dealers	5
4931 ⁴ Warehousing and storage	3.7	4931 ⁴ Warehousing and storage	1.7
5111 Newspaper, periodical, book, and directory publishers	5	5111 Newspaper, periodical, book, and directory publishers	0.1
551114 Corporate, subsidiary, and regional managing offices	0.5	551114 Corporate, subsidiary, and regional managing offices	0.1
Total	100	Total	100

5 Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

New Mexico - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in New Mexico	\$30,905 - \$66,681	22,357 - 75,005
Percent of Total U.S. shipments (%)	0.3 - 0.5	0.2 - 0.6

Commodities Originating in New Mexico

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	0.0 - 13.8	15 Coal	18.7 - 58.7
43 Mixed freight	2.4 - 9.8	31 Non-metallic mineral products	0.0 - 19.8
07-R Other prepared foodstuffs, and fats and oils	2.4 - 9.4	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	0.2 - 18.2
33 Articles of base metal	0.0 - 7.3	12 Gravel and crushed stone (excludes dolomite and slate)	0.0 - 27.7
14 Metallic ores and concentrates	0.0 - 10.7	19 Other coal and petroleum products, not elsewhere classified	0.2 - 6.4
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from New Mexico

Destination	% of Value	Destination	% of Weight
New Mexico	23.0 - 45.8	New Mexico	72.2 - 90.6
Texas	6.8 - 16.4	Texas	3.9 - 11.5
Arizona	1.7 - 5.3	Arizona	0.9 - 7.1
California	1.1 - 5.1	Colorado	0.4 - 2.6
Colorado	0.7 - 2.9	California	0.5 - 1.9
Tennessee	0.0 - 3.2	Missouri	0.0 - 1.0
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to New Mexico

Origin	% of Value	Origin	% of Weight
New Mexico	19.5 - 36.3	New Mexico	49.9 - 79.9
Texas	17.3 - 34.5	Texas	7.0 - 32.2
California	4.6 - 13.0	Colorado	2.0 - 7.8
Arizona	4.5 - 7.7	Arizona	1.7 - 2.7
Colorado	4.4 - 6.2	California	0.5 - 3.1
Oklahoma	1.0 - 2.0	Oklahoma	0.2 - 1.0
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in New Mexico

Mode	% of Value	Mode	% of Weight
Truck	63.0 - 81.6	Truck	39.7 - 72.3
Air (includes truck and air)	NA	Air (includes truck and air)	NA
Rail	0.7 - 4.7	Rail	15.1 - 45.1
Water	NA	Water	NA
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	2.7 - 9.3	Multiple modes ²	0.0 - 3.5
Parcel, U.S.P.S., or courier	2.6 - 8.0	Parcel, U.S.P.S., or courier	0.0 - 0.3
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in New Mexico

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	14.9 - 32.5	Less than 50	52.3 - 85.3
50 to 99	2.4 - 5.6	50 to 99	2.3 - 6.3
100 to 249	8.6 - 21.8	100 to 249	6.3 - 23.5
250 to 499	3.2 - 6.8	250 to 499	1.7 - 5.7
500 to 749	3.6 - 8.0	500 to 749	1.1 - 3.7
750 to 999	2.8 - 9.0	750 to 999	0.7 - 6.5
1,000 to 1,499	NA	1,000 to 1,499	0.0 - 4.1
1,500 to 1,999	NA	1,500 to 1,999	0.0 - 1.0
2,000 or more	NA	2,000 or more	0.0 - 0.5
Total	NA	Total	NA

Industry for Shipments Originating in New Mexico

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	1.8 - 7.0	212 Mining (except oil and gas)	30.4 - 60.8
31-33 Manufacturing	47.6 - 74.0	31-33 Manufacturing	13.6 - 49.2
42 Wholesale trade	18.8 - 39.0	42 Wholesale trade	11.3 - 30.3
4541 Electronic shopping and mail-order houses	0.0 - 3.3	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	0.0 - 10.3	4931 ³ Warehousing and storage	0.0 - 4.3
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.5
551114 Corporate, subsidiary, and regional managing offices	0.0 - 1.4	551114 Corporate, subsidiary, and regional managing offices	0.0 - 0.5
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

New York

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in New York	\$545,050	317,630
Percent of Total U.S. shipments (%)	3.9	2.8

Commodities Originating in New York

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	12.6	12 Gravel and crushed stone (excludes dolomite and slate)	19.4
30 Textiles, leather, and articles of textiles or leather	8.5	31 Non-metallic mineral products	10.7
40 Miscellaneous manufactured products	8.3	07-R Other prepared foodstuffs, and fats and oils	7.1
35 Electronic and other electrical equipment and components, and office equipment	8.2	13 Other non-metallic minerals, not elsewhere classified	6.6
21 Pharmaceutical products	6.6	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	6.0
All other commodities	55.8	All other commodities	50.2
Total	100	Total	100

Shipments Originating from New York

Destination	% of Value	Destination	% of Weight
New York	47.7	New York	79.9
New Jersey	6.7	New Jersey	3.3
Pennsylvania	5.0	Pennsylvania	3.3
California	3.5	Massachusetts	1.6
Texas	3.2	Connecticut	1.5
Massachusetts	2.9	Virginia	1.0
All other states	31.0	All other states	9.4
Total	100	Total	100

Shipments Inbound to New York

Origin	% of Value	Origin	% of Weight
New York	36.8	New York	65.7
New Jersey	10.8	New Jersey	9.9
Pennsylvania	8.7	Pennsylvania	5.3
California	4.2	Connecticut	2.9
Connecticut	4.2	Ohio	1.8
Ohio	4.1	Illinois	1.1
All other states	31.2	All other states	13.3
Total	100	Total	100

Mode of Transportation for Shipments Originating in New York

Mode	% of Value	Mode	% of Weight
Truck	76.4	Truck	96.9
Air (includes truck and air)	3.1	Air (includes truck and air)	0.1
Rail	0.4	Rail	1.4
Water	-	Water	-
Pipeline ¹	5	Pipeline ¹	0.2
Multiple modes ²	19.8	Multiple modes ²	1.3
Parcel, U.S.P.S., or courier	19.1	Parcel, U.S.P.S., or courier	0.5
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in New York

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	38.4	Less than 50	69.5
50 to 99	10.0	50 to 99	10.9
100 to 249	17.3	100 to 249	10.5
250 to 499	10.4	250 to 499	4.1
500 to 749	5.5	500 to 749	1.6
750 to 999	4.8	750 to 999	1.1
1,000 to 1,499	6.4	1,000 to 1,499	1.3
1,500 to 1,999	1.8	1,500 to 1,999	0.4
2,000 or more	5.5	2,000 or more	0.7
Total	100	Total	100

Industry for Shipments Originating in New York

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.1	212 Mining (except oil and gas)	17.5
31-33 Manufacturing	25.9	31-33 Manufacturing	31.3
42 Wholesale trade	61.0	42 Wholesale trade	46.9
4541 Electronic shopping and mail-order houses	2.8	4541 Electronic shopping and mail-order houses	0.4
45431 Fuel dealers	1.0	45431 Fuel dealers	1.6
4931 ⁴ Warehousing and storage	7.4	4931 ⁴ Warehousing and storage	2.1
5111 Newspaper, periodical, book, and directory publishers	0.7	5111 Newspaper, periodical, book, and directory publishers	0.1
551114 Corporate, subsidiary, and regional managing offices	1.1	551114 Corporate, subsidiary, and regional managing offices	0.1
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

New York - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in New York	\$508,084 - \$582,016	281,533 - 353,727
Percent of Total U.S. shipments (%)	3.6 - 4.2	2.4 - 3.2

Commodities Originating in New York			
2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	9.9 - 15.3	12 Gravel and crushed stone (excludes dolomite and slate)	14.6 - 24.2
30 Textiles, leather, and articles of textiles or leather	6.5 - 10.5	31 Non-metallic mineral products	4.3 - 17.1
40 Miscellaneous manufactured products	7.2 - 9.4	07-R Other prepared foodstuffs, and fats and oils	4.5 - 9.7
35 Electronic and other electrical equipment and components, and office equipment	6.6 - 9.8	13 Other non-metallic minerals, not elsewhere classified	3.7 - 9.5
21 Pharmaceutical products	4.2 - 9.0	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	3.3 - 8.7
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from New York				Shipments Inbound to New York			
Destination	% of Value	Destination	% of Weight	Origin	% of Value	Origin	% of Weight
New York	45.3 - 50.1	New York	78.1 - 81.7	New York	34.1 - 39.5	New York	61.5 - 69.9
New Jersey	6.0 - 7.4	New Jersey	2.4 - 4.2	New Jersey	9.7 - 11.9	New Jersey	5.1 - 14.7
Pennsylvania	4.5 - 5.5	NA	NA	Pennsylvania	5.6 - 11.8	Pennsylvania	4.4 - 6.2
California	2.8 - 4.2	Massachusetts	1.2 - 2.0	California	3.5 - 4.9	Connecticut	1.8 - 4.0
Texas	2.8 - 3.6	Connecticut	1.3 - 1.7	Connecticut	3.5 - 4.9	Ohio	1.4 - 2.2
Massachusetts	2.5 - 3.3	Virginia	0.5 - 1.5	Ohio	3.2 - 5.0	Illinois	0.7 - 1.5
All other states	NA	All other states	NA	All other states	NA	All other states	NA
Total	NA	Total	NA	Total	NA	Total	NA

Mode of Transportation for Shipments Originating in New York				Distance Shipped for Shipments Originating in New York			
Mode	% of Value	Mode	% of Weight	Miles Shipped	% of Value	Miles Shipped	% of Weight
Truck	73.8 - 79.0	Truck	96.4 - 97.4	Less than 50	35.8 - 41.0	Less than 50	66.9 - 72.1
Air (includes truck and air)	2.2 - 4.0	Air (includes truck and air)	0.1 - 0.1	50 to 99	8.7 - 11.3	50 to 99	8.9 - 12.9
Rail	0.2 - 0.6	Rail	0.9 - 1.9	100 to 249	16.0 - 18.6	100 to 249	9.6 - 11.4
Water	NA	Water	NA	250 to 499	9.3 - 11.5	250 to 499	3.4 - 4.8
Pipeline ¹	NA	Pipeline ¹	0.0 - 0.4	500 to 749	5.0 - 6.0	500 to 749	1.4 - 1.8
Multiple modes ²	17.1 - 22.5	Multiple modes ²	0.9 - 1.7	750 to 999	4.1 - 5.5	750 to 999	0.9 - 1.3
Parcel, U.S.P.S., or courier	16.5 - 21.7	Parcel, U.S.P.S., or courier	0.3 - 0.7	1,000 to 1,499	5.9 - 6.9	1,000 to 1,499	0.8 - 1.8
Other modes	NA	Other modes	NA	1,500 to 1,999	1.4 - 2.2	1,500 to 1,999	0.2 - 0.6
Total	NA	Total	NA	Total	NA	Total	NA

Industry for Shipments Originating in New York			
NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	11.6 - 23.4
31-33 Manufacturing	23.9 - 27.9	31-33 Manufacturing	25.6 - 37.0
42 Wholesale trade	59.0 - 63.0	42 Wholesale trade	40.3 - 53.5
4541 Electronic shopping and mail-order houses	1.9 - 3.7	4541 Electronic shopping and mail-order houses	0.2 - 0.6
45431 Fuel dealers	0.8 - 1.2	45431 Fuel dealers	1.1 - 2.1
4931 ³ Warehousing and storage	4.7 - 10.1	4931 ³ Warehousing and storage	1.4 - 2.8
5111 Newspaper, periodical, book, and directory publishers	0.2 - 1.2	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.2 - 2.0	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

North Carolina

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in North Carolina	\$385,732	220,669
Percent of Total U.S. shipments (%)	2.8	2.0

Commodities Originating in North Carolina

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	12.9	12 Gravel and crushed stone (excludes dolomite and slate)	20.7
21 Pharmaceutical products	10.7	31 Non-metallic mineral products	11.6
34 Machinery	9.1	26 Wood products	8.4
30 Textiles, leather, and articles of textiles or leather	7.3	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	7.1
35 Electronic and other electrical equipment and components, and office equipment	7.0	43 Mixed freight	5.7
All other commodities	53.0	All other commodities	46.5
Total	100	Total	100

Shipments Originating from North Carolina

Destination	% of Value	Destination	% of Weight
North Carolina	34.4	North Carolina	66.2
Georgia	6.6	South Carolina	7.9
Virginia	5.8	Virginia	4.4
South Carolina	5.7	Georgia	2.6
Texas	4.2	Pennsylvania	1.9
Ohio	4.0	Texas	1.6
All other states	39.3	All other states	15.4
Total	100	Total	100

Shipments Inbound to North Carolina

Origin	% of Value	Origin	% of Weight
North Carolina	41.7	North Carolina	57.0
Georgia	6.0	West Virginia	9.1
South Carolina	5.0	Virginia	5.0
Virginia	3.6	South Carolina	4.9
Pennsylvania	3.5	Georgia	2.8
Tennessee	3.4	Kentucky	2.4
All other states	36.8	All other states	18.8
Total	100	Total	100

Mode of Transportation for Shipments Originating in North Carolina

Mode	% of Value	Mode	% of Weight
Truck	87.1	Truck	93.1
Air (includes truck and air)	2.3	Air (includes truck and air)	Z
Rail	1.0	Rail	4.2
Water	-	Water	-
Pipeline ¹	S	Pipeline ¹	S
Multiple modes ²	9.6	Multiple modes ²	2.6
Parcel, U.S.P.S., or courier	8.8	Parcel, U.S.P.S., or courier	0.3
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in North Carolina

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	23.1	Less than 50	55.0
50 to 99	9.9	50 to 99	11.0
100 to 249	15.6	100 to 249	14.2
250 to 499	24.1	250 to 499	9.8
500 to 749	13.7	500 to 749	5.5
750 to 999	4.6	750 to 999	1.9
1,000 to 1,499	4.0	1,000 to 1,499	1.5
1,500 to 1,999	1.3	1,500 to 1,999	0.4
2,000 or more	3.6	2,000 or more	0.7
Total	100	Total	100

Industry for Shipments Originating in North Carolina

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.2	212 Mining (except oil and gas)	22.9
31-33 Manufacturing	52.3	31-33 Manufacturing	42.5
42 Wholesale trade	32.4	42 Wholesale trade	25.5
4541 Electronic shopping and mail-order houses	1.1	4541 Electronic shopping and mail-order houses	0.1
45431 Fuel dealers	0.3	45431 Fuel dealers	0.5
4931 ⁴ Warehousing and storage	10.3	4931 ⁴ Warehousing and storage	S
5111 Newspaper, periodical, book, and directory publishers	0.4	5111 Newspaper, periodical, book, and directory publishers	0.1
551114 Corporate, subsidiary, and regional managing offices	3.0	551114 Corporate, subsidiary, and regional managing offices	1.3
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S. or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

North Carolina - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in North Carolina	\$356,743 - \$414,721	195,592 - 245,746
Percent of Total U.S. shipments (%)	2.6 - 3.0	1.8 - 2.2

Commodities Originating in North Carolina			
2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	10.9 - 14.9	12 Gravel and crushed stone (excludes dolomite and slate)	17.8 - 23.6
21 Pharmaceutical products	6.5 - 14.9	31 Non-metallic mineral products	7.9 - 15.3
34 Machinery	6.7 - 11.5	26 Wood products	5.7 - 11.1
30 Textiles, leather, and articles of textiles or leather	6.6 - 8.0	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	3.4 - 10.8
35 Electronic and other electrical equipment and components, and office equipment	4.8 - 9.2	43 Mixed freight	4.6 - 6.8
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from North Carolina				Shipments Inbound to North Carolina			
Destination	% of Value	Destination	% of Weight	Origin	% of Value	Origin	% of Weight
North Carolina	30.9 - 37.9	North Carolina	63.5 - 68.9	North Carolina	38.2 - 45.2	North Carolina	52.2 - 61.8
Georgia	4.0 - 9.2	South Carolina	6.1 - 9.7	Georgia	4.7 - 7.3	West Virginia	4.2 - 14.0
Virginia	4.7 - 6.9	Virginia	3.7 - 5.1	South Carolina	4.3 - 5.7	Virginia	3.4 - 6.6
South Carolina	4.8 - 6.6	Georgia	2.2 - 3.0	Virginia	2.9 - 4.3	South Carolina	4.0 - 5.8
Texas	3.7 - 4.7	Pennsylvania	1.4 - 2.4	Pennsylvania	1.3 - 5.7	Georgia	2.1 - 3.5
Ohio	2.2 - 5.8	Texas	1.4 - 1.8	Tennessee	2.9 - 3.9	Kentucky	1.5 - 3.3
All other states	NA	All other states	NA	All other states	NA	All other states	NA
Total	NA	Total	NA	Total	NA	Total	NA

Mode of Transportation for Shipments Originating in North Carolina				Distance Shipped for Shipments Originating in North Carolina			
Mode	% of Value	Mode	% of Weight	Miles Shipped	% of Value	Miles Shipped	% of Weight
Truck	84.9 - 89.3	Truck	90.0 - 96.2	Less than 50	20.4 - 25.8	Less than 50	51.2 - 58.8
Air (includes truck and air)	1.0 - 3.6	Air (includes truck and air)	NA	50 to 99	9.0 - 10.8	50 to 99	9.4 - 12.6
Rail	0.6 - 1.4	Rail	1.8 - 6.6	100 to 249	14.0 - 17.2	100 to 249	12.6 - 15.8
Water	NA	Water	NA	250 to 499	20.8 - 27.4	250 to 499	8.0 - 11.6
Pipeline ¹	NA	Pipeline ¹	NA	500 to 749	11.1 - 16.3	500 to 749	3.9 - 7.1
Multiple modes ²	8.1 - 11.1	Multiple modes ²	0.8 - 4.4	750 to 999	4.1 - 5.1	750 to 999	1.7 - 2.1
Parcel, U.S.P.S., or courier	7.5 - 10.1	Parcel, U.S.P.S., or courier	0.3 - 0.3	1,000 to 1,499	3.3 - 4.7	1,000 to 1,499	1.1 - 1.9
Other modes	NA	Other modes	NA	1,500 to 1,999	1.1 - 1.5	1,500 to 1,999	NA
				2,000 or more	3.2 - 4.0	2,000 or more	0.5 - 0.9
Total	NA	Total	NA	Total	NA	Total	NA

Industry for Shipments Originating in North Carolina			
NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	20.2 - 25.6
31-33 Manufacturing	47.5 - 57.1	31-33 Manufacturing	36.8 - 48.2
42 Wholesale trade	29.1 - 35.7	42 Wholesale trade	21.5 - 29.5
4541 Electronic shopping and mail-order houses	0.6 - 1.6	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.1 - 0.5	45431 Fuel dealers	0.1 - 0.9
4931 ³ Warehousing and storage	5.9 - 14.7	4931 ³ Warehousing and storage	NA
5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.8	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	2.1 - 3.9	551114 Corporate, subsidiary, and regional managing offices	0.4 - 2.2
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

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08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

North Dakota

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in North Dakota	\$45,743	88,071
Percent of Total U.S. shipments (%)	0.3	0.8

Commodities Originating in North Dakota

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
03 Agricultural products (excludes animal feed, cereal grains, and forage products)	14.4	15 Coal	24.5
34 Machinery	13.7	02 Cereal grains (includes seed)	17.9
36 Motorized and other vehicles (includes parts)	11.6	03 Agricultural products (excludes animal feed, cereal grains, and forage products)	13.0
02 Cereal grains (includes seed)	9.8	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	4.5
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	6.2	07-R Other prepared foodstuffs, and fats and oils	3.9
All other commodities	44.3	All other commodities	36.2
Total	100	Total	100

Shipments Originating from North Dakota

Destination	% of Value	Destination	% of Weight
North Dakota	51.4	North Dakota	67.4
Minnesota	10.3	Minnesota	7.9
Washington	6.6	Washington	6.1
Illinois	3.8	Wisconsin	3.4
Wisconsin	3.1	Illinois	2.7
California	2.3	Texas	1.4
All other states	22.5	All other states	11.1
Total	100	Total	100

Shipments Inbound to North Dakota

Origin	% of Value	Origin	% of Weight
North Dakota	38.9	North Dakota	72.2
Minnesota	13.3	Minnesota	9.6
Texas	7.1	Montana	6.3
Illinois	6.9	Texas	1.3
Wisconsin	4.5	South Dakota	1.1
Iowa	2.8	Wisconsin	1.0
All other states	26.5	All other states	8.5
Total	100	Total	100

Mode of Transportation for Shipments Originating in North Dakota

Mode	% of Value	Mode	% of Weight
Truck	68.1	Truck	50.4
Air (includes truck and air)	0.1	Air (includes truck and air)	Z
Rail	19.4	Rail	25.7
Water	-	Water	-
Pipeline ¹	4.1	Pipeline ¹	3.2
Multiple modes ²	7.6	Multiple modes ²	1.8
Parcel, U.S.P.S., or courier	5.3	Parcel, U.S.P.S., or courier	0.1
Other modes	0.6	Other modes	19.0
Total³	100	Total³	100

Distance Shipped for Shipments Originating in North Dakota

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	32.0	Less than 50	53.6
50 to 99	13.4	50 to 99	10.2
100 to 249	13.6	100 to 249	6.6
250 to 499	9.6	250 to 499	9.0
500 to 749	7.7	500 to 749	3.7
750 to 999	6.0	750 to 999	4.7
1,000 to 1,499	17.3	1,000 to 1,499	12.0
1,500 to 1,999	0.5	1,500 to 1,999	S
2,000 or more	Z	2,000 or more	S
Total	100	Total	100

Industry for Shipments Originating in North Dakota

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	1.6	212 Mining (except oil and gas)	40.0
31-33 Manufacturing	32.1	31-33 Manufacturing	19.2
42 Wholesale trade	64.9	42 Wholesale trade	40.6
4541 Electronic shopping and mail-order houses	0.9	4541 Electronic shopping and mail-order houses	Z
45431 Fuel dealers	0.4	45431 Fuel dealers	0.3
4931 ⁴ Warehousing and storage	-	4931 ⁴ Warehousing and storage	-
5111 Newspaper, periodical, book, and directory publishers	S	5111 Newspaper, periodical, book, and directory publishers	S
551114 Corporate, subsidiary, and regional managing offices	-	551114 Corporate, subsidiary, and regional managing offices	-
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

North Dakota - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in North Dakota	\$37,106 - \$54,380	59,496 - 116,646
Percent of Total U.S. shipments (%)	0.2 - 0.4	0.5 - 1.1

Commodities Originating in North Dakota			
2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
03 Agricultural products (excludes animal feed, cereal grains, and forage products)	8.5 - 20.3	15 Coal	14.2 - 34.8
34 Machinery	6.7 - 20.7	02 Cereal grains (includes seed)	6.9 - 28.9
36 Motorized and other vehicles (includes parts)	5.7 - 17.5	03 Agricultural products (excludes animal feed, cereal grains, and forage products)	7.0 - 19.0
02 Cereal grains (includes seed)	4.1 - 15.5	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	0.7 - 8.3
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	3.8 - 8.6	07-R Other prepared foodstuffs, and fats and oils	2.6 - 5.2
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from North Dakota				Shipments Inbound to North Dakota			
Destination	% of Value	Destination	% of Weight	Origin	% of Value	Origin	% of Weight
North Dakota	43.7 - 59.1	North Dakota	58.4 - 76.4	North Dakota	32.5 - 45.3	North Dakota	63.4 - 81.0
Minnesota	6.5 - 14.1	Minnesota	0.0 - 16.1	Minnesota	11.3 - 15.3	Minnesota	6.1 - 13.1
Washington	2.8 - 10.4	Washington	0.0 - 12.3	Texas	3.3 - 10.9	Montana	1.4 - 11.2
Illinois	1.6 - 6.0	Wisconsin	1.4 - 5.4	Illinois	4.2 - 9.6	Texas	0.0 - 2.6
Wisconsin	1.6 - 4.6	Illinois	0.7 - 4.7	Wisconsin	2.3 - 6.7	South Dakota	0.6 - 1.6
California	1.0 - 3.6	Texas	0.5 - 2.3	Iowa	1.7 - 3.9	Wisconsin	0.6 - 1.4
All other states	NA	All other states	NA	All other states	NA	All other states	NA
Total	NA	Total	NA	Total	NA	Total	NA

Mode of Transportation for Shipments Originating in North Dakota				Distance Shipped for Shipments Originating in North Dakota			
Mode	% of Value	Mode	% of Weight	Miles Shipped	% of Value	Miles Shipped	% of Weight
Truck	58.8 - 77.4	Truck	39.6 - 61.2	Less than 50	26.0 - 38.0	Less than 50	47.2 - 60.0
Air (includes truck and air)	0.1 - 0.1	Air (includes truck and air)	NA	50 to 99	9.4 - 17.4	50 to 99	6.4 - 14.0
Rail	12.6 - 26.2	Rail	14.3 - 37.1	100 to 249	9.9 - 17.3	100 to 249	4.4 - 8.8
Water	NA	Water	NA	250 to 499	5.2 - 14.0	250 to 499	0.0 - 18.0
Pipeline ¹	0.0 - 10.9	Pipeline ¹	0.0 - 13.1	500 to 749	5.5 - 9.9	500 to 749	1.7 - 5.7
Multiple modes ²	5.6 - 9.6	Multiple modes ²	0.9 - 2.7	750 to 999	2.9 - 9.1	750 to 999	2.1 - 7.3
Parcel, U.S.P.S., or courier	2.9 - 7.7	Parcel, U.S.P.S., or courier	0.1 - 0.1	1,000 to 1,499	12.5 - 22.1	1,000 to 1,499	6.0 - 18.0
Other modes	0.1 - 1.1	Other modes	9.5 - 28.5	1,500 to 1,999	0.3 - 0.7	1,500 to 1,999	NA
Total	NA	Total	NA	Total	NA	Total	NA

Industry for Shipments Originating in North Dakota			
NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.9 - 2.3	212 Mining (except oil and gas)	28.6 - 51.4
31-33 Manufacturing	24.0 - 40.2	31-33 Manufacturing	12.2 - 26.2
42 Wholesale trade	56.8 - 73.0	42 Wholesale trade	30.5 - 50.7
4541 Electronic shopping and mail-order houses	0.2 - 1.6	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.0 - 0.8	45431 Fuel dealers	0.0 - 0.8
4931 ³ Warehousing and storage	NA	4931 ³ Warehousing and storage	NA
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Ohio

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Ohio	\$587,929	449,851
Percent of Total U.S. shipments (%)	4.2	4.0

Commodities Originating in Ohio

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	11.5	12 Gravel and crushed stone (excludes dolomite and slate)	17.1
36 Motorized and other vehicles (includes parts)	10.9	31 Non-metallic mineral products	9.5
34 Machinery	8.6	32 Base metal in primary or semi-finished forms and in finished basic shapes	8.3
32 Base metal in primary or semi-finished forms and in finished basic shapes	7.2	15 Coal	7.8
21 Pharmaceutical products	6.4	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	6.3
All other commodities	55.4	All other commodities	51.0
Total	100	Total	100

Shipments Originating from Ohio

Destination	% of Value	Destination	% of Weight
Ohio	39.1	Ohio	66.7
Michigan	7.5	Michigan	4.2
Indiana	5.6	Indiana	4.1
New York	4.9	Pennsylvania	3.9
Pennsylvania	4.9	Kentucky	2.8
Kentucky	4.0	West Virginia	2.4
All other states	34.0	All other states	15.9
Total	100	Total	100

Shipments Inbound to Ohio

Origin	% of Value	Origin	% of Weight
Ohio	41.7	Ohio	61.9
Pennsylvania	5.9	Michigan	5.3
Michigan	5.7	Pennsylvania	5.0
Indiana	5.4	Kentucky	4.8
Illinois	5.0	Indiana	4.0
Kentucky	3.6	Illinois	3.7
All other states	32.7	All other states	15.3
Total	100	Total	100

Mode of Transportation for Shipments Originating in Ohio

Mode	% of Value	Mode	% of Weight
Truck	78.0	Truck	79.0
Air (includes truck and air)	2.3	Air (includes truck and air)	0.1
Rail	3.3	Rail	8.5
Water	0.1	Water	1.4
Pipeline ¹	4.4	Pipeline ¹	6.5
Multiple modes ²	11.9	Multiple modes ²	4.4
Parcel, U.S.P.S., or courier	10.5	Parcel, U.S.P.S., or courier	0.3
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Ohio

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	27.3	Less than 50	57.8
50 to 99	11.3	50 to 99	11.1
100 to 249	21.7	100 to 249	13.5
250 to 499	19.2	250 to 499	10.3
500 to 749	8.3	500 to 749	3.6
750 to 999	4.0	750 to 999	1.7
1,000 to 1,499	3.7	1,000 to 1,499	1.0
1,500 to 1,999	2.8	1,500 to 1,999	0.6
2,000 or more	1.6	2,000 or more	0.3
Total	100	Total	100

Industry for Shipments Originating in Ohio

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.4	212 Mining (except oil and gas)	24.8
31-33 Manufacturing	52.8	31-33 Manufacturing	45.2
42 Wholesale trade	30.5	42 Wholesale trade	25.8
4541 Electronic shopping and mail-order houses	2.8	4541 Electronic shopping and mail-order houses	0.2
45431 Fuel dealers	0.1	45431 Fuel dealers	0.2
4931 ⁴ Warehousing and storage	11.0	4931 ⁴ Warehousing and storage	3.2
5111 Newspaper, periodical, book, and directory publishers	5	5111 Newspaper, periodical, book, and directory publishers	5
551114 Corporate, subsidiary, and regional managing offices	1.8	551114 Corporate, subsidiary, and regional managing offices	5
Total	100	Total	100

⁵ Estimate does not meet publication standards because of high sampling variability or poor response quality.

² Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

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² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

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17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Ohio - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Ohio	\$539,433 - \$636,425	399,552 - 500,150
Percent of Total U.S. shipments (%)	3.8 - 4.6	3.6 - 4.4

Commodities Originating in Ohio

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	8.8 - 14.2	12 Gravel and crushed stone (excludes dolomite and slate)	13.6 - 20.6
36 Motorized and other vehicles (includes parts)	8.2 - 13.6	31 Non-metallic mineral products	4.9 - 14.1
34 Machinery	7.1 - 10.1	32 Base metal in primary or semi-finished forms and in finished basic shapes	5.6 - 11.0
32 Base metal in primary or semi-finished forms and in finished basic shapes	5.9 - 8.5	15 Coal	4.0 - 11.6
21 Pharmaceutical products	3.8 - 9.0	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	4.7 - 7.9
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Ohio

Destination	% of Value	Destination	% of Weight
Ohio	36.9 - 41.3	Ohio	63.2 - 70.2
Michigan	6.6 - 8.4	Michigan	3.5 - 4.9
Indiana	5.1 - 6.1	Indiana	3.4 - 4.8
New York	4.2 - 5.6	Pennsylvania	2.8 - 5.0
NA	NA	Kentucky	2.1 - 3.5
Kentucky	3.3 - 4.7	West Virginia	1.5 - 3.3
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Ohio

Origin	% of Value	Origin	% of Weight
Ohio	39.1 - 44.3	Ohio	58.6 - 65.2
Pennsylvania	4.3 - 7.5	Michigan	3.7 - 6.9
Michigan	5.0 - 6.4	Pennsylvania	2.6 - 7.4
Indiana	4.1 - 6.7	Kentucky	2.1 - 7.5
Illinois	4.1 - 5.9	Indiana	3.3 - 4.7
Kentucky	2.7 - 4.5	Illinois	1.9 - 5.5
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Ohio

Mode	% of Value	Mode	% of Weight
Truck	75.4 - 80.6	Truck	75.0 - 83.0
Air (includes truck and air)	1.2 - 3.4	Air (includes truck and air)	0.1 - 0.1
Rail	2.0 - 4.6	Rail	6.5 - 10.5
Water	0.1 - 0.1	Water	0.1 - 2.7
Pipeline ¹	2.4 - 6.4	Pipeline ¹	3.8 - 9.2
Multiple modes ²	9.9 - 13.9	Multiple modes ²	2.6 - 6.2
Parcel, U.S.P.S., or courier	8.5 - 12.5	Parcel, U.S.P.S., or courier	0.3 - 0.3
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Ohio

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	25.1 - 29.5	Less than 50	53.8 - 61.8
50 to 99	10.0 - 12.6	50 to 99	9.3 - 12.9
100 to 249	20.1 - 23.3	100 to 249	12.6 - 14.4
250 to 499	17.2 - 21.2	250 to 499	8.7 - 11.9
500 to 749	7.2 - 9.4	500 to 749	3.1 - 4.1
750 to 999	3.6 - 4.4	750 to 999	1.3 - 2.1
1,000 to 1,499	3.0 - 4.4	1,000 to 1,499	0.8 - 1.2
1,500 to 1,999	1.7 - 3.9	1,500 to 1,999	0.4 - 0.8
2,000 or more	1.2 - 2.0	2,000 or more	0.1 - 0.5
Total	NA	Total	NA

Industry for Shipments Originating in Ohio

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.2 - 0.6	212 Mining (except oil and gas)	19.3 - 30.3
31-33 Manufacturing	49.9 - 55.7	31-33 Manufacturing	40.6 - 49.8
42 Wholesale trade	28.7 - 32.3	42 Wholesale trade	20.9 - 30.7
4541 Electronic shopping and mail-order houses	2.1 - 3.5	4541 Electronic shopping and mail-order houses	0.0 - 0.4
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	7.7 - 14.3	4931 ³ Warehousing and storage	2.1 - 4.3
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.9 - 2.7	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Oklahoma

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Oklahoma	\$169,262	217,905
Percent of Total U.S. shipments (%)	1.2	1.9

Commodities Originating in Oklahoma

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	12.7	12 Gravel and crushed stone (excludes dolomite and slate)	20.9
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	11.4	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	11.3
43 Mixed freight	8.5	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	9.8
34 Machinery	8.1	11 Natural sands	6.8
33 Articles of base metal	5.5	31 Non-metallic mineral products	6.0
All other commodities	53.8	All other commodities	45.2
Total	100	Total	100

Shipments Originating from Oklahoma

Destination	% of Value	Destination	% of Weight
Oklahoma	45.7	Oklahoma	59.9
Texas	19.6	Texas	15.3
Kansas	5.1	Arkansas	2.6
Arkansas	2.9	Louisiana	2.4
Missouri	2.7	California	0.8
California	2.5	Nebraska	0.8
All other states	21.5	All other states	18.2
Total	100	Total	100

Shipments Inbound to Oklahoma

Origin	% of Value	Origin	% of Weight
Oklahoma	43.2	Oklahoma	65.5
Texas	22.3	Wyoming	10.1
Kansas	4.8	Texas	9.2
Arkansas	2.4	Kansas	4.0
Illinois	2.4	Arkansas	1.4
California	2.1	Missouri	1.1
All other states	22.8	All other states	8.7
Total	100	Total	100

Mode of Transportation for Shipments Originating in Oklahoma

Mode	% of Value	Mode	% of Weight
Truck	81.7	Truck	81.7
Air (includes truck and air)	0.7	Air (includes truck and air)	Z
Rail	5.4	Rail	9.0
Water	0.8	Water	1.9
Pipeline ¹	S	Pipeline ¹	S
Multiple modes ²	5.2	Multiple modes ²	1.6
Parcel, U.S.P.S., or courier	4.5	Parcel, U.S.P.S., or courier	0.1
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Oklahoma

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	30.4	Less than 50	45.8
50 to 99	11.6	50 to 99	13.5
100 to 249	20.9	100 to 249	17.4
250 to 499	14.4	250 to 499	11.5
500 to 749	10.6	500 to 749	8.2
750 to 999	4.6	750 to 999	1.5
1,000 to 1,499	6.8	1,000 to 1,499	1.9
1,500 to 1,999	0.4	1,500 to 1,999	0.2
2,000 or more	0.3	2,000 or more	Z
Total	100	Total	100

Industry for Shipments Originating in Oklahoma

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.3	212 Mining (except oil and gas)	21.5
31-33 Manufacturing	43.2	31-33 Manufacturing	33.1
42 Wholesale trade	49.8	42 Wholesale trade	43.6
4541 Electronic shopping and mail-order houses	1.0	4541 Electronic shopping and mail-order houses	Z
45431 Fuel dealers	0.1	45431 Fuel dealers	0.1
4931 ⁴ Warehousing and storage	4.5	4931 ⁴ Warehousing and storage	1.3
5111 Newspaper, periodical, book, and directory publishers	S	5111 Newspaper, periodical, book, and directory publishers	S
551114 Corporate, subsidiary, and regional managing offices	S	551114 Corporate, subsidiary, and regional managing offices	S
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Oklahoma - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Oklahoma	\$134,202 - \$204,322	154,797 - 281,013
Percent of Total U.S. shipments (%)	1.0 - 1.4	1.3 - 2.5

Commodities Originating in Oklahoma

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	6.7 - 18.7	12 Gravel and crushed stone (excludes dolomite and slate)	14.9 - 26.9
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	6.5 - 16.3	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	5.6 - 17.0
43 Mixed freight	6.7 - 10.3	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	6.0 - 13.6
34 Machinery	6.8 - 9.4	11 Natural sands	3.0 - 10.6
33 Articles of base metal	4.0 - 7.0	31 Non-metallic mineral products	2.3 - 9.7
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Oklahoma

Destination	% of Value	Destination	% of Weight
Oklahoma	39.5 - 51.9	Oklahoma	52.0 - 67.8
Texas	14.7 - 24.5	Texas	10.2 - 20.4
Kansas	2.9 - 7.3	Arkansas	1.9 - 3.3
Arkansas	2.2 - 3.6	Louisiana	0.6 - 4.2
Missouri	1.8 - 3.6	California	0.4 - 1.2
California	2.0 - 3.0	Nebraska	0.3 - 1.3
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Oklahoma

Origin	% of Value	Origin	% of Weight
Oklahoma	37.9 - 48.5	Oklahoma	59.5 - 71.5
Texas	17.5 - 27.1	Wyoming	6.6 - 13.6
Kansas	3.0 - 6.6	Texas	5.7 - 12.7
Arkansas	1.7 - 3.1	Kansas	1.4 - 6.6
Illinois	1.3 - 3.5	Arkansas	1.0 - 1.8
California	1.6 - 2.6	Missouri	0.9 - 1.3
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Oklahoma

Mode	% of Value	Mode	% of Weight
Truck	73.6 - 89.8	Truck	74.4 - 89.0
Air (includes truck and air)	0.3 - 1.1	Air (includes truck and air)	NA
Rail	3.2 - 7.6	Rail	5.0 - 13.0
Water	0.0 - 2.4	Water	0.0 - 5.6
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	3.9 - 6.5	Multiple modes ²	1.1 - 2.1
Parcel, U.S.P.S., or courier	3.4 - 5.6	Parcel, U.S.P.S., or courier	0.1 - 0.1
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Oklahoma

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	25.6 - 35.2	Less than 50	38.3 - 53.3
50 to 99	6.5 - 16.7	50 to 99	8.2 - 18.8
100 to 249	15.6 - 26.2	100 to 249	11.9 - 22.9
250 to 499	12.4 - 16.4	250 to 499	8.6 - 14.4
500 to 749	9.0 - 12.2	500 to 749	5.8 - 10.6
750 to 999	3.9 - 5.3	750 to 999	1.1 - 1.9
1,000 to 1,499	5.3 - 8.3	1,000 to 1,499	1.2 - 2.6
1,500 to 1,999	0.2 - 0.6	1,500 to 1,999	0.0 - 0.4
2,000 or more	0.1 - 0.5	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Oklahoma

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.1 - 0.5	212 Mining (except oil and gas)	15.5 - 27.5
31-33 Manufacturing	32.8 - 53.6	31-33 Manufacturing	23.2 - 43.0
42 Wholesale trade	39.0 - 60.6	42 Wholesale trade	31.9 - 55.3
4541 Electronic shopping and mail-order houses	0.5 - 1.5	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	3.0 - 6.0	4931 ³ Warehousing and storage	0.6 - 2.0
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Oregon

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Oregon	\$147,065	106,742
Percent of Total U.S. shipments (%)	1.1	0.9

Commodities Originating in Oregon

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
35 Electronic and other electrical equipment and components, and office equipment	23.2	26 Wood products	24.6
43 Mixed freight	13.4	12 Gravel and crushed stone (excludes dolomite and slate)	19.5
36 Motorized and other vehicles (includes parts)	7.6	31 Non-metallic mineral products	9.2
26 Wood products	5.9	07-R Other prepared foodstuffs, and fats and oils	5.0
34 Machinery	5.0	43 Mixed freight	3.9
All other commodities	44.9	All other commodities	37.8
Total	100	Total	100

Shipments Originating from Oregon

Destination	% of Value	Destination	% of Weight
Oregon	35.6	Oregon	66.6
Washington	19.3	Washington	14.9
California	18.4	California	9.1
Florida	2.2	Texas	1.3
Texas	2.1	Idaho	1.1
Idaho	1.7	Colorado	0.6
All other states	20.7	All other states	6.4
Total	100	Total	100

Shipments Inbound to Oregon

Origin	% of Value	Origin	% of Weight
Oregon	35.5	Oregon	66.2
Washington	17.5	Washington	14.5
California	15.9	California	5.3
Illinois	2.2	Idaho	1.3
Texas	2.1	Nebraska	0.9
Colorado	1.3	Texas	0.9
All other states	25.5	All other states	10.9
Total	100	Total	100

Mode of Transportation for Shipments Originating in Oregon

Mode	% of Value	Mode	% of Weight
Truck	68.7	Truck	83.4
Air (includes truck and air)	13.8	Air (includes truck and air)	0.1
Rail	5	Rail	7.7
Water	0.6	Water	2.2
Pipeline ¹	Z	Pipeline ¹	Z
Multiple modes ²	11.5	Multiple modes ²	6.6
Parcel, U.S.P.S., or courier	9.5	Parcel, U.S.P.S., or courier	0.3
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Oregon

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	29.5	Less than 50	61.8
50 to 99	4.7	50 to 99	5.9
100 to 249	19.4	100 to 249	13.3
250 to 499	6.4	250 to 499	5.3
500 to 749	6.1	500 to 749	4.0
750 to 999	12.4	750 to 999	3.2
1,000 to 1,499	5	1,000 to 1,499	1.5
1,500 to 1,999	6.9	1,500 to 1,999	3.1
2,000 or more	9.4	2,000 or more	2.0
Total	100	Total	100

Industry for Shipments Originating in Oregon

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.2	212 Mining (except oil and gas)	20.8
31-33 Manufacturing	43.3	31-33 Manufacturing	43.1
42 Wholesale trade	37.1	42 Wholesale trade	32.8
4541 Electronic shopping and mail-order houses	1.5	4541 Electronic shopping and mail-order houses	0.1
45431 Fuel dealers	0.1	45431 Fuel dealers	0.2
4931 ⁴ Warehousing and storage	16.9	4931 ⁴ Warehousing and storage	2.7
5111 Newspaper, periodical, book, and directory publishers	0.1	5111 Newspaper, periodical, book, and directory publishers	Z
551114 Corporate, subsidiary, and regional managing offices	5	551114 Corporate, subsidiary, and regional managing offices	5
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Oregon - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Oregon	\$129,274 - \$164,856	76,611 - 136,873
Percent of Total U.S. shipments (%)	1.0 - 1.2	0.7 - 1.1

Commodities Originating in Oregon

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
35 Electronic and other electrical equipment and components, and office equipment	12.9 - 33.5	26 Wood products	14.9 - 34.3
43 Mixed freight	6.3 - 20.5	12 Gravel and crushed stone (excludes dolomite and slate)	12.7 - 26.3
36 Motorized and other vehicles (includes parts)	2.1 - 13.1	31 Non-metallic mineral products	4.1 - 14.3
26 Wood products	3.0 - 8.8	07-R Other prepared foodstuffs, and fats and oils	2.6 - 7.4
34 Machinery	2.4 - 7.6	43 Mixed freight	1.3 - 6.5
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Oregon

Destination	% of Value	Destination	% of Weight
Oregon	31.8 - 39.4	Oregon	60.6 - 72.6
Washington	14.9 - 23.7	Washington	11.2 - 18.6
California	12.5 - 24.3	California	5.6 - 12.6
Florida	0.4 - 4.0	Texas	0.6 - 2.0
Texas	1.6 - 2.6	Idaho	0.6 - 1.6
Idaho	1.2 - 2.2	Colorado	0.1 - 1.1
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Oregon

Origin	% of Value	Origin	% of Weight
Oregon	29.6 - 41.4	Oregon	56.5 - 75.9
Washington	13.7 - 21.3	Washington	7.9 - 21.1
California	11.0 - 20.8	California	3.8 - 6.8
Illinois	0.7 - 3.7	Idaho	0.6 - 2.0
Texas	1.4 - 2.8	Nebraska	0.2 - 1.6
Colorado	0.2 - 2.4	Texas	0.2 - 1.6
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Oregon

Mode	% of Value	Mode	% of Weight
Truck	60.8 - 76.6	Truck	79.0 - 87.8
Air (includes truck and air)	6.1 - 21.5	Air (includes truck and air)	0.1 - 0.1
Rail	NA	Rail	5.1 - 10.3
Water	0.2 - 1.0	Water	0.9 - 3.5
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	9.5 - 13.5	Multiple modes ²	2.4 - 10.8
Parcel, U.S.P.S., or courier	7.7 - 11.3	Parcel, U.S.P.S., or courier	0.3 - 0.3
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Oregon

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	25.5 - 33.5	Less than 50	56.1 - 67.5
50 to 99	3.4 - 6.0	50 to 99	4.3 - 7.5
100 to 249	15.9 - 22.9	100 to 249	10.6 - 16.0
250 to 499	5.5 - 7.3	250 to 499	2.7 - 7.9
500 to 749	5.0 - 7.2	500 to 749	2.0 - 6.0
750 to 999	6.7 - 18.1	750 to 999	2.7 - 3.7
1,000 to 1,499	NA	1,000 to 1,499	0.8 - 2.2
1,500 to 1,999	5.4 - 8.4	1,500 to 1,999	1.8 - 4.4
2,000 or more	6.8 - 12.0	2,000 or more	1.3 - 2.7
Total	NA	Total	NA

Industry for Shipments Originating in Oregon

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	13.1 - 28.5
31-33 Manufacturing	35.4 - 51.2	31-33 Manufacturing	32.3 - 53.9
42 Wholesale trade	29.2 - 45.0	42 Wholesale trade	24.7 - 40.9
4541 Electronic shopping and mail-order houses	1.1 - 1.9	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	0.0 - 0.4
4931 ³ Warehousing and storage	9.9 - 23.9	4931 ³ Warehousing and storage	0.9 - 4.5
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Pennsylvania

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Pennsylvania	\$550,644	418,478
Percent of Total U.S. shipments (%)	4.0	3.7

Commodities Originating in Pennsylvania

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	14.5	12 Gravel and crushed stone (excludes dolomite and slate)	16.7
21 Pharmaceutical products	9.4	15 Coal	14.6
32 Base metal in primary or semi-finished forms and in finished basic shapes	8.5	31 Non-metallic mineral products	7.9
35 Electronic and other electrical equipment and components, and office equipment	5.9	07-R Other prepared foodstuffs, and fats and oils	6.5
34 Machinery	5.2	32 Base metal in primary or semi-finished forms and in finished basic shapes	6.2
All other commodities	56.5	All other commodities	48.1
Total	100	Total	100

Shipments Originating from Pennsylvania

Destination	% of Value	Destination	% of Weight
Pennsylvania	37.6	Pennsylvania	62.7
New York	11.2	New Jersey	6.5
New Jersey	7.5	Ohio	5.8
Ohio	5.9	New York	4.9
Maryland	3.7	Maryland	4.3
Virginia	3.1	Indiana	1.8
All other states	31.0	All other states	14.0
Total	100	Total	100

Shipments Inbound to Pennsylvania

Origin	% of Value	Origin	% of Weight
Pennsylvania	39.3	Pennsylvania	62.7
New Jersey	9.3	West Virginia	6.6
Ohio	5.4	New Jersey	4.5
New York	5.2	Ohio	4.1
California	3.5	New York	2.5
Illinois	3.4	Maryland	1.9
All other states	33.9	All other states	17.7
Total	100	Total	100

Mode of Transportation for Shipments Originating in Pennsylvania

Mode	% of Value	Mode	% of Weight
Truck	80.0	Truck	83.5
Air (includes truck and air)	2.0	Air (includes truck and air)	2
Rail	2.2	Rail	8.1
Water	S	Water	0.8
Pipeline ¹	S	Pipeline ¹	S
Multiple modes ²	13.6	Multiple modes ²	4.9
Parcel, U.S.P.S., or courier	13.1	Parcel, U.S.P.S., or courier	0.4
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Pennsylvania

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	29.4	Less than 50	55.3
50 to 99	18.1	50 to 99	14.8
100 to 249	20.2	100 to 249	17.1
250 to 499	14.1	250 to 499	7.4
500 to 749	5.7	500 to 749	2.1
750 to 999	3.3	750 to 999	1.2
1,000 to 1,499	4.0	1,000 to 1,499	1.1
1,500 to 1,999	1.5	1,500 to 1,999	0.3
2,000 or more	3.6	2,000 or more	0.7
Total	100	Total	100

Industry for Shipments Originating in Pennsylvania

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.9	212 Mining (except oil and gas)	34.5
31-33 Manufacturing	41.6	31-33 Manufacturing	36.8
42 Wholesale trade	38.8	42 Wholesale trade	22.4
4541 Electronic shopping and mail-order houses	3.4	4541 Electronic shopping and mail-order houses	0.1
45431 Fuel dealers	0.7	45431 Fuel dealers	0.9
4931 ⁴ Warehousing and storage	13.1	4931 ⁴ Warehousing and storage	4.6
5111 Newspaper, periodical, book, and directory publishers	S	5111 Newspaper, periodical, book, and directory publishers	S
551114 Corporate, subsidiary, and regional managing offices	1.1	551114 Corporate, subsidiary, and regional managing offices	0.7
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Pennsylvania - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Pennsylvania	\$496,140 - \$605,148	364,784 - 472,172
Percent of Total U.S. shipments (%)	3.6 - 4.4	3.2 - 4.2

Commodities Originating in Pennsylvania

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	9.7 - 19.3	12 Gravel and crushed stone (excludes dolomite and slate)	14.7 - 18.7
21 Pharmaceutical products	4.1 - 14.7	15 Coal	9.7 - 19.5
32 Base metal in primary or semi-finished forms and in finished basic shapes	6.9 - 10.1	31 Non-metallic mineral products	6.1 - 9.7
35 Electronic and other electrical equipment and components, and office equipment	4.1 - 7.7	07-R Other prepared foodstuffs, and fats and oils	5.2 - 7.8
34 Machinery	4.3 - 6.1	32 Base metal in primary or semi-finished forms and in finished basic shapes	4.6 - 7.8
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Pennsylvania

Destination	% of Value	Destination	% of Weight
Pennsylvania	34.1 - 41.1	Pennsylvania	58.7 - 66.7
New York	8.5 - 13.9	New Jersey	5.4 - 7.6
New Jersey	6.4 - 8.6	Ohio	3.2 - 8.4
Ohio	4.6 - 7.2	New York	4.0 - 5.8
Maryland	3.3 - 4.1	Maryland	2.8 - 5.8
Virginia	2.4 - 3.8	Indiana	0.9 - 2.7
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Pennsylvania

Origin	% of Value	Origin	% of Weight
Pennsylvania	36.2 - 42.4	Pennsylvania	57.8 - 67.6
New Jersey	7.3 - 11.3	West Virginia	3.7 - 9.5
Ohio	4.7 - 6.1	New Jersey	3.2 - 5.8
New York	4.5 - 5.9	Ohio	3.0 - 5.2
California	2.4 - 4.6	New York	1.8 - 3.2
Illinois	3.0 - 3.8	Maryland	1.0 - 2.8
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Pennsylvania

Mode	% of Value	Mode	% of Weight
Truck	77.6 - 82.4	Truck	80.2 - 86.8
Air (includes truck and air)	1.5 - 2.5	Air (includes truck and air)	NA
Rail	1.8 - 2.6	Rail	5.0 - 11.2
Water	NA	Water	0.0 - 2.3
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	12.0 - 15.2	Multiple modes ²	2.2 - 7.6
Parcel, U.S.P.S., or courier	11.5 - 14.7	Parcel, U.S.P.S., or courier	0.2 - 0.6
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Pennsylvania

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	25.7 - 33.1	Less than 50	50.0 - 60.6
50 to 99	14.6 - 21.6	50 to 99	12.8 - 16.8
100 to 249	17.1 - 23.3	100 to 249	13.6 - 20.6
250 to 499	12.8 - 15.4	250 to 499	6.3 - 8.5
500 to 749	4.8 - 6.6	500 to 749	1.7 - 2.5
750 to 999	3.1 - 3.5	750 to 999	0.8 - 1.6
1,000 to 1,499	3.5 - 4.5	1,000 to 1,499	0.9 - 1.3
1,500 to 1,999	1.3 - 1.7	1,500 to 1,999	0.1 - 0.5
2,000 or more	2.9 - 4.3	2,000 or more	0.5 - 0.9
Total	NA	Total	NA

Industry for Shipments Originating in Pennsylvania

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.5 - 1.3	212 Mining (except oil and gas)	28.3 - 40.7
31-33 Manufacturing	37.6 - 45.6	31-33 Manufacturing	32.0 - 41.6
42 Wholesale trade	34.4 - 43.2	42 Wholesale trade	18.6 - 26.2
4541 Electronic shopping and mail-order houses	2.1 - 4.7	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.5 - 0.9	45431 Fuel dealers	0.7 - 1.1
4931 ³ Warehousing and storage	8.2 - 18.0	4931 ³ Warehousing and storage	1.7 - 7.5
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.4 - 1.8	551114 Corporate, subsidiary, and regional managing offices	0.0 - 1.4
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Rhode Island

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Rhode Island	\$45,575	26,719
Percent of Total U.S. shipments (%)	0.3	0.2

Commodities Originating in Rhode Island

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	25.3	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	42.6
43 Mixed freight	16.9	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	17.3
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	9.7	12 Gravel and crushed stone (excludes dolomite and slate)	8.7
40 Miscellaneous manufactured products	8.1	19 Other coal and petroleum products, not elsewhere classified	4.4
21 Pharmaceutical products	6.5	31 Non-metallic mineral products	4.4
All other commodities	33.5	All other commodities	22.6
Total	100	Total	100

Shipments Originating from Rhode Island

Destination	% of Value	Destination	% of Weight
Massachusetts	32.7	Rhode Island	53.8
Rhode Island	30.5	Massachusetts	33.7
Connecticut	7.8	Connecticut	4.9
New York	4.3	New York	1.4
New Jersey	3.0	New Jersey	0.6
California	1.8	New Hampshire	0.5
All other states	19.9	All other states	5.1
Total	100	Total	100

Shipments Inbound to Rhode Island

Origin	% of Value	Origin	% of Weight
Rhode Island	37.9	Rhode Island	62.9
Massachusetts	15.7	Massachusetts	12.2
Connecticut	13.1	Connecticut	10.4
New York	4.7	Pennsylvania	3.5
Pennsylvania	4.7	New York	2.0
New Jersey	3.0	Maine	1.0
All other states	20.9	All other states	8.0
Total	100	Total	100

Mode of Transportation for Shipments Originating in Rhode Island

Mode	% of Value	Mode	% of Weight
Truck	82.9	Truck	99.7
Air (includes truck and air)	S	Air (includes truck and air)	Z
Rail	0.1	Rail	0.1
Water	-	Water	-
Pipeline ¹	-	Pipeline ¹	-
Multiple modes ²	13.5	Multiple modes ²	0.3
Parcel, U.S.P.S., or courier	13.4	Parcel, U.S.P.S., or courier	0.2
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Rhode Island

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	60.2	Less than 50	87.3
50 to 99	10.7	50 to 99	5.3
100 to 249	9.7	100 to 249	4.4
250 to 499	2.9	250 to 499	0.8
500 to 749	3.4	500 to 749	0.4
750 to 999	3.3	750 to 999	0.6
1,000 to 1,499	4.3	1,000 to 1,499	0.4
1,500 to 1,999	1.9	1,500 to 1,999	0.3
2,000 or more	3.7	2,000 or more	0.4
Total	100	Total	100

Industry for Shipments Originating in Rhode Island

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.1	212 Mining (except oil and gas)	9.8
31-33 Manufacturing	24.1	31-33 Manufacturing	14.5
42 Wholesale trade	51.3	42 Wholesale trade	70.1
4541 Electronic shopping and mail-order houses	0.9	4541 Electronic shopping and mail-order houses	Z
45431 Fuel dealers	1.1	45431 Fuel dealers	1.8
4931 ⁴ Warehousing and storage	17.8	4931 ⁴ Warehousing and storage	1.7
5111 Newspaper, periodical, book, and directory publishers	0.2	5111 Newspaper, periodical, book, and directory publishers	0.1
551114 Corporate, subsidiary, and regional managing offices	S	551114 Corporate, subsidiary, and regional managing offices	S
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Rhode Island - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Rhode Island	\$34,381 - \$56,769	17,462 - 35,976
Percent of Total U.S. shipments (%)	0.2 - 0.4	0.1 - 0.3

Commodities Originating in Rhode Island

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	10.5 - 40.1	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	21.2 - 64.0
43 Mixed freight	8.8 - 25.0	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	0.3 - 34.3
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	0.0 - 20.0	12 Gravel and crushed stone (excludes dolomite and slate)	0.0 - 26.7
40 Miscellaneous manufactured products	5.0 - 11.2	19 Other coal and petroleum products, not elsewhere classified	0.0 - 11.4
21 Pharmaceutical products	1.0 - 12.0	31 Non-metallic mineral products	1.1 - 7.7
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Rhode Island

Destination	% of Value	Destination	% of Weight
Massachusetts	24.3 - 41.1	Rhode Island	41.7 - 65.9
Rhode Island	22.3 - 38.7	Massachusetts	23.1 - 44.3
Connecticut	4.3 - 11.3	Connecticut	2.0 - 7.8
New York	1.6 - 7.0	New York	0.7 - 2.1
New Jersey	2.1 - 3.9	New Jersey	0.2 - 1.0
California	1.1 - 2.5	New Hampshire	0.0 - 1.2
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Rhode Island

Origin	% of Value	Origin	% of Weight
Rhode Island	28.4 - 47.4	Rhode Island	51.9 - 73.9
Massachusetts	6.7 - 24.7	Massachusetts	5.4 - 19.0
Connecticut	9.4 - 16.8	Connecticut	6.0 - 14.8
New York	3.6 - 5.8	Pennsylvania	0.4 - 6.6
NA	NA	New York	0.0 - 4.0
New Jersey	1.7 - 4.3	Maine	0.3 - 1.7
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Rhode Island

Mode	% of Value	Mode	% of Weight
Truck	77.6 - 88.2	Truck	99.5 - 99.9
Air (includes truck and air)	NA	Air (includes truck and air)	NA
Rail	0.0 - 0.3	Rail	0.0 - 0.3
Water	NA	Water	NA
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	8.9 - 18.1	Multiple modes ²	0.1 - 0.5
Parcel, U.S.P.S., or courier	8.8 - 18.0	Parcel, U.S.P.S., or courier	0.0 - 0.4
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Rhode Island

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	49.9 - 70.5	Less than 50	78.7 - 95.9
50 to 99	6.7 - 14.7	50 to 99	1.5 - 9.1
100 to 249	5.9 - 13.5	100 to 249	0.2 - 8.6
250 to 499	1.4 - 4.4	250 to 499	0.4 - 1.2
500 to 749	1.8 - 5.0	500 to 749	0.0 - 0.8
750 to 999	1.1 - 5.5	750 to 999	0.0 - 1.3
1,000 to 1,499	1.7 - 6.9	1,000 to 1,499	0.0 - 0.8
1,500 to 1,999	1.0 - 2.8	1,500 to 1,999	0.1 - 0.5
2,000 or more	1.9 - 5.5	2,000 or more	0.0 - 0.8
Total	NA	Total	NA

Industry for Shipments Originating in Rhode Island

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.0 - 0.3	212 Mining (except oil and gas)	0.0 - 28.9
31-33 Manufacturing	13.3 - 34.9	31-33 Manufacturing	7.5 - 21.5
42 Wholesale trade	36.3 - 66.3	42 Wholesale trade	49.6 - 90.6
4541 Electronic shopping and mail-order houses	0.0 - 2.5	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.0 - 2.2	45431 Fuel dealers	0.0 - 5.3
4931 ³ Warehousing and storage	4.6 - 31.0	4931 ³ Warehousing and storage	0.0 - 3.5
5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.7	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

South Carolina

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in South Carolina	\$159,760	99,936
Percent of Total U.S. shipments (%)	1.2	0.9

Commodities Originating in South Carolina

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
36 Motorized and other vehicles (includes parts)	10.8	12 Gravel and crushed stone (excludes dolomite and slate)	12.7
24 Plastics and rubber	10.0	31 Non-metallic mineral products	9.9
34 Machinery	9.8	11 Natural sands	9.3
43 Mixed freight	6.7	24 Plastics and rubber	7.4
30 Textiles, leather, and articles of textiles or leather	5.7	26 Wood products	7.4
All other commodities	57.0	All other commodities	53.3
Total	100	Total	100

Shipments Originating from South Carolina

Destination	% of Value	Destination	% of Weight
South Carolina	32.2	South Carolina	53.9
North Carolina	10.0	North Carolina	12.5
Georgia	7.8	Georgia	6.2
Louisiana	4.7	Virginia	2.3
Texas	4.4	Ohio	2.1
Tennessee	3.4	Tennessee	2.1
All other states	37.5	All other states	20.9
Total	100	Total	100

Shipments Inbound to South Carolina

Origin	% of Value	Origin	% of Weight
South Carolina	29.6	South Carolina	42.9
North Carolina	12.8	North Carolina	13.8
Georgia	10.8	Georgia	7.1
Texas	5.0	Texas	3.1
Illinois	4.0	Illinois	3.0
Michigan	3.1	Tennessee	2.9
All other states	34.7	All other states	27.2
Total	100	Total	100

Mode of Transportation for Shipments Originating in South Carolina

Mode	% of Value	Mode	% of Weight
Truck	78.9	Truck	90.5
Air (includes truck and air)	S	Air (includes truck and air)	0.1
Rail	5.4	Rail	6.0
Water	Z	Water	Z
Pipeline ¹	-	Pipeline ¹	-
Multiple modes ²	11.9	Multiple modes ²	3.4
Parcel, U.S.P.S., or courier	9.0	Parcel, U.S.P.S., or courier	0.3
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in South Carolina

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	20.5	Less than 50	45.7
50 to 99	11.7	50 to 99	12.2
100 to 249	19.5	100 to 249	15.9
250 to 499	16.3	250 to 499	11.6
500 to 749	18.3	500 to 749	9.5
750 to 999	6.0	750 to 999	2.2
1,000 to 1,499	3.2	1,000 to 1,499	1.6
1,500 to 1,999	1.6	1,500 to 1,999	0.4
2,000 or more	2.9	2,000 or more	0.9
Total	100	Total	100

Industry for Shipments Originating in South Carolina

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.2	212 Mining (except oil and gas)	22.4
31-33 Manufacturing	62.7	31-33 Manufacturing	49.7
42 Wholesale trade	27.8	42 Wholesale trade	24.4
4541 Electronic shopping and mail-order houses	0.6	4541 Electronic shopping and mail-order houses	0.1
45431 Fuel dealers	0.2	45431 Fuel dealers	0.3
4931 ⁴ Warehousing and storage	6.8	4931 ⁴ Warehousing and storage	2.0
5111 Newspaper, periodical, book, and directory publishers	0.1	5111 Newspaper, periodical, book, and directory publishers	0.1
551114 Corporate, subsidiary, and regional managing offices	1.7	551114 Corporate, subsidiary, and regional managing offices	1.1
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

South Carolina - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in South Carolina	\$145,705 - \$173,815	88,212 - 111,660
Percent of Total U.S. shipments (%)	1.1 - 1.3	0.8 - 1.0

Commodities Originating in South Carolina

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
36 Motorized and other vehicles (includes parts)	7.7 - 13.9	12 Gravel and crushed stone (excludes dolomite and slate)	9.4 - 16.0
24 Plastics and rubber	6.9 - 13.1	31 Non-metallic mineral products	6.8 - 13.0
34 Machinery	6.9 - 12.7	11 Natural sands	4.7 - 13.9
43 Mixed freight	4.3 - 9.1	24 Plastics and rubber	4.5 - 10.3
30 Textiles, leather, and articles of textiles or leather	4.6 - 6.8	26 Wood products	4.8 - 10.0
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from South Carolina

Destination	% of Value	Destination	% of Weight
South Carolina	28.7 - 35.7	South Carolina	50.4 - 57.4
North Carolina	8.5 - 11.5	North Carolina	10.3 - 14.7
Georgia	6.3 - 9.3	Georgia	4.9 - 7.5
Louisiana	2.5 - 6.9	Virginia	1.8 - 2.8
Texas	3.7 - 5.1	Ohio	1.7 - 2.5
Tennessee	3.2 - 3.6	Tennessee	1.6 - 2.6
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to South Carolina

Origin	% of Value	Origin	% of Weight
South Carolina	26.3 - 32.9	South Carolina	38.1 - 47.7
North Carolina	11.0 - 14.6	North Carolina	9.8 - 17.8
Georgia	8.8 - 12.8	Georgia	5.6 - 8.6
Texas	3.4 - 6.6	Texas	0.7 - 5.5
Illinois	2.9 - 5.1	Illinois	1.2 - 4.8
Michigan	2.0 - 4.2	Tennessee	1.1 - 4.7
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in South Carolina

Mode	% of Value	Mode	% of Weight
Truck	74.1 - 83.7	Truck	89.4 - 91.6
Air (includes truck and air)	NA	Air (includes truck and air)	0.0 - 0.3
Rail	3.8 - 7.0	Rail	4.7 - 7.3
Water	0.0 - 0.2	Water	0.0 - 0.2
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	9.3 - 14.5	Multiple modes ²	2.1 - 4.7
Parcel, U.S.P.S., or courier	6.4 - 11.6	Parcel, U.S.P.S., or courier	0.3 - 0.3
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in South Carolina

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	17.2 - 23.8	Less than 50	41.5 - 49.9
50 to 99	9.9 - 13.5	50 to 99	10.2 - 14.2
100 to 249	17.1 - 21.9	100 to 249	13.5 - 18.3
250 to 499	14.5 - 18.1	250 to 499	10.0 - 13.2
500 to 749	15.7 - 20.9	500 to 749	8.4 - 10.6
750 to 999	5.1 - 6.9	750 to 999	1.8 - 2.6
1,000 to 1,499	2.8 - 3.6	1,000 to 1,499	1.2 - 2.0
1,500 to 1,999	1.2 - 2.0	1,500 to 1,999	0.2 - 0.6
2,000 or more	2.5 - 3.3	2,000 or more	0.7 - 1.1
Total	NA	Total	NA

Industry for Shipments Originating in South Carolina

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	18.7 - 26.1
31-33 Manufacturing	60.3 - 65.1	31-33 Manufacturing	43.7 - 55.7
42 Wholesale trade	25.6 - 30.0	42 Wholesale trade	20.2 - 28.6
4541 Electronic shopping and mail-order houses	0.2 - 1.0	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	0.1 - 0.5
4931 ³ Warehousing and storage	3.7 - 9.9	4931 ³ Warehousing and storage	0.7 - 3.3
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.4 - 3.0	551114 Corporate, subsidiary, and regional managing offices	0.0 - 2.2
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

South Dakota

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in South Dakota	\$58,621	70,357
Percent of Total U.S. shipments (%)	0.4	0.6

Commodities Originating in South Dakota

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
02 Cereal grains (includes seed)	10.4	02 Cereal grains (includes seed)	33.7
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	4.7	12 Gravel and crushed stone (excludes dolomite and slate)	10.7
34 Machinery	4.3	04 Animal feed, eggs, honey, and other products of animal origin	9.9
04 Animal feed, eggs, honey, and other products of animal origin	4.2	31 Non-metallic mineral products	8.3
36 Motorized and other vehicles (includes parts)	4.2	03 Agricultural products (excludes animal feed, cereal grains, and forage products)	7.0
All other commodities	72.2	All other commodities	30.4
Total	100	Total	100

Shipments Originating from South Dakota

Destination	% of Value	Destination	% of Weight
South Dakota	36.3	South Dakota	59.3
Iowa	5.4	Minnesota	10.4
Illinois	3.3	Washington	4.4
California	3.2	Iowa	3.0
Texas	2.8	California	2.6
Washington	2.0	Nebraska	1.8
All other states	47.0	All other states	18.5
Total	100	Total	100

Shipments Inbound to South Dakota

Origin	% of Value	Origin	% of Weight
South Dakota	48.3	South Dakota	75.1
Minnesota	7.9	Minnesota	4.9
Iowa	5.1	Wyoming	4.2
Illinois	4.9	Iowa	3.3
Wisconsin	4.0	Colorado	1.7
Nebraska	3.5	Nebraska	1.6
All other states	26.3	All other states	9.2
Total	100	Total	100

Mode of Transportation for Shipments Originating in South Dakota

Mode	% of Value	Mode	% of Weight
Truck	80.2	Truck	75.8
Air (includes truck and air)	S	Air (includes truck and air)	S
Rail	8.1	Rail	20.0
Water	-	Water	-
Pipeline ¹	-	Pipeline ¹	-
Multiple modes ²	11.3	Multiple modes ²	4.2
Parcel, U.S.P.S., or courier	S	Parcel, U.S.P.S., or courier	0.1
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in South Dakota

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	31.0	Less than 50	52.8
50 to 99	8.6	50 to 99	10.2
100 to 249	S	100 to 249	10.7
250 to 499	6.5	250 to 499	4.8
500 to 749	6.9	500 to 749	6.9
750 to 999	3.9	750 to 999	1.4
1,000 to 1,499	14.8	1,000 to 1,499	13.0
1,500 to 1,999	S	1,500 to 1,999	0.2
2,000 or more	S	2,000 or more	S
Total	100	Total	100

Industry for Shipments Originating in South Dakota

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.5	212 Mining (except oil and gas)	13.9
31-33 Manufacturing	27.7	31-33 Manufacturing	24.6
42 Wholesale trade	37.0	42 Wholesale trade	56.2
4541 Electronic shopping and mail-order houses	0.3	4541 Electronic shopping and mail-order houses	S
45431 Fuel dealers	0.1	45431 Fuel dealers	0.1
4931 ⁴ Warehousing and storage	S	4931 ⁴ Warehousing and storage	Z
5111 Newspaper, periodical, book, and directory publishers	0.3	5111 Newspaper, periodical, book, and directory publishers	0.1
551114 Corporate, subsidiary, and regional managing offices	S	551114 Corporate, subsidiary, and regional managing offices	S
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

South Dakota - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in South Dakota	\$26,708 - \$90,534	55,655 - 85,059
Percent of Total U.S. shipments (%)	0.2 - 0.6	0.5 - 0.7

Commodities Originating in South Dakota

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
02 Cereal grains (includes seed)	3.8 - 17.0	02 Cereal grains (includes seed)	22.5 - 44.9
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	2.9 - 6.5	12 Gravel and crushed stone (excludes dolomite and slate)	5.2 - 16.2
34 Machinery	1.9 - 6.7	04 Animal feed, eggs, honey, and other products of animal origin	6.8 - 13.0
04 Animal feed, eggs, honey, and other products of animal origin	2.2 - 6.2	31 Non-metallic mineral products	5.0 - 11.6
36 Motorized and other vehicles (includes parts)	1.3 - 7.1	03 Agricultural products (excludes animal feed, cereal grains, and forage products)	3.2 - 10.8
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from South Dakota

Destination	% of Value	Destination	% of Weight
South Dakota	30.1 - 42.5	South Dakota	50.3 - 68.3
Iowa	3.8 - 7.0	Minnesota	3.4 - 17.4
Illinois	0.0 - 6.6	Washington	1.7 - 7.1
California	1.4 - 5.0	Iowa	1.2 - 4.8
Texas	1.5 - 4.1	California	0.8 - 4.4
Washington	0.7 - 3.3	Nebraska	1.1 - 2.5
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to South Dakota

Origin	% of Value	Origin	% of Weight
South Dakota	37.7 - 58.9	South Dakota	67.2 - 83.0
Minnesota	5.9 - 9.9	Minnesota	2.5 - 7.3
Iowa	3.5 - 6.7	Wyoming	1.6 - 6.8
Illinois	2.9 - 6.9	Iowa	2.0 - 4.6
Wisconsin	2.2 - 5.8	Colorado	-0.5 - 3.9
Nebraska	2.2 - 4.8	Nebraska	0.3 - 2.9
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in South Dakota

Mode	% of Value	Mode	% of Weight
Truck	72.0 - 88.4	Truck	66.8 - 84.8
Air (includes truck and air)	NA	Air (includes truck and air)	NA
Rail	1.7 - 14.5	Rail	11.8 - 28.2
Water	NA	Water	NA
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	4.7 - 17.9	Multiple modes ²	0.4 - 8.0
Parcel, U.S.P.S., or courier	NA	Parcel, U.S.P.S., or courier	0.1 - 0.1
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in South Dakota

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	24.4 - 37.6	Less than 50	44.6 - 61.0
50 to 99	7.1 - 10.1	50 to 99	8.4 - 12.0
100 to 249	NA	100 to 249	5.4 - 16.0
250 to 499	4.1 - 8.9	250 to 499	2.6 - 7.0
500 to 749	2.9 - 10.9	500 to 749	2.3 - 11.5
750 to 999	2.1 - 5.7	750 to 999	0.7 - 2.1
1,000 to 1,499	9.5 - 20.1	1,000 to 1,499	6.8 - 19.2
1,500 to 1,999	NA	1,500 to 1,999	0.0 - 0.4
2,000 or more	NA	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in South Dakota

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.1 - 0.9	212 Mining (except oil and gas)	6.9 - 20.9
31-33 Manufacturing	15.4 - 40.0	31-33 Manufacturing	17.5 - 31.7
42 Wholesale trade	24.4 - 49.6	42 Wholesale trade	44.3 - 68.1
4541 Electronic shopping and mail-order houses	0.0 - 0.7	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.0 - 0.3	45431 Fuel dealers	0.0 - 0.3
4931 ³ Warehousing and storage	NA	4931 ³ Warehousing and storage	NA
5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.7	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Tennessee

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Tennessee	\$329,399	187,514
Percent of Total U.S. shipments (%)	2.4	1.7

Commodities Originating in Tennessee

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
36 Motorized and other vehicles (includes parts)	11.2	12 Gravel and crushed stone (excludes dolomite and slate)	19.3
21 Pharmaceutical products	10.5	07-R Other prepared foodstuffs, and fats and oils	8.3
43 Mixed freight	8.6	31 Non-metallic mineral products	8.0
24 Plastics and rubber	7.3	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	7.6
30 Textiles, leather, and articles of textiles or leather	6.2	32 Base metal in primary or semi-finished forms and in finished basic shapes	5.0
All other commodities	56.2	All other commodities	51.8
Total	100	Total	100

Shipments Originating from Tennessee

Destination	% of Value	Destination	% of Weight
Tennessee	26.8	Tennessee	52.9
Texas	6.7	Mississippi	4.9
Georgia	5.1	Georgia	4.8
Louisiana	4.6	Louisiana	4.3
Kentucky	4.5	Kentucky	4.1
California	3.9	Alabama	3.2
All other states	48.4	All other states	25.8
Total	100	Total	100

Shipments Inbound to Tennessee

Origin	% of Value	Origin	% of Weight
Tennessee	30.5	Tennessee	54.0
Kentucky	5.2	Kentucky	7.0
Texas	5.0	Illinois	4.8
Georgia	4.7	Alabama	4.0
Alabama	4.4	Georgia	2.9
California	4.3	Louisiana	2.9
All other states	45.9	All other states	24.4
Total	100	Total	100

Mode of Transportation for Shipments Originating in Tennessee

Mode	% of Value	Mode	% of Weight
Truck	78.1	Truck	87.6
Air (includes truck and air)	1.7	Air (includes truck and air)	2
Rail	4.7	Rail	6.6
Water	0.4	Water	1.9
Pipeline ¹	2	Pipeline ¹	5
Multiple modes ²	15.2	Multiple modes ²	3.7
Parcel, U.S.P.S., or courier	12.1	Parcel, U.S.P.S., or courier	0.4
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Tennessee

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	19.6	Less than 50	47.7
50 to 99	7.3	50 to 99	9.1
100 to 249	17.5	100 to 249	15.0
250 to 499	24.3	250 to 499	16.1
500 to 749	15.5	500 to 749	6.7
750 to 999	7.8	750 to 999	3.1
1,000 to 1,499	2.7	1,000 to 1,499	1.0
1,500 to 1,999	4.8	1,500 to 1,999	1.2
2,000 or more	0.5	2,000 or more	0.2
Total	100	Total	100

Industry for Shipments Originating in Tennessee

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.3	212 Mining (except oil and gas)	20.3
31-33 Manufacturing	43.0	31-33 Manufacturing	42.0
42 Wholesale trade	40.8	42 Wholesale trade	35.2
4541 Electronic shopping and mail-order houses	4.0	4541 Electronic shopping and mail-order houses	0.2
45431 Fuel dealers	0.1	45431 Fuel dealers	0.1
4931 ⁴ Warehousing and storage	10.5	4931 ⁴ Warehousing and storage	1.9
5111 Newspaper, periodical, book, and directory publishers	0.5	5111 Newspaper, periodical, book, and directory publishers	0.1
551114 Corporate, subsidiary, and regional managing offices	0.9	551114 Corporate, subsidiary, and regional managing offices	0.3
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.
 Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.
 - Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Tennessee - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Tennessee	\$298,606 - \$360,192	156,580 - 218,448
Percent of Total U.S. shipments (%)	2.2 - 2.6	1.4 - 2.0

Commodities Originating in Tennessee

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
36 Motorized and other vehicles (includes parts)	5.9 - 16.5	12 Gravel and crushed stone (excludes dolomite and slate)	12.2 - 26.4
21 Pharmaceutical products	5.6 - 15.4	07-R Other prepared foodstuffs, and fats and oils	5.4 - 11.2
43 Mixed freight	5.5 - 11.7	31 Non-metallic mineral products	5.1 - 10.9
24 Plastics and rubber	4.7 - 9.9	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	3.2 - 12.0
30 Textiles, leather, and articles of textiles or leather	4.9 - 7.5	32 Base metal in primary or semi-finished forms and in finished basic shapes	3.4 - 6.6
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Tennessee

Destination	% of Value	Destination	% of Weight
Tennessee	24.1 - 29.5	Tennessee	48.7 - 57.1
Texas	5.4 - 8.0	Mississippi	4.2 - 5.6
Georgia	3.5 - 6.7	Georgia	3.5 - 6.1
Louisiana	2.6 - 6.6	Louisiana	2.5 - 6.1
Kentucky	3.4 - 5.6	Kentucky	3.6 - 4.6
California	2.8 - 5.0	Alabama	2.5 - 3.9
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Tennessee

Origin	% of Value	Origin	% of Weight
Tennessee	27.8 - 33.2	Tennessee	50.3 - 57.7
Kentucky	3.2 - 7.2	Kentucky	4.3 - 9.7
Texas	3.5 - 6.5	Illinois	2.2 - 7.4
Georgia	4.0 - 5.4	Alabama	2.7 - 5.3
Alabama	3.1 - 5.7	Georgia	2.2 - 3.6
California	3.2 - 5.4	Louisiana	1.6 - 4.2
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Tennessee

Mode	% of Value	Mode	% of Weight
Truck	74.4 - 81.8	Truck	85.6 - 89.6
Air (includes truck and air)	0.8 - 2.6	Air (includes truck and air)	NA
Rail	NA	Rail	5.3 - 7.9
Water	0.0 - 0.8	Water	0.0 - 4.1
Pipeline ¹	NA	Pipeline ¹	0.0 - 0.6
Multiple modes ²	13.2 - 17.2	Multiple modes ²	2.2 - 5.2
Parcel, U.S.P.S., or courier	10.1 - 14.1	Parcel, U.S.P.S., or courier	0.2 - 0.6
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Tennessee

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	16.5 - 22.7	Less than 50	41.8 - 53.6
50 to 99	6.2 - 8.4	50 to 99	7.5 - 10.7
100 to 249	14.6 - 20.4	100 to 249	12.3 - 17.7
250 to 499	22.3 - 26.3	250 to 499	13.9 - 18.3
500 to 749	13.9 - 17.1	500 to 749	5.1 - 8.3
750 to 999	6.3 - 9.3	750 to 999	2.2 - 4.0
1,000 to 1,499	2.2 - 3.2	1,000 to 1,499	0.6 - 1.4
1,500 to 1,999	3.5 - 6.1	1,500 to 1,999	1.0 - 1.4
2,000 or more	0.3 - 0.7	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Tennessee

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.1 - 0.5	212 Mining (except oil and gas)	14.6 - 26.0
31-33 Manufacturing	37.0 - 49.0	31-33 Manufacturing	36.1 - 47.9
42 Wholesale trade	34.9 - 46.7	42 Wholesale trade	28.8 - 41.6
4541 Electronic shopping and mail-order houses	2.7 - 5.3	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	6.3 - 14.7	4931 ³ Warehousing and storage	0.8 - 3.0
5111 Newspaper, periodical, book, and directory publishers	0.1 - 0.9	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.2 - 1.6	551114 Corporate, subsidiary, and regional managing offices	0.1 - 0.5
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Texas

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Texas	\$1,897,658	1,686,264
Percent of Total U.S. shipments (%)	13.7	14.9

Commodities Originating in Texas

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	20.9	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	25.1
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	15.5	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	21.8
43 Mixed freight	8.1	12 Gravel and crushed stone (excludes dolomite and slate)	7.5
35 Electronic and other electrical equipment and components, and office equipment	7.6	19 Other coal and petroleum products, not elsewhere classified	7.3
19 Other coal and petroleum products, not elsewhere classified	5.3	31 Non-metallic mineral products	6.3
All other commodities	42.6	All other commodities	32.0
Total	100	Total	100

Shipments Originating from Texas

Destination	% of Value	Destination	% of Weight
Texas	75.5	Texas	90.1
California	2.2	Oklahoma	1.1
Louisiana	2.1	Louisiana	1.0
Oklahoma	2.1	California	0.7
Florida	1.1	New Mexico	0.7
Illinois	1.0	Arkansas	0.5
All other states	16.0	All other states	5.9
Total	100	Total	100

Shipments Inbound to Texas

Origin	% of Value	Origin	% of Weight
Texas	71.4	Texas	81.7
California	3.4	Wyoming	3.5
Louisiana	2.2	Louisiana	2.6
Illinois	1.9	Oklahoma	1.8
Oklahoma	1.7	Illinois	0.9
Michigan	1.1	Iowa	0.9
All other states	18.3	All other states	8.6
Total	100	Total	100

Mode of Transportation for Shipments Originating in Texas

Mode	% of Value	Mode	% of Weight
Truck	65.9	Truck	64.7
Air (includes truck and air)	2.6	Air (includes truck and air)	2
Rail	4.1	Rail	7.3
Water	6.6	Water	10.5
Pipeline ¹	12.0	Pipeline ¹	15.8
Multiple modes ²	8.8	Multiple modes ²	1.7
Parcel, U.S.P.S., or courier	7.6	Parcel, U.S.P.S., or courier	0.1
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Texas

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	52.4	Less than 50	71.4
50 to 99	8.0	50 to 99	9.0
100 to 249	12.5	100 to 249	8.1
250 to 499	8.6	250 to 499	4.8
500 to 749	4.2	500 to 749	2.3
750 to 999	4.8	750 to 999	1.9
1,000 to 1,499	7.6	1,000 to 1,499	2.0
1,500 to 1,999	1.8	1,500 to 1,999	0.5
2,000 or more	0.1	2,000 or more	2
Total	100	Total	100

Industry for Shipments Originating in Texas

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.2	212 Mining (except oil and gas)	11.1
31-33 Manufacturing	36.9	31-33 Manufacturing	37.4
42 Wholesale trade	52.3	42 Wholesale trade	48.4
4541 Electronic shopping and mail-order houses	1.0	4541 Electronic shopping and mail-order houses	2
45431 Fuel dealers	5	45431 Fuel dealers	5
4931 ⁴ Warehousing and storage	8.0	4931 ⁴ Warehousing and storage	2.5
5111 Newspaper, periodical, book, and directory publishers	0.2	5111 Newspaper, periodical, book, and directory publishers	5
551114 Corporate, subsidiary, and regional managing offices	1.4	551114 Corporate, subsidiary, and regional managing offices	0.4
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Texas - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Texas	\$1,730,694 - \$2,064,622	1,451,354 - 1,921,174
Percent of Total U.S. shipments (%)	12.7 - 14.7	13.1 - 16.7

Commodities Originating in Texas

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	16.9 - 24.9	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	19.1 - 31.1
18-R Fuel oils (includes diesel, bunker c, and biodiesel)	11.3 - 19.7	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	15.8 - 27.8
43 Mixed freight	5.9 - 10.3	12 Gravel and crushed stone (excludes dolomite and slate)	5.1 - 9.9
35 Electronic and other electrical equipment and components, and office equipment	6.3 - 8.9	19 Other coal and petroleum products, not elsewhere classified	5.5 - 9.1
19 Other coal and petroleum products, not elsewhere classified	4.0 - 6.6	31 Non-metallic mineral products	5.0 - 7.6
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Texas

Destination	% of Value	Destination	% of Weight
Texas	72.9 - 78.1	Texas	88.3 - 91.9
California	1.8 - 2.6	Oklahoma	0.7 - 1.5
Louisiana	1.9 - 2.3	Louisiana	0.8 - 1.2
Oklahoma	1.7 - 2.5	California	0.3 - 1.1
Florida	0.9 - 1.3	New Mexico	0.3 - 1.1
Illinois	0.8 - 1.2	Arkansas	0.3 - 0.7
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Texas

Origin	% of Value	Origin	% of Weight
Texas	68.7 - 74.1	Texas	78.8 - 84.6
California	2.7 - 4.1	Wyoming	2.4 - 4.6
Louisiana	1.7 - 2.7	Louisiana	1.9 - 3.3
Illinois	1.5 - 2.3	Oklahoma	0.9 - 2.7
Oklahoma	1.2 - 2.2	Illinois	0.5 - 1.3
Michigan	0.9 - 1.3	Iowa	0.7 - 1.1
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Texas

Mode	% of Value	Mode	% of Weight
Truck	61.7 - 70.1	Truck	57.9 - 71.5
Air (includes truck and air)	1.5 - 3.7	Air (includes truck and air)	NA
Rail	3.2 - 5.0	Rail	5.3 - 9.3
Water	2.6 - 10.6	Water	4.6 - 16.4
Pipeline ¹	9.3 - 14.7	Pipeline ¹	11.0 - 20.6
Multiple modes ²	7.5 - 10.1	Multiple modes ²	1.2 - 2.2
Parcel, U.S.P.S., or courier	6.3 - 8.9	Parcel, U.S.P.S., or courier	0.1 - 0.1
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Texas

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	48.7 - 56.1	Less than 50	68.1 - 74.7
50 to 99	7.1 - 8.9	50 to 99	7.7 - 10.3
100 to 249	11.2 - 13.8	100 to 249	7.0 - 9.2
250 to 499	7.3 - 9.9	250 to 499	3.5 - 6.1
500 to 749	3.5 - 4.9	500 to 749	1.6 - 3.0
750 to 999	4.3 - 5.3	750 to 999	1.4 - 2.4
1,000 to 1,499	6.7 - 8.5	1,000 to 1,499	1.6 - 2.4
1,500 to 1,999	1.4 - 2.2	1,500 to 1,999	0.3 - 0.7
2,000 or more	NA	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Texas

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	NA	212 Mining (except oil and gas)	8.5 - 13.7
31-33 Manufacturing	31.8 - 42.0	31-33 Manufacturing	31.4 - 43.4
42 Wholesale trade	47.5 - 57.1	42 Wholesale trade	42.2 - 54.6
4541 Electronic shopping and mail-order houses	0.6 - 1.4	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	6.0 - 10.0	4931 ³ Warehousing and storage	1.8 - 3.2
5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.4	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.9 - 1.9	551114 Corporate, subsidiary, and regional managing offices	0.2 - 0.6
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Utah

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Utah	\$108,593	89,129
Percent of Total U.S. shipments (%)	0.8	0.8

Commodities Originating in Utah

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	10.9	15 Coal	19.4
35 Electronic and other electrical equipment and components, and office equipment	7.4	31 Non-metallic mineral products	10.6
32 Base metal in primary or semi-finished forms and in finished basic shapes	6.4	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	8.5
07-R Other prepared foodstuffs, and fats and oils	5.9	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	5.2
38 Precision instruments and apparatus	5.8	13 Other non-metallic minerals, not elsewhere classified	4.7
All other commodities	63.6	All other commodities	51.6
Total	100	Total	100

Shipments Originating from Utah

Destination	% of Value	Destination	% of Weight
Utah	36.5	Utah	53.0
California	10.7	California	24.0
Texas	4.6	Idaho	4.4
Idaho	4.4	Nevada	4.2
Nevada	4.0	Wyoming	3.3
Montana	2.1	Colorado	2.0
All other states	37.7	All other states	9.1
Total	100	Total	100

Shipments Inbound to Utah

Origin	% of Value	Origin	% of Weight
Utah	34.3	Utah	68.9
California	16.0	California	6.1
Nevada	5.8	Colorado	5.7
Colorado	5.3	Idaho	2.2
Texas	3.6	Texas	1.8
Ohio	2.8	Nevada	1.7
All other states	32.2	All other states	13.6
Total	100	Total	100

Mode of Transportation for Shipments Originating in Utah

Mode	% of Value	Mode	% of Weight
Truck	65.5	Truck	57.1
Air (includes truck and air)	4.0	Air (includes truck and air)	S
Rail	4.6	Rail	S
Water	-	Water	-
Pipeline ¹	4.1	Pipeline ¹	S
Multiple modes ²	21.7	Multiple modes ²	8.0
Parcel, U.S.P.S., or courier	20.3	Parcel, U.S.P.S., or courier	0.3
Other modes	0.1	Other modes	4.7
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Utah

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	27.9	Less than 50	43.5
50 to 99	4.1	50 to 99	6.0
100 to 249	8.5	100 to 249	10.9
250 to 499	18.0	250 to 499	27.9
500 to 749	13.3	500 to 749	6.7
750 to 999	3.3	750 to 999	0.8
1,000 to 1,499	10.8	1,000 to 1,499	2.2
1,500 to 1,999	12.2	1,500 to 1,999	1.6
2,000 or more	1.9	2,000 or more	0.4
Total	100	Total	100

Industry for Shipments Originating in Utah

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	2.9	212 Mining (except oil and gas)	46.3
31-33 Manufacturing	45.3	31-33 Manufacturing	36.2
42 Wholesale trade	29.1	42 Wholesale trade	13.4
4541 Electronic shopping and mail-order houses	6.1	4541 Electronic shopping and mail-order houses	0.1
45431 Fuel dealers	0.1	45431 Fuel dealers	0.1
4931 ⁴ Warehousing and storage	S	4931 ⁴ Warehousing and storage	3.8
5111 Newspaper, periodical, book, and directory publishers	Z	5111 Newspaper, periodical, book, and directory publishers	Z
551114 Corporate, subsidiary, and regional managing offices	S	551114 Corporate, subsidiary, and regional managing offices	S
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Utah - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Utah	\$90,279 - \$126,907	64,460 - 113,798
Percent of Total U.S. shipments (%)	0.7 - 0.9	0.6 - 1.0

Commodities Originating in Utah

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	8.3 - 13.5	15 Coal	8.6 - 30.2
35 Electronic and other electrical equipment and components, and office equipment	5.8 - 9.0	31 Non-metallic mineral products	6.4 - 14.8
32 Base metal in primary or semi-finished forms and in finished basic shapes	3.7 - 9.1	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	5.0 - 12.0
07-R Other prepared foodstuffs, and fats and oils	3.7 - 8.1	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	2.5 - 7.9
38 Precision instruments and apparatus	3.8 - 7.8	13 Other non-metallic minerals, not elsewhere classified	2.5 - 6.9
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Utah

Destination	% of Value	Destination	% of Weight
Utah	33.8 - 39.2	Utah	43.1 - 62.9
California	8.9 - 12.5	California	12.6 - 35.4
Texas	3.3 - 5.9	Idaho	3.1 - 5.7
Idaho	3.5 - 5.3	Nevada	2.9 - 5.5
Nevada	2.7 - 5.3	Wyoming	0.6 - 6.0
Montana	1.4 - 2.8	Colorado	1.5 - 2.5
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Utah

Origin	% of Value	Origin	% of Weight
Utah	30.6 - 38.0	Utah	66.0 - 71.8
California	12.3 - 19.7	California	4.3 - 7.9
Nevada	2.3 - 9.3	Colorado	3.9 - 7.5
Colorado	3.3 - 7.3	Idaho	1.3 - 3.1
Texas	1.8 - 5.4	Texas	1.1 - 2.5
Ohio	0.4 - 5.2	Nevada	0.2 - 3.2
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Utah

Mode	% of Value	Mode	% of Weight
Truck	60.2 - 70.8	Truck	43.5 - 70.7
Air (includes truck and air)	2.5 - 5.5	Air (includes truck and air)	0.0 - 0.8
Rail	2.4 - 6.8	Rail	10.2 - 31.8
Water	NA	Water	NA
Pipeline ¹	1.7 - 6.5	Pipeline ¹	5.9 - 11.7
Multiple modes ²	15.8 - 27.6	Multiple modes ²	0.3 - 15.7
Parcel, U.S.P.S., or courier	14.6 - 26.0	Parcel, U.S.P.S., or courier	0.1 - 0.5
Other modes	0.0 - 0.6	Other modes	0.0 - 19.9
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Utah

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	25.7 - 30.1	Less than 50	32.7 - 54.3
50 to 99	3.4 - 4.8	50 to 99	2.9 - 9.1
100 to 249	6.7 - 10.3	100 to 249	7.2 - 14.6
250 to 499	12.0 - 24.0	250 to 499	15.3 - 40.5
500 to 749	11.3 - 15.3	500 to 749	4.0 - 9.4
750 to 999	2.4 - 4.2	750 to 999	0.6 - 1.0
1,000 to 1,499	8.6 - 13.0	1,000 to 1,499	1.5 - 2.9
1,500 to 1,999	9.1 - 15.3	1,500 to 1,999	1.1 - 2.1
2,000 or more	1.4 - 2.4	2,000 or more	0.0 - 0.8
Total	NA	Total	NA

Industry for Shipments Originating in Utah

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	1.8 - 4.0	212 Mining (except oil and gas)	38.4 - 54.2
31-33 Manufacturing	40.0 - 50.6	31-33 Manufacturing	31.3 - 41.1
42 Wholesale trade	25.4 - 32.8	42 Wholesale trade	8.1 - 18.7
4541 Electronic shopping and mail-order houses	1.7 - 10.5	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	NA	4931 ³ Warehousing and storage	1.6 - 6.0
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Vermont

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Vermont	\$24,980	17,862
Percent of Total U.S. shipments (%)	0.2	0.2

Commodities Originating in Vermont

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
07-R Other prepared foodstuffs, and fats and oils	19.0	07-R Other prepared foodstuffs, and fats and oils	13.3
21 Pharmaceutical products	14.9	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	4.7
35 Electronic and other electrical equipment and components, and office equipment	11.3	04 Animal feed, eggs, honey, and other products of animal origin	4.3
43 Mixed freight	7.5	11 Natural sands	3.7
40 Miscellaneous manufactured products	4.0	43 Mixed freight	3.6
All other commodities	43.3	All other commodities	70.4
Total	100	Total	100

Shipments Originating from Vermont

Destination	% of Value	Destination	% of Weight
Vermont	27.3	Vermont	64.8
New York	16.9	New York	12.1
Massachusetts	8.6	Massachusetts	3.6
Pennsylvania	4.8	New Hampshire	3.2
New Hampshire	3.9	Maine	2.5
Texas	3.7	Pennsylvania	1.4
All other states	34.8	All other states	12.4
Total	100	Total	100

Shipments Inbound to Vermont

Origin	% of Value	Origin	% of Weight
Vermont	25.0	Vermont	51.0
New York	19.5	New York	13.0
Massachusetts	10.6	New Hampshire	12.1
New Hampshire	4.6	Maine	1.8
New Jersey	4.5	Pennsylvania	1.7
Pennsylvania	4.5	Ohio	1.3
All other states	31.3	All other states	19.1
Total	100	Total	100

Mode of Transportation for Shipments Originating in Vermont

Mode	% of Value	Mode	% of Weight
Truck	75.7	Truck	94.1
Air (includes truck and air)	6.8	Air (includes truck and air)	Z
Rail	0.6	Rail	5.3
Water	-	Water	-
Pipeline ¹	-	Pipeline ¹	-
Multiple modes ²	17.0	Multiple modes ²	0.6
Parcel, U.S.P.S., or courier	13.9	Parcel, U.S.P.S., or courier	0.3
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Vermont

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	25.4	Less than 50	62.5
50 to 99	10.6	50 to 99	12.7
100 to 249	22.6	100 to 249	11.9
250 to 499	11.3	250 to 499	5.0
500 to 749	6.2	500 to 749	2.9
750 to 999	9.8	750 to 999	2.3
1,000 to 1,499	4.6	1,000 to 1,499	1.0
1,500 to 1,999	4.0	1,500 to 1,999	0.7
2,000 or more	5.5	2,000 or more	0.9
Total	100	Total	100

Industry for Shipments Originating in Vermont

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	1.1	212 Mining (except oil and gas)	23.5
31-33 Manufacturing	36.3	31-33 Manufacturing	S
42 Wholesale trade	50.7	42 Wholesale trade	30.6
4541 Electronic shopping and mail-order houses	1.4	4541 Electronic shopping and mail-order houses	S
45431 Fuel dealers	3.3	45431 Fuel dealers	4.5
4931 ⁴ Warehousing and storage	0.1	4931 ⁴ Warehousing and storage	Z
5111 Newspaper, periodical, book, and directory publishers	S	5111 Newspaper, periodical, book, and directory publishers	S
551114 Corporate, subsidiary, and regional managing offices	S	551114 Corporate, subsidiary, and regional managing offices	S
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Vermont - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Vermont	\$19,714 - \$30,246	9,546 - 26,178
Percent of Total U.S. shipments (%)	0.2 - 0.2	0.1 - 0.3

Commodities Originating in Vermont

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
07-R Other prepared foodstuffs, and fats and oils	13.0 - 25.0	07-R Other prepared foodstuffs, and fats and oils	5.8 - 20.8
21 Pharmaceutical products	4.8 - 25.0	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	0.7 - 8.7
35 Electronic and other electrical equipment and components, and office equipment	4.2 - 18.4	04 Animal feed, eggs, honey, and other products of animal origin	1.6 - 7.0
43 Mixed freight	1.6 - 13.4	11 Natural sands	0.0 - 18.5
40 Miscellaneous manufactured products	2.2 - 5.8	43 Mixed freight	0.1 - 7.1
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Vermont

Destination	% of Value	Destination	% of Weight
Vermont	24.2 - 30.4	Vermont	51.1 - 78.5
New York	13.4 - 20.4	New York	6.2 - 18.0
Massachusetts	6.0 - 11.2	Massachusetts	2.1 - 5.1
Pennsylvania	3.3 - 6.3	New Hampshire	0.6 - 5.8
New Hampshire	2.8 - 5.0	Maine	0.9 - 4.1
Texas	2.4 - 5.0	Pennsylvania	0.0 - 2.9
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Vermont

Origin	% of Value	Origin	% of Weight
Vermont	19.9 - 30.1	Vermont	35.1 - 66.9
New York	13.6 - 25.4	New York	4.0 - 22.0
Massachusetts	4.0 - 17.2	New Hampshire	4.6 - 19.6
New Hampshire	3.0 - 6.2	Maine	0.0 - 4.0
New Jersey	2.1 - 6.9	Pennsylvania	0.8 - 2.6
Pennsylvania	2.9 - 6.1	Ohio	0.0 - 2.9
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Vermont

Mode	% of Value	Mode	% of Weight
Truck	70.4 - 81.0	Truck	89.9 - 98.3
Air (includes truck and air)	3.0 - 10.6	Air (includes truck and air)	NA
Rail	0.0 - 1.3	Rail	0.0 - 10.8
Water	NA	Water	NA
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	13.5 - 20.5	Multiple modes ²	0.1 - 1.1
Parcel, U.S.P.S., or courier	10.6 - 17.2	Parcel, U.S.P.S., or courier	0.0 - 0.7
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Vermont

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	22.1 - 28.7	Less than 50	45.8 - 79.2
50 to 99	7.9 - 13.3	50 to 99	5.6 - 19.8
100 to 249	18.4 - 26.8	100 to 249	4.4 - 19.4
250 to 499	9.3 - 13.3	250 to 499	2.6 - 7.4
500 to 749	3.8 - 8.6	500 to 749	1.3 - 4.5
750 to 999	7.6 - 12.0	750 to 999	1.0 - 3.6
1,000 to 1,499	3.3 - 5.9	1,000 to 1,499	0.3 - 1.7
1,500 to 1,999	2.5 - 5.5	1,500 to 1,999	0.2 - 1.2
2,000 or more	4.0 - 7.0	2,000 or more	0.0 - 1.8
Total	NA	Total	NA

Industry for Shipments Originating in Vermont

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.2 - 2.0	212 Mining (except oil and gas)	9.2 - 37.8
31-33 Manufacturing	27.7 - 44.9	31-33 Manufacturing	NA
42 Wholesale trade	43.6 - 57.8	42 Wholesale trade	18.9 - 42.3
4541 Electronic shopping and mail-order houses	0.3 - 2.5	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.6 - 6.0	45431 Fuel dealers	0.0 - 11.8
4931 ³ Warehousing and storage	NA	4931 ³ Warehousing and storage	NA
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Virginia

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Virginia	\$238,576	173,461
Percent of Total U.S. shipments (%)	1.7	1.5

Commodities Originating in Virginia

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	12.1	12 Gravel and crushed stone (excludes dolomite and slate)	19.9
36 Motorized and other vehicles (includes parts)	10.6	15 Coal	15.2
35 Electronic and other electrical equipment and components, and office equipment	9.0	31 Non-metallic mineral products	10.0
24 Plastics and rubber	5.0	26 Wood products	6.8
21 Pharmaceutical products	4.9	07-R Other prepared foodstuffs, and fats and oils	5.7
All other commodities	58.4	All other commodities	42.4
Total	100	Total	100

Shipments Originating from Virginia

Destination	% of Value	Destination	% of Weight
Virginia	44.1	Virginia	64.9
Maryland	7.2	North Carolina	7.4
North Carolina	4.9	Maryland	5.4
Pennsylvania	4.4	Pennsylvania	2.9
Texas	3.4	West Virginia	1.9
New York	3.1	Ohio	1.8
All other states	32.9	All other states	15.7
Total	100	Total	100

Shipments Inbound to Virginia

Origin	% of Value	Origin	% of Weight
Virginia	34.8	Virginia	50.6
North Carolina	7.4	North Carolina	4.4
Maryland	7.2	Maryland	4.3
Pennsylvania	5.6	Pennsylvania	2.7
New Jersey	3.9	Kentucky	2.4
New York	3.6	New York	1.4
All other states	37.5	All other states	34.2
Total	100	Total	100

Mode of Transportation for Shipments Originating in Virginia

Mode	% of Value	Mode	% of Weight
Truck	85.5	Truck	87.1
Air (includes truck and air)	2.3	Air (includes truck and air)	Z
Rail	1.5	Rail	10.9
Water	0.2	Water	0.7
Pipeline ¹	S	Pipeline ¹	S
Multiple modes ²	10.5	Multiple modes ²	1.2
Parcel, U.S.P.S., or courier	10.2	Parcel, U.S.P.S., or courier	0.3
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Virginia

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	33.4	Less than 50	56.3
50 to 99	12.2	50 to 99	10.5
100 to 249	18.1	100 to 249	16.3
250 to 499	16.2	250 to 499	11.6
500 to 749	7.4	500 to 749	2.4
750 to 999	4.8	750 to 999	1.5
1,000 to 1,499	3.4	1,000 to 1,499	0.8
1,500 to 1,999	1.3	1,500 to 1,999	0.2
2,000 or more	3.4	2,000 or more	0.4
Total	100	Total	100

Industry for Shipments Originating in Virginia

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	1.4	212 Mining (except oil and gas)	35.0
31-33 Manufacturing	40.6	31-33 Manufacturing	31.7
42 Wholesale trade	39.7	42 Wholesale trade	25.8
4541 Electronic shopping and mail-order houses	1.5	4541 Electronic shopping and mail-order houses	S
45431 Fuel dealers	0.4	45431 Fuel dealers	0.6
4931 ⁴ Warehousing and storage	14.8	4931 ⁴ Warehousing and storage	S
5111 Newspaper, periodical, book, and directory publishers	S	5111 Newspaper, periodical, book, and directory publishers	S
551114 Corporate, subsidiary, and regional managing offices	1.2	551114 Corporate, subsidiary, and regional managing offices	S
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Virginia - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Virginia	\$213,649 - \$263,503	160,108 - 186,814
Percent of Total U.S. shipments (%)	1.5 - 1.9	1.4 - 1.6

Commodities Originating in Virginia

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
43 Mixed freight	7.7 - 16.5	12 Gravel and crushed stone (excludes dolomite and slate)	14.2 - 25.6
36 Motorized and other vehicles (includes parts)	5.8 - 15.4	15 Coal	9.0 - 21.4
35 Electronic and other electrical equipment and components, and office equipment	6.1 - 11.9	31 Non-metallic mineral products	6.7 - 13.3
24 Plastics and rubber	3.7 - 6.3	26 Wood products	4.1 - 9.5
21 Pharmaceutical products	3.3 - 6.5	07-R Other prepared foodstuffs, and fats and oils	3.5 - 7.9
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Virginia

Destination	% of Value	Destination	% of Weight
Virginia	39.0 - 49.2	Virginia	60.7 - 69.1
Maryland	5.0 - 9.4	North Carolina	5.4 - 9.4
North Carolina	4.0 - 5.8	Maryland	3.6 - 7.2
Pennsylvania	3.9 - 4.9	Pennsylvania	2.2 - 3.6
Texas	2.3 - 4.5	West Virginia	1.2 - 2.6
New York	2.7 - 3.5	Ohio	0.5 - 3.1
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Virginia

Origin	% of Value	Origin	% of Weight
Virginia	31.1 - 38.5	Virginia	45.3 - 55.9
North Carolina	5.4 - 9.4	North Carolina	3.3 - 5.5
Maryland	4.8 - 9.6	Maryland	3.6 - 5.0
Pennsylvania	4.3 - 6.9	Pennsylvania	2.2 - 3.2
New Jersey	2.6 - 5.2	Kentucky	0.8 - 4.0
New York	2.9 - 4.3	New York	0.3 - 2.5
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Virginia

Mode	% of Value	Mode	% of Weight
Truck	82.2 - 88.8	Truck	83.3 - 90.9
Air (includes truck and air)	1.2 - 3.4	Air (includes truck and air)	NA
Rail	1.0 - 2.0	Rail	6.9 - 14.9
Water	0.0 - 0.4	Water	0.3 - 1.1
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	7.9 - 13.1	Multiple modes ²	0.8 - 1.6
Parcel, U.S.P.S., or courier	7.8 - 12.6	Parcel, U.S.P.S., or courier	0.3 - 0.3
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Virginia

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	27.0 - 39.8	Less than 50	50.1 - 62.5
50 to 99	11.1 - 13.3	50 to 99	8.5 - 12.5
100 to 249	14.3 - 21.9	100 to 249	13.2 - 19.4
250 to 499	14.9 - 17.5	250 to 499	7.9 - 15.3
500 to 749	5.9 - 8.9	500 to 749	1.9 - 2.9
750 to 999	3.5 - 6.1	750 to 999	1.1 - 1.9
1,000 to 1,499	2.1 - 4.7	1,000 to 1,499	0.6 - 1.0
1,500 to 1,999	0.8 - 1.8	1,500 to 1,999	NA
2,000 or more	2.5 - 4.3	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Virginia

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.9 - 1.9	212 Mining (except oil and gas)	28.4 - 41.6
31-33 Manufacturing	34.6 - 46.6	31-33 Manufacturing	26.2 - 37.2
42 Wholesale trade	33.1 - 46.3	42 Wholesale trade	21.6 - 30.0
4541 Electronic shopping and mail-order houses	0.6 - 2.4	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.2 - 0.6	45431 Fuel dealers	0.4 - 0.8
4931 ³ Warehousing and storage	9.1 - 20.5	4931 ³ Warehousing and storage	NA
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.1 - 2.3	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Washington

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Washington	\$296,901	183,138
Percent of Total U.S. shipments (%)	2.9	1.6

Commodities Originating in Washington

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
37 Transportation equipment, not elsewhere classified	17.6	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	18.5
43 Mixed freight	12.8	12 Gravel and crushed stone (excludes dolomite and slate)	15.4
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	9.7	02 Cereal grains (includes seed)	7.0
40 Miscellaneous manufactured products	7.7	26 Wood products	7.0
35 Electronic and other electrical equipment and components, and office equipment	6.5	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	6.6
All other commodities	45.7	All other commodities	45.5
Total	100	Total	100

Shipments Originating from Washington

Destination	% of Value	Destination	% of Weight
Washington	52.9	Washington	79.5
Oregon	8.7	Oregon	8.5
California	5.7	California	3.1
Texas	2.6	Idaho	1.3
New York	1.8	Texas	1.1
Montana	1.7	Alaska	0.7
All other states	26.6	All other states	5.8
Total	100	Total	100

Shipments Inbound to Washington

Origin	% of Value	Origin	% of Weight
Washington	50.0	Washington	69.7
California	11.2	Oregon	7.6
Oregon	9.0	Montana	4.4
Texas	3.4	California	2.9
Kansas	1.9	North Dakota	2.6
Illinois	1.5	Idaho	1.7
All other states	23.0	All other states	11.1
Total	100	Total	100

Mode of Transportation for Shipments Originating in Washington

Mode	% of Value	Mode	% of Weight
Truck	50.6	Truck	69.5
Air (includes truck and air)	19.0	Air (includes truck and air)	0.1
Rail	3.0	Rail	9.1
Water	1.5	Water	5.5
Pipeline ¹	4.7	Pipeline ¹	9.7
Multiple modes ²	21.2	Multiple modes ²	6.1
Parcel, U.S.P.S., or courier	17.5	Parcel, U.S.P.S., or courier	0.3
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Washington

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	42.6	Less than 50	65.8
50 to 99	5.0	50 to 99	6.9
100 to 249	13.6	100 to 249	13.8
250 to 499	3.1	250 to 499	3.4
500 to 749	3.7	500 to 749	2.0
750 to 999	4.0	750 to 999	1.9
1,000 to 1,499	4.0	1,000 to 1,499	1.7
1,500 to 1,999	11.1	1,500 to 1,999	2.8
2,000 or more	12.8	2,000 or more	1.7
Total	100	Total	100

Industry for Shipments Originating in Washington

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.4	212 Mining (except oil and gas)	14.4
31-33 Manufacturing	42.8	31-33 Manufacturing	44.7
42 Wholesale trade	34.1	42 Wholesale trade	36.3
4541 Electronic shopping and mail-order houses	12.2	4541 Electronic shopping and mail-order houses	0.3
45431 Fuel dealers	0.1	45431 Fuel dealers	0.2
4931 ⁴ Warehousing and storage	8.6	4931 ⁴ Warehousing and storage	3.6
5111 Newspaper, periodical, book, and directory publishers	0.2	5111 Newspaper, periodical, book, and directory publishers	0.1
551114 Corporate, subsidiary, and regional managing offices	5	551114 Corporate, subsidiary, and regional managing offices	5
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Washington - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Washington	\$256,628 - \$337,174	145,877 - 220,399
Percent of Total U.S. shipments (%)	1.8 - 2.4	1.2 - 2.0

Commodities Originating in Washington

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
37 Transportation equipment, not elsewhere classified	7.9 - 27.3	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	10.1 - 26.9
43 Mixed freight	9.7 - 15.9	12 Gravel and crushed stone (excludes dolomite and slate)	8.1 - 22.7
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	5.7 - 13.7	02 Cereal grains (includes seed)	1.9 - 12.1
40 Miscellaneous manufactured products	3.5 - 11.9	26 Wood products	5.2 - 8.8
35 Electronic and other electrical equipment and components, and office equipment	3.0 - 10.0	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	4.8 - 8.4
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Washington

Destination	% of Value	Destination	% of Weight
Washington	46.9 - 58.9	Washington	74.0 - 85.0
Oregon	6.3 - 11.1	Oregon	4.1 - 12.9
California	4.6 - 6.8	California	2.4 - 3.8
Texas	2.2 - 3.0	Idaho	0.4 - 2.2
New York	0.9 - 2.7	Texas	0.6 - 1.6
Montana	1.0 - 2.4	Alaska	0.3 - 1.1
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Washington

Origin	% of Value	Origin	% of Weight
Washington	46.2 - 53.8	Washington	64.2 - 75.2
California	9.2 - 13.2	Oregon	4.3 - 10.9
Oregon	7.0 - 11.0	Montana	1.7 - 7.1
Texas	1.8 - 5.0	California	1.8 - 4.0
Kansas	0.4 - 3.4	North Dakota	1.0 - 4.2
Illinois	1.1 - 1.9	Idaho	0.6 - 2.8
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Washington

Mode	% of Value	Mode	% of Weight
Truck	42.7 - 58.5	Truck	60.2 - 78.8
Air (includes truck and air)	9.1 - 28.9	Air (includes truck and air)	0.1 - 0.1
Rail	1.5 - 4.5	Rail	4.5 - 13.7
Water	0.8 - 2.2	Water	0.4 - 10.6
Pipeline ¹	1.4 - 8.0	Pipeline ¹	2.2 - 17.2
Multiple modes ²	14.8 - 27.6	Multiple modes ²	3.5 - 8.7
Parcel, U.S.P.S., or courier	11.5 - 23.5	Parcel, U.S.P.S., or courier	0.3 - 0.3
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Washington

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	36.6 - 48.6	Less than 50	56.8 - 74.8
50 to 99	3.9 - 6.1	50 to 99	5.3 - 8.5
100 to 249	10.5 - 16.7	100 to 249	7.8 - 19.8
250 to 499	2.4 - 3.8	250 to 499	1.0 - 5.8
500 to 749	3.0 - 4.4	500 to 749	1.5 - 2.5
750 to 999	2.9 - 5.1	750 to 999	1.4 - 2.4
1,000 to 1,499	3.3 - 4.7	1,000 to 1,499	1.2 - 2.2
1,500 to 1,999	6.3 - 15.9	1,500 to 1,999	2.1 - 3.5
2,000 or more	8.2 - 17.4	2,000 or more	1.3 - 2.1
Total	NA	Total	NA

Industry for Shipments Originating in Washington

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.2 - 0.6	212 Mining (except oil and gas)	8.2 - 20.6
31-33 Manufacturing	32.4 - 53.2	31-33 Manufacturing	36.3 - 53.1
42 Wholesale trade	28.1 - 40.1	42 Wholesale trade	30.1 - 42.5
4541 Electronic shopping and mail-order houses	6.0 - 18.4	4541 Electronic shopping and mail-order houses	0.1 - 0.5
45431 Fuel dealers	NA	45431 Fuel dealers	0.0 - 0.4
4931 ³ Warehousing and storage	5.7 - 11.5	4931 ³ Warehousing and storage	2.5 - 4.7
5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.4	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

West Virginia

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in West Virginia	\$54,759	174,741
Percent of Total U.S. shipments (%)	0.4	1.5

Commodities Originating in West Virginia

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
15 Coal	16.8	15 Coal	75.8
21 Pharmaceutical products	12.7	12 Gravel and crushed stone (excludes dolomite and slate)	6.1
32 Base metal in primary or semi-finished forms and in finished basic shapes	8.0	31 Non-metallic mineral products	3.7
20 Basic chemicals	7.1	19 Other coal and petroleum products, not elsewhere classified	2.3
34 Machinery	7.1	20 Basic chemicals	2.2
All other commodities	48.3	All other commodities	9.9
Total	100	Total	100

Shipments Originating from West Virginia

Destination	% of Value	Destination	% of Weight
West Virginia	24.3	West Virginia	27.4
Pennsylvania	11.9	Pennsylvania	15.8
Ohio	11.4	North Carolina	13.3
North Carolina	9.4	Ohio	6.9
Virginia	6.2	Michigan	2.5
New York	4.0	Kentucky	2.2
All other states	32.8	All other states	31.9
Total	100	Total	100

Shipments Inbound to West Virginia

Origin	% of Value	Origin	% of Weight
West Virginia	20.7	West Virginia	49.7
Kentucky	14.3	Kentucky	17.8
Ohio	11.9	Ohio	11.2
Pennsylvania	9.9	Pennsylvania	4.9
Virginia	7.1	Virginia	3.5
Texas	5.3	Indiana	2.8
All other states	30.8	All other states	10.1
Total	100	Total	100

Mode of Transportation for Shipments Originating in West Virginia

Mode	% of Value	Mode	% of Weight
Truck	72.1	Truck	31.2
Air (includes truck and air)	1.2	Air (includes truck and air)	Z
Rail	17.4	Rail	57.1
Water	2.1	Water	4.8
Pipeline ¹	Z	Pipeline ¹	S
Multiple modes ²	7.3	Multiple modes ²	6.8
Parcel, U.S.P.S., or courier	4.7	Parcel, U.S.P.S., or courier	Z
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in West Virginia

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	21.6	Less than 50	24.5
50 to 99	12.4	50 to 99	12.5
100 to 249	25.1	100 to 249	28.3
250 to 499	27.4	250 to 499	32.3
500 to 749	6.0	500 to 749	1.3
750 to 999	3.7	750 to 999	0.6
1,000 to 1,499	1.7	1,000 to 1,499	0.2
1,500 to 1,999	0.6	1,500 to 1,999	Z
2,000 or more	1.5	2,000 or more	0.1
Total	100	Total	100

Industry for Shipments Originating in West Virginia

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	17.1	212 Mining (except oil and gas)	82.4
31-33 Manufacturing	44.9	31-33 Manufacturing	12.3
42 Wholesale trade	31.8	42 Wholesale trade	5.0
4541 Electronic shopping and mail-order houses	0.2	4541 Electronic shopping and mail-order houses	Z
45431 Fuel dealers	0.2	45431 Fuel dealers	0.1
4931 ⁴ Warehousing and storage	1.3	4931 ⁴ Warehousing and storage	S
5111 Newspaper, periodical, book, and directory publishers	0.1	5111 Newspaper, periodical, book, and directory publishers	Z
551114 Corporate, subsidiary, and regional managing offices	S	551114 Corporate, subsidiary, and regional managing offices	0.2
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

West Virginia - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in West Virginia	\$46,729 - \$62,789	131,180 - 218,302
Percent of Total U.S. shipments (%)	0.3 - 0.5	1.1 - 1.9

Commodities Originating in West Virginia			
2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
15 Coal	13.7 - 19.9	15 Coal	69.6 - 82.0
21 Pharmaceutical products	1.5 - 23.9	12 Gravel and crushed stone (excludes dolomite and slate)	2.4 - 9.8
32 Base metal in primary or semi-finished forms and in finished basic shapes	4.0 - 12.0	31 Non-metallic mineral products	1.5 - 5.9
20 Basic chemicals	4.0 - 10.2	19 Other coal and petroleum products, not elsewhere classified	1.2 - 3.4
34 Machinery	5.3 - 8.9	20 Basic chemicals	1.7 - 2.7
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from West Virginia				Shipments Inbound to West Virginia			
Destination	% of Value	Destination	% of Weight	Origin	% of Value	Origin	% of Weight
West Virginia	21.6 - 27.0	West Virginia	19.9 - 34.9	West Virginia	18.0 - 23.4	West Virginia	41.6 - 57.8
Pennsylvania	8.4 - 15.4	Pennsylvania	10.7 - 20.9	Kentucky	7.3 - 21.3	Kentucky	8.8 - 26.8
Ohio	8.7 - 14.1	North Carolina	6.9 - 19.7	Ohio	8.8 - 15.0	Ohio	7.4 - 15.0
North Carolina	5.2 - 13.6	Ohio	4.2 - 9.6	Pennsylvania	7.5 - 12.3	Pennsylvania	1.6 - 8.2
Virginia	4.4 - 8.0	Michigan	0.5 - 4.5	Virginia	4.4 - 9.8	Virginia	2.0 - 5.0
New York	2.7 - 5.3	Kentucky	0.7 - 3.7	Texas	3.5 - 7.1	Indiana	0.2 - 5.4
All other states	NA	All other states	NA	All other states	NA	All other states	NA
Total	NA	Total	NA	Total	NA	Total	NA

Mode of Transportation for Shipments Originating in West Virginia				Distance Shipped for Shipments Originating in West Virginia			
Mode	% of Value	Mode	% of Weight	Miles Shipped	% of Value	Miles Shipped	% of Weight
Truck	67.2 - 77.0	Truck	24.4 - 38.0	Less than 50	19.4 - 23.8	Less than 50	19.2 - 29.8
Air (includes truck and air)	0.0 - 2.7	Air (includes truck and air)	NA	50 to 99	9.8 - 15.0	50 to 99	7.9 - 17.1
Rail	13.6 - 21.2	Rail	45.9 - 68.3	100 to 249	20.3 - 29.9	100 to 249	20.6 - 36.0
Water	0.6 - 3.6	Water	0.0 - 10.7	250 to 499	22.5 - 32.3	250 to 499	21.1 - 43.5
Pipeline ¹	0.0 - 0.2	Pipeline ¹	0.0 - 1.6	500 to 749	4.5 - 7.5	500 to 749	0.4 - 2.2
Multiple modes ²	5.1 - 9.5	Multiple modes ²	3.1 - 10.5	750 to 999	3.0 - 4.4	750 to 999	0.2 - 1.0
Parcel, U.S.P.S., or courier	3.1 - 6.3	Parcel, U.S.P.S., or courier	NA	1,000 to 1,499	1.0 - 2.4	1,000 to 1,499	0.0 - 0.4
Other modes	NA	Other modes	NA	1,500 to 1,999	0.4 - 0.8	1,500 to 1,999	NA
				2,000 or more	1.1 - 1.9	2,000 or more	NA
Total	NA	Total	NA	Total	NA	Total	NA

Industry for Shipments Originating in West Virginia			
NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	14.0 - 20.2	212 Mining (except oil and gas)	77.1 - 87.7
31-33 Manufacturing	36.5 - 53.3	31-33 Manufacturing	7.2 - 17.4
42 Wholesale trade	23.6 - 40.0	42 Wholesale trade	3.5 - 6.5
4541 Electronic shopping and mail-order houses	0.0 - 1.5	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.0 - 0.4	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	0.0 - 3.3	4931 ³ Warehousing and storage	NA
5111 Newspaper, periodical, book, and directory publishers	NA	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	0.0 - 0.6
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Wisconsin

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Wisconsin	\$311,937	234,984
Percent of Total U.S. shipments (%)	2.3	2.1

Commodities Originating in Wisconsin

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
07-R Other prepared foodstuffs, and fats and oils	9.8	12 Gravel and crushed stone (excludes dolomite and slate)	24.9
43 Mixed freight	9.7	31 Non-metallic mineral products	6.9
34 Machinery	9.3	07-R Other prepared foodstuffs, and fats and oils	6.6
36 Motorized and other vehicles (includes parts)	7.2	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	6.3
35 Electronic and other electrical equipment and components, and office equipment	5.6	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	6.3
All other commodities	58.4	All other commodities	49.0
Total	100	Total	100

Shipments Originating from Wisconsin

Destination	% of Value	Destination	% of Weight
Wisconsin	36.4	Wisconsin	62.2
Illinois	10.0	Minnesota	12.2
Minnesota	8.6	Illinois	6.9
Texas	4.1	Texas	2.2
California	3.6	Michigan	1.7
Michigan	3.1	Indiana	1.5
All other states	34.2	All other states	13.3
Total	100	Total	100

Shipments Inbound to Wisconsin

Origin	% of Value	Origin	% of Weight
Wisconsin	42.3	Wisconsin	56.7
Illinois	15.6	Minnesota	11.2
Minnesota	7.5	Wyoming	7.4
California	3.3	Illinois	5.9
Ohio	2.7	Michigan	2.8
Indiana	2.5	Montana	2.4
All other states	26.1	All other states	13.6
Total	100	Total	100

Mode of Transportation for Shipments Originating in Wisconsin

Mode	% of Value	Mode	% of Weight
Truck	81.1	Truck	84.8
Air (includes truck and air)	2.3	Air (includes truck and air)	0.1
Rail	2.2	Rail	8.2
Water	Z	Water	0.3
Pipeline ¹	3.2	Pipeline ¹	4.6
Multiple modes ²	11.1	Multiple modes ²	2.1
Parcel, U.S.P.S., or courier	9.7	Parcel, U.S.P.S., or courier	0.4
Other modes	-	Other modes	-
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Wisconsin

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	27.2	Less than 50	50.0
50 to 99	12.9	50 to 99	17.6
100 to 249	16.7	100 to 249	14.4
250 to 499	12.2	250 to 499	6.8
500 to 749	11.0	500 to 749	3.7
750 to 999	9.5	750 to 999	3.3
1,000 to 1,499	5.9	1,000 to 1,499	2.9
1,500 to 1,999	4.6	1,500 to 1,999	1.5
2,000 or more	0.1	2,000 or more	S
Total	100	Total	100

Industry for Shipments Originating in Wisconsin

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.3	212 Mining (except oil and gas)	29.0
31-33 Manufacturing	56.5	31-33 Manufacturing	40.6
42 Wholesale trade	29.5	42 Wholesale trade	24.4
4541 Electronic shopping and mail-order houses	2.2	4541 Electronic shopping and mail-order houses	0.1
45431 Fuel dealers	0.2	45431 Fuel dealers	0.3
4931 ⁴ Warehousing and storage	9.7	4931 ⁴ Warehousing and storage	4.2
5111 Newspaper, periodical, book, and directory publishers	0.8	5111 Newspaper, periodical, book, and directory publishers	0.2
551114 Corporate, subsidiary, and regional managing offices	0.8	551114 Corporate, subsidiary, and regional managing offices	S
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Wisconsin - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Wisconsin	\$288,495 - \$335,379	185,020 - 284,948
Percent of Total U.S. shipments (%)	2.1 - 2.5	1.6 - 2.6

Commodities Originating in Wisconsin

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
07-R Other prepared foodstuffs, and fats and oils	8.2 - 11.4	12 Gravel and crushed stone (excludes dolomite and slate)	20.1 - 29.7
43 Mixed freight	7.5 - 11.9	31 Non-metallic mineral products	4.5 - 9.3
34 Machinery	7.8 - 10.8	07-R Other prepared foodstuffs, and fats and oils	4.0 - 9.2
36 Motorized and other vehicles (includes parts)	5.7 - 8.7	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	4.8 - 7.8
35 Electronic and other electrical equipment and components, and office equipment	4.1 - 7.1	18-R Fuel oils (includes diesel, bunker c, and biodiesel)	4.1 - 8.5
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Wisconsin

Destination	% of Value	Destination	% of Weight
Wisconsin	35.1 - 37.7	Wisconsin	56.9 - 67.5
Illinois	9.3 - 10.7	Minnesota	6.0 - 18.4
Minnesota	6.4 - 10.8	Illinois	3.1 - 10.7
Texas	3.7 - 4.5	Texas	1.7 - 2.7
California	2.9 - 4.3	Michigan	1.2 - 2.2
Michigan	2.6 - 3.6	Indiana	1.1 - 1.9
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Wisconsin

Origin	% of Value	Origin	% of Weight
Wisconsin	39.4 - 45.2	Wisconsin	49.9 - 63.5
Illinois	13.2 - 18.0	Minnesota	7.2 - 15.2
Minnesota	6.4 - 8.6	Wyoming	2.3 - 12.5
California	2.0 - 4.6	Illinois	5.0 - 6.8
Ohio	2.2 - 3.2	Michigan	1.5 - 4.1
Indiana	2.1 - 2.9	Montana	0.8 - 4.0
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Wisconsin

Mode	% of Value	Mode	% of Weight
Truck	78.0 - 84.2	Truck	80.8 - 88.8
Air (includes truck and air)	1.4 - 3.2	Air (includes truck and air)	0.1 - 0.1
Rail	1.5 - 2.9	Rail	5.3 - 11.1
Water	NA	Water	0.0 - 0.7
Pipeline ¹	0.0 - 11.4	Pipeline ¹	0.0 - 12.1
Multiple modes ²	10.2 - 12.0	Multiple modes ²	1.6 - 2.6
Parcel, U.S.P.S., or courier	8.6 - 10.8	Parcel, U.S.P.S., or courier	0.2 - 0.6
Other modes	NA	Other modes	NA
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Wisconsin

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	24.8 - 29.6	Less than 50	43.8 - 56.2
50 to 99	11.8 - 14.0	50 to 99	13.2 - 22.0
100 to 249	15.6 - 17.8	100 to 249	12.6 - 16.2
250 to 499	11.3 - 13.1	250 to 499	5.3 - 8.3
500 to 749	10.1 - 11.9	500 to 749	2.6 - 4.8
750 to 999	8.8 - 10.2	750 to 999	2.6 - 4.0
1,000 to 1,499	5.4 - 6.4	1,000 to 1,499	2.2 - 3.6
1,500 to 1,999	3.9 - 5.3	1,500 to 1,999	0.8 - 2.2
2,000 or more	NA	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Wisconsin

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	0.1 - 0.5	212 Mining (except oil and gas)	23.1 - 34.9
31-33 Manufacturing	53.9 - 59.1	31-33 Manufacturing	36.6 - 44.6
42 Wholesale trade	27.3 - 31.7	42 Wholesale trade	20.4 - 28.4
4541 Electronic shopping and mail-order houses	1.3 - 3.1	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	0.0 - 0.4	45431 Fuel dealers	0.1 - 0.5
4931 ³ Warehousing and storage	8.1 - 11.3	4931 ³ Warehousing and storage	2.7 - 5.7
5111 Newspaper, periodical, book, and directory publishers	0.4 - 1.2	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	0.3 - 1.3	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Wyoming

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Wyoming	\$25,470	421,925
Percent of Total U.S. shipments (%)	0.2	3.7

Commodities Originating in Wyoming

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
15 Coal	21.4	15 Coal	91.3
20 Basic chemicals	13.0	20 Basic chemicals	4.0
43 Mixed freight	8.2	19 Other coal and petroleum products, not elsewhere classified	0.8
34 Machinery	7.3	31 Non-metallic mineral products	0.7
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	6.4	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	0.4
All other commodities	43.7	All other commodities	2.8
Total	100	Total	100

Shipments Originating from Wyoming

Destination	% of Value	Destination	% of Weight
Wyoming	40.6	Texas	15.5
Colorado	7.7	Illinois	12.0
Texas	6.8	Missouri	9.8
Illinois	3.5	Wyoming	8.8
Nebraska	3.1	Colorado	4.8
Missouri	2.9	Iowa	4.7
All other states	35.4	All other states	44.4
Total	100	Total	100

Shipments Inbound to Wyoming

Origin	% of Value	Origin	% of Weight
Wyoming	35.2	Wyoming	74.5
Colorado	14.0	Montana	8.3
Montana	8.5	Utah	5.8
Utah	6.4	Colorado	3.9
Texas	6.3	South Dakota	1.7
California	3.8	Texas	0.7
All other states	25.8	All other states	5.1
Total	100	Total	100

Mode of Transportation for Shipments Originating in Wyoming

Mode	% of Value	Mode	% of Weight
Truck	51.5	Truck	3.6
Air (includes truck and air)	0.1	Air (includes truck and air)	Z
Rail	34.0	Rail	93.2
Water	-	Water	-
Pipeline ¹	S	Pipeline ¹	S
Multiple modes ²	3.8	Multiple modes ²	0.2
Parcel, U.S.P.S., or courier	3.5	Parcel, U.S.P.S., or courier	Z
Other modes	1.1	Other modes	2.4
Total³	100	Total³	100

Distance Shipped for Shipments Originating in Wyoming

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	25.6	Less than 50	4.7
50 to 99	10.1	50 to 99	2.4
100 to 249	16.4	100 to 249	3.2
250 to 499	9.7	250 to 499	8.5
500 to 749	12.0	500 to 749	20.6
750 to 999	11.2	750 to 999	33.1
1,000 to 1,499	11.8	1,000 to 1,499	25.9
1,500 to 1,999	3.2	1,500 to 1,999	1.7
2,000 or more	Z	2,000 or more	S
Total	100	Total	100

Industry for Shipments Originating in Wyoming

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	28.7	212 Mining (except oil and gas)	94.1
31-33 Manufacturing	42.3	31-33 Manufacturing	5.1
42 Wholesale trade	20.1	42 Wholesale trade	0.6
4541 Electronic shopping and mail-order houses	1.0	4541 Electronic shopping and mail-order houses	Z
45431 Fuel dealers	S	45431 Fuel dealers	S
4931 ⁴ Warehousing and storage	7.0	4931 ⁴ Warehousing and storage	0.1
5111 Newspaper, periodical, book, and directory publishers	0.1	5111 Newspaper, periodical, book, and directory publishers	Z
551114 Corporate, subsidiary, and regional managing offices	S	551114 Corporate, subsidiary, and regional managing offices	S
Total	100	Total	100

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Z Less than half the unit shown. Represents an estimate that is between zero and half the unit shown, thus, has rounded to zero.

- Represents a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ The total percent for mode of transportation is the sum of Truck, Air, Rail, Water, Pipeline, Multiple modes, and Other modes. The Parcel, U.S.P.S., or courier percentage is included in the Multiple modes percentage.

⁴ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

* Please note that due to rounding, estimates may not total exactly to 100.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Wyoming - 90% Confidence Interval

	Value (in millions)	Weight (in thousand tons)
Total Shipments Originating in Wyoming	\$17,953 - \$32,987	270,341 - 573,509
Percent of Total U.S. shipments (%)	0.1 - 0.3	2.4 - 5.0

Commodities Originating in Wyoming

2-Digit SCTG - Commodity Description	% of Value	2-Digit SCTG - Commodity Description	% of Weight
15 Coal	11.7 - 31.1	15 Coal	77.0 - 105.6
20 Basic chemicals	7.9 - 18.1	20 Basic chemicals	0.0 - 10.2
43 Mixed freight	4.4 - 12.0	19 Other coal and petroleum products, not elsewhere classified	0.0 - 2.3
34 Machinery	3.5 - 11.1	31 Non-metallic mineral products	0.0 - 3.8
17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	4.0 - 8.8	17-R Gasoline, aviation turbine fuel, and ethanol (includes kerosene and fuel alcohols)	0.0 - 0.8
All other commodities	NA	All other commodities	NA
Total	NA	Total	NA

Shipments Originating from Wyoming

Destination	% of Value	Destination	% of Weight
Wyoming	34.6 - 46.6	Texas	9.6 - 21.4
Colorado	5.5 - 9.9	Illinois	7.1 - 16.9
Texas	5.2 - 8.4	Missouri	6.3 - 13.3
Illinois	1.7 - 5.3	Wyoming	3.3 - 14.3
Nebraska	1.6 - 4.6	Colorado	2.4 - 7.2
Missouri	2.0 - 3.8	Iowa	3.1 - 6.3
All other states	NA	All other states	NA
Total	NA	Total	NA

Shipments Inbound to Wyoming

Origin	% of Value	Origin	% of Weight
Wyoming	26.2 - 44.2	Wyoming	63.1 - 85.9
Colorado	10.2 - 17.8	Montana	3.4 - 13.2
Montana	4.7 - 12.3	Utah	0.7 - 10.9
Utah	4.9 - 7.9	Colorado	2.3 - 5.5
Texas	4.7 - 7.9	South Dakota	1.0 - 2.4
California	1.4 - 6.2	Texas	0.3 - 1.1
All other states	NA	All other states	NA
Total	NA	Total	NA

Mode of Transportation for Shipments Originating in Wyoming

Mode	% of Value	Mode	% of Weight
Truck	44.7 - 58.3	Truck	0.0 - 9.3
Air (includes truck and air)	0.1 - 0.1	Air (includes truck and air)	NA
Rail	27.0 - 41.0	Rail	84.0 - 102.4
Water	NA	Water	NA
Pipeline ¹	NA	Pipeline ¹	NA
Multiple modes ²	2.9 - 4.7	Multiple modes ²	0.0 - 0.7
Parcel, U.S.P.S., or courier	2.6 - 4.4	Parcel, U.S.P.S., or courier	NA
Other modes	0.0 - 2.7	Other modes	0.0 - 7.7
Total	NA	Total	NA

Distance Shipped for Shipments Originating in Wyoming

Miles Shipped	% of Value	Miles Shipped	% of Weight
Less than 50	19.2 - 32.0	Less than 50	0.0 - 9.5
50 to 99	7.7 - 12.5	50 to 99	0.8 - 4.0
100 to 249	12.9 - 19.9	100 to 249	0.5 - 5.9
250 to 499	7.9 - 11.5	250 to 499	5.8 - 11.2
500 to 749	9.1 - 14.9	500 to 749	16.4 - 24.8
750 to 999	7.5 - 14.9	750 to 999	26.1 - 40.1
1,000 to 1,499	10.0 - 13.6	1,000 to 1,499	20.0 - 31.8
1,500 to 1,999	1.2 - 5.2	1,500 to 1,999	0.0 - 4.6
2,000 or more	NA	2,000 or more	NA
Total	NA	Total	NA

Industry for Shipments Originating in Wyoming

NAICS - Industry	% of Value	NAICS - Industry	% of Weight
212 Mining (except oil and gas)	20.5 - 36.9	212 Mining (except oil and gas)	81.6 - 106.6
31-33 Manufacturing	28.4 - 56.2	31-33 Manufacturing	0.0 - 17.0
42 Wholesale trade	15.2 - 25.0	42 Wholesale trade	0.0 - 1.3
4541 Electronic shopping and mail-order houses	0.1 - 1.9	4541 Electronic shopping and mail-order houses	NA
45431 Fuel dealers	NA	45431 Fuel dealers	NA
4931 ³ Warehousing and storage	1.7 - 12.3	4931 ³ Warehousing and storage	0.0 - 0.3
5111 Newspaper, periodical, book, and directory publishers	0.0 - 0.3	5111 Newspaper, periodical, book, and directory publishers	NA
551114 Corporate, subsidiary, and regional managing offices	NA	551114 Corporate, subsidiary, and regional managing offices	NA
Total	NA	Total	NA

NA Not applicable. The estimate and/or standard error needed to calculate the 90% confidence interval was either suppressed (because of high sampling variability or poor response quality), rounded to zero, or a data cell equal to zero.

¹ Estimates for pipeline exclude shipments of crude petroleum (SCTG 16).

² Multiple modes includes Parcel, U.S.P.S., or courier, Truck-Rail, Truck-Water, Rail-Water, and Other multiple modes.

³ For tabulation and publication purposes, NAICS 484 is grouped with NAICS 4931.

07-R Prior to the 2012 CFS, oils and fats treated for use as biodiesel were included in SCTG 07. In the 2012 CFS, oils and fats treated for use as biodiesel moved to SCTG 18.

08-R Prior to the 2012 CFS, alcohols intended for use as fuel such as ethanol, although not specifically identified, were included in SCTG 08. In the 2012 CFS, ethanol moved to SCTG 17.

17-R Prior to the 2012 CFS, fuel alcohols such as ethanol were included in SCTG 08, although not specifically identified. Also, kerosene was included in SCTG 19. In the 2012 CFS, ethanol, fuel alcohols, and kerosene moved to SCTG 17.

18-R Prior to the 2012 CFS, biodiesel, although not specifically identified, was included in SCTG 07. In the 2012 CFS, biodiesel moved to SCTG 18.

SOURCE: U.S. Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, 2012 Commodity Flow Survey data, December 2014.

Appendix A. Comparability with the 2007, 2002, 1997, and 1993 Commodity Flow Surveys

The following tables show a comparison of the commodity classification system, industry coverage, sample size, sample weeks, reported mode of transportation, and data items requested for each shipment among the 1993, 1997, 2002, 2007, and 2012 Commodity Flow Surveys (CFS).

Commodity Classification System	
1993 CFS	1997, 2002, 2007, and 2012 CFS
Standard Transportation Commodity Code (STCC), developed by the Association of American Railroads (AAR)	Standard Classification of Transported Goods (SCTG)

Industry Coverage			
1993 CFS and 1997 CFS	2002 CFS	2007 CFS	2012 CFS
Establishments classified based on the 1987 Standard Industrial Classification (SIC) system	Establishments classified based on the 1997 North American Industry Classification System (NAICS)	Establishments classified based on the 2002 NAICS	Establishments classified based on 2007 NAICS
Publishers were covered— classified in Manufacturing Division	Publishers were not covered— classified in information sector ¹	Publishers were covered— classified in information sector ¹	Publishers were covered— classified in Information Sector ¹
Logging covered—under Manufacturing Division	Logging not covered ²	Logging not covered ²	Logging not covered
Other Manufacturing (excluding Printing Trade Services [SIC 279])	Other manufacturing (excluding Prepress services [NAICS 323122])	Other manufacturing (excluding Prepress services [NAICS 323122])	Manufacturing (excluding Prepress Services [NAICS 323122])
Mining (except mining services [SICs 108, 124, 138, 148] and oil and gas extraction [SICs 131 and 132])	Mining (except support activities [NAICS 213] and oil and gas extraction [NAICS 211])	Mining (except support activities [NAICS 213] and oil and gas extraction [NAICS 211])	Mining (except support activities [NAICS 213] and oil and gas extraction [NAICS 211])
Wholesale (merchants and manufacturers' sales branches and government-owned liquor stores)	Wholesale (merchants and manufacturers' sales branches and government-owned liquor stores)	Wholesale (merchants and manufacturers' sales branches and government-owned liquor stores)	Wholesale (merchants and manufacturers' sales branches and own brand importers)
Retail—catalog and mail-order houses	Retail—electronic shopping and mail-order houses	Retail—electronic shopping and mail-order houses, fuel dealers	Retail—electronic shopping and mail-order houses, fuel dealers
Auxiliaries (managing offices, warehouses)	Auxiliaries (managing offices, warehouses)	Auxiliaries (managing offices, warehouses) ³	Auxiliaries (managing offices, warehouses and trucking) ³

¹ Under NAICS, publishers were reclassified from Manufacturing (SIC 2711, 2721, 2731, 2741, and part of 2771) to Information (NAICS 5111 and 51223) and were excluded in the 2002 CFS. In 2007, Music Publishers (NAICS 51223) was tabulated and published in Newspaper, Periodical, Book and Directory Publishers (NAICS 5111). However, for the 2012 cycle, NAICS 51223 was not sampled.

² Because of changes in the classification of establishments between SIC and NAICS, logging establishments (NAICS 1133), which were covered as part of Manufacturing in the 1993 and 1997 surveys, were not included in 2002 and 2007. Detailed information about NAICS classification can be found on the Census Bureau's NAICS Web site.

³ While included in all surveys, the procedures for identifying in-scope auxiliary establishments have changed over the years. For the 1997 CFS, a managing office was considered in-scope only if it had sales or end-of-year inventories in the 1992 Census. Research conducted prior to the 2002 CFS showed that not all managing offices with shipping activity in the 1997 CFS indicated sales or inventories in the 1997 Economic Census. Consequently, the 1997 Economic Census results were not used to determine scope for managing offices in the 2002 CFS. For 2002, an auxiliary was included if it supported an in-scope or retail company. For the 2007 CFS, an advance survey of approximately 40,000 auxiliary establishments was conducted in 2006 to identify those auxiliary establishments with shipping activity. Those that indicated that shipping was performed (as well as nonrespondents) were included in the CFS sample universe. For the 2012 CFS, a targeted advance survey (precanvass) of approximately 100,000 establishments was conducted in 2011 to identify those establishments that actually conduct shipping activities. In these groups, surveyed establishments that reported that they did not conduct any shipping activity were excluded from the eventual CFS sample universe.

CFS Sample Size and Sample Frame					
	Number of establishments in each CFS cycle				
	1993	1997	2002	2007	2012
Sample size	197,176	102,739	51,005	102,369	102,565
Sample frame size (approximately)	790,000	770,000	760,000	754,000	716,000

Sample Weeks	
1993 CFS	1997, 2002, 2007, and 2012 CFS
Respondents were asked to select a sample of their individual outbound shipments during a 2-week period in each of the four calendar quarters of the year 1993, and report key characteristics (e.g., commodity, weight, value and destination) for each of the sampled shipments	Respondents were asked to select a sample of their individual outbound shipments during a 1-week period in each of the four calendar quarters of the reference CFS year, and report key characteristics (e.g., commodity, weight, value, and destination) for each of the sample shipments

Reported Mode of Transportation		
1993 CFS	1997, 2002, and 2007 CFS	2012 CFS
For-hire truck	For-hire truck	For-hire truck
Private truck	Private truck	Private truck
Rail	Rail	Rail
Air	Air	Air
Inland water	Shallow draft vessel	Inland water
Deep sea water	Deep draft vessel	Deep sea
Pipeline	Pipeline	Pipeline
Parcel, U.S. Postal Service, or courier	Parcel, U.S. Postal Service, or courier	Parcel, U.S. Postal Service, or courier
Other	Other	Other
Unknown	Unknown	Unknown

Data Items Requested for Each Shipment			
1993 CFS	1997 CFS	2002 and 2007 CFS	2012 CFS
For each shipment:	For each shipment:	For each shipment:	For each shipment:
Shipment ID	Shipment ID	Shipment ID	Shipment ID
Shipment date	Shipment date	Shipment date	Shipment date
Total value	Total value	Total value	Total value
Total weight	Total weight	Total weight	Total weight
Standard Transportation Commodity Code (STCC) of the commodity that contributes the most to the shipment's weight	Standard Classification of Transported Goods (SCTG) code of the commodity that contributes the most to the shipment's weight	SCTG code of the commodity that contributes the most to the shipment's weight	SCTG code of the commodity that contributes the most to the shipment's weight
Commodity description	Commodity description	Commodity description	Commodity description
All known modes of transportation	All known modes of transportation	All known modes of transportation in the order used	All known modes of transportation in the order used
Single origin (assumed to be the mailing address unless the respondent provided a different physical location address)	Single origin (assumed to be the mailing address unless the respondent provided a different physical location address)	Single origin (assumed to be the mailing address unless the respondent provided a different physical location address)	Single origin (assumed to be the mailing address unless the respondent provided a different physical location address)
Destination	Destination	Destination	Destination
Containerized (Y/N)	Containerized (Y/N)	NA	NA
NA	NA	Intermodal (Y/N)	NA
NA	NA	NA	Temperature controlled (Y/N)
Hazardous material (Y/N)	Hazardous material—United Nations or North American (UN/NA) code	Hazardous material—UN/NA code	Hazardous material—UN/NA code
Export (Y/N)	Export (Y/N)	Export (Y/N)	Export (Y/N)
If export: U.S. exit gateway, mode(s) of transport to the gateway, foreign city and country of destination, and mode(s) of export	If export: U.S. exit gateway, mode(s) of transport to the gateway, foreign city and country of destination, and mode(s) of export	If export: U.S. exit gateway, mode(s) of transport to the gateway, foreign city and country of destination, and mode(s) of export	If export: U.S. exit gateway, mode(s) of transport to the gateway, foreign city and country of destination, and mode(s) of export
NA Not available.			

Data Items Requested for Each Establishment		
1993, 1997, and 2002 CFS	2007 CFS	2012 CFS
NA	Third party logistics (3PL) usage	Rush Delivery usage
NA Not available.		

Appendix B. Reliability of the Estimates

INTRODUCTION

The estimates presented by the 2012 Commodity Flow Survey (CFS) may differ from the actual, unknown population values. Statisticians define this difference as the total error of the estimate. When describing the accuracy of survey results, it is convenient to discuss total error as the sum of sampling error and nonsampling error. Sampling error is the average difference between the estimate and the result that would be obtained from a complete enumeration of the sampling frame conducted under the same survey conditions. Nonsampling error encompasses all other factors that contribute to the total error of a sample survey estimate.

The sampling error of the estimates in this publication can be estimated from the selected sample because the sample was selected using probability sampling. Common measures related to sampling error are the sampling variance, the standard error, and the coefficient of variation (CV). The sampling variance is the squared difference, averaged over all possible samples of the same size and design, between the estimator and its average value. The standard error is the square root of the sampling variance. The CV expresses the standard error as a percentage of the estimate to which it refers.

Nonsampling errors are difficult to measure and can be introduced through inadequacies in the questionnaire, nonresponse, inaccurate reporting by respondents, errors in the application of survey procedures, incorrect recording of answers, and errors in data entry and processing. In conducting the 2012 CFS, every effort was made to minimize the effect of nonsampling errors on the estimates. Data users should take into account both the measures of sampling error and the potential effects of nonsampling error when using these estimates.

Sampling Error

Because the estimates are based on a sample, exact agreement with results that would be obtained from a complete enumeration of all shipments made in 2012 from all establishments included on the sampling frame using the same enumeration procedures is not expected. However, because probability sampling was used at each stage of selection, it is possible to estimate the sampling variability of the survey estimates. For CFS estimates, sampling variability arises from each of the three stages of sampling (See Appendix C).

The particular sample used in this survey is one of a large number of samples of the same size that could have been selected using the same design. If all possible samples had been surveyed under the same conditions, an estimate of a population parameter of interest could have been obtained from each sample. These samples give rise to a distribution of estimates for the population parameter. A statistical measure of the variability among these estimates is the standard error, which can be approximated from any one sample. The *standard error* is defined as the square root of the variance. The *coefficient of variation* (CV, or relative standard error) of an estimator is the standard error of the estimator divided by the estimator. For the 2007 CFS, the coefficient of variation also incorporates the effect of the noise infusion disclosure avoidance method. Note that measures of sampling variability, such as the standard error and coefficient of variation, are estimated from the sample and are also subject to sampling variability, and technically they should have been referred to as estimated standard error and estimated coefficient of variation. However, for the sake of brevity, we have omitted this detail. It is important to

note that the standard error only measures sampling variability. It does not measure systematic biases of the sample. Individuals using estimates contained in this report are advised to incorporate this information into their analyses, as sampling error could affect the conclusions drawn from these estimates.

An estimate from a particular sample and the standard error associated with the estimate can be used to construct a confidence interval. A *confidence interval* is a range about a given estimator that has a specified probability of containing the result of a complete enumeration of the sampling frame conducted under the same survey conditions. Associated with each interval is a percentage of confidence, which is interpreted as follows. If, for each possible sample, an estimate of a population parameter and its approximate standard error were obtained, then:

1. For approximately 90 percent of the possible samples, the interval from 1.833 standard errors below to 1.833 standard errors above the estimate would include the result as obtained from a complete enumeration of the sampling frame conducted under the same survey conditions.
2. For approximately 95 percent of the possible samples, the interval from 2.262 standard errors below to 2.262 standard errors above the estimate would include the result as obtained from a complete enumeration of the sampling frame conducted under the same survey conditions.

The 1.833 and 2.262 values, used to compute the 90 percent and 95 percent confidence intervals, are taken from the t-distribution with nine degrees of freedom. This takes into account the uncertainty in the estimates of the CVs and standard errors produced using the random group method with ten random groups.

To illustrate the computation of a confidence interval for an estimate of total value of shipments, assume that an estimate of total value is \$10,750 million and the coefficient of variation for this estimate is 1.8 percent, or 0.018. First obtain the standard error of the estimate by multiplying the value of shipments estimate by its coefficient of variation. For this example, multiply \$10,750 million by 0.018. This yields a standard error of \$193.5 million. The upper and lower bounds of the 90-percent confidence interval are computed as \$10,750 million plus or minus 1.645 times \$193.5 million. Consequently, the 90-percent confidence interval is \$10,432 million to \$11,068 million. If corresponding confidence intervals were constructed for all possible samples of the same size and design, approximately 9 out of 10 (90 percent) of these intervals would contain the result obtained from a complete enumeration.

NONSAMPLING ERROR

Nonsampling error encompasses all other factors that contribute to the total error of a sample survey estimate and may also occur in censuses. It is often helpful to think of nonsampling error as arising from deficiencies or mistakes in the survey process. In the CFS, nonsampling error can be attributed to many sources:

- Inability to obtain information about all units in the sample.
- Response errors.
- Differences in the interpretation of the questions.
- Mistakes in coding or keying the data obtained.
- Other errors of collection, response, coverage, and processing.

Although no direct measurement of the potential biases due to nonsampling error has been obtained, precautionary steps were taken in all phases of the collection, processing, and tabulation of the data in an effort to minimize their influence. The Census Bureau recommends that individuals using estimates in this report incorporate this information into their analyses, as nonsampling error could affect the conclusions drawn from these estimates.

Some possible sources of bias that are attributed to respondent-conducted sampling include:

- Misunderstanding the definition of a shipment.
- Constructing an incomplete frame of shipments from which to sample.
- Ordering the shipment sampling frame by selected shipment characteristics.
- Selecting shipment records by a method other than the one specified in the questionnaire's instructions.

The respondents who reported a shipment with unusually large value or weight when compared to the rest of their reported shipments were often contacted for verification. In such cases, if we were able to collect information on all of the large shipments a respondent had made either for a particular reporting week or for the entire quarter, we then identified those large shipments as certainty shipments.

A potential source of bias in the estimates is nonresponse. Nonresponse is defined as the inability to obtain all the intended measurements or responses from all units in the sample. Four levels of nonresponse can occur in the CFS:

- Item
- Shipment
- Quarter (reporting week)
- Establishment

Nonresponse

Item nonresponse occurs either when a particular shipment data item is unanswered or the response to the question fails computer or analyst edits. Nonresponse to the shipment value or weight items is corrected by imputation, which is the procedure by which a missing value is replaced by a predicted value obtained from an appropriate model. (See Appendix C for a description of the imputation procedure.)

Shipment, quarter, and establishment nonresponse describe the inability to obtain any of the substantive measurements about a sampled shipment, quarter, or establishment, respectively. Shipment and quarter nonresponse are corrected by reweighting (see Appendix C for the descriptions of the shipment and quarter nonresponse weights). Reweighting allocates characteristics to the nonrespondents in proportion to the characteristics observed for the respondents. The amount of bias introduced by this nonresponse adjustment procedure depends on the extent to which the nonrespondents differ, characteristically, from the respondents.

Establishment nonresponse is corrected during the estimation procedure by the industry-level adjustment weight. In most cases of establishment nonresponse, none of the four questionnaires have been returned to the Census Bureau after several attempts to elicit a response.

Response Rate

The CFS produces four different response rates: a participation response rate, a unit response rate, a weighted unit response rate, and a total quantity (item) response rate. The first three are based on the responses of the establishments selected into the survey. These unit response rates are shown in Table 1 below.

Type of response rate	PRR, URR, WRR (percent) ^{1, 2, 3}
Participation	57.0
Unit	66.1
Weighted unit	76.7
<p>¹ Participation Response Rate (PRR)—The Participation Response Rate is the total number of unweighted establishments that provided usable data divided by the total number of establishments in the sample (102,565) (expressed as a percentage). “Usable data” means that an establishment provided at least one shipment that was used in the tabulation of published estimates.</p> <p>² Unit Response Rate (URR)—The Unit Response Rate is defined as the percentage of the total unweighted number of establishments that provided usable data to the total number of establishments that were eligible (or potentially eligible) for data collection. URRs are indicators of the performance of the data collection process in obtaining usable responses.</p> <p>³ Weighted Unit Response Rate (WRR)—The Weighted Unit Response Rate is defined as the percentage of the total weighted 2012 Economic Census adjusted receipts of establishments that provided usable data to the total weighted economic census adjusted receipts of establishments that were eligible (or potentially eligible) for data collection. This incorporates the size of the establishment as well as its sample weight into the measure of response.</p>	

The fourth rate is based on the quality of the individual shipment data reported by the responding establishments. These total quantity response rates for the 2012 CFS are shown in Table 2 below.

CFS variable	TQRR (percent) ¹
Value	51.9
Tons	50.9
Ton-miles	63.2
<p>¹ Total Quantity Response Rate (TQRR)—The Total Quantity Response Rate is defined as the percentage of the estimated (weighted) total of a given data item (Value, Tons, or Ton-miles) that is based on reported shipment data or from sources determined to be of equivalent-quality-to-reported. The TQRR is an item-level indicator of the “quality” of each estimate. In contrast to the Unit Response Rate (URR), these weighted response rates are computed for individual data items, so CFS produces several TQRRs. The TQRR for the CFS is based on the weighting adjustments made for establishment, quarter, or shipment nonresponse.</p>	

DEFINITIONS OF TERMS

Confidentiality

Title 13 of the U.S. Code authorizes the Census Bureau to conduct censuses and surveys. Section 9 of Title 13 requires that any information collected from the public under the authority of Title 13 be maintained as confidential. Section 214 of Title 13 and Sections 3559 and 3571 of Title 18 of the U.S. Code provide for the imposition of penalties of up to 5 years in prison and up to \$250,000 in fines for wrongful disclosure of confidential census information. In accordance with Title 13, no estimates are published that would disclose the operations of an individual firm.

The Census Bureau's internal Disclosure Review Board sets the confidentiality rules for all data releases. A checklist approach is used to ensure that all potential risks to the confidentiality of the data are considered and addressed.

Disclosure Avoidance

Disclosure is the release of data that have been deemed confidential. It generally reveals information about a specific individual or establishment or permits deduction of sensitive information about a particular individual or establishment. Disclosure avoidance is the process used to protect the confidentiality of the survey data provided by an individual or firm. Using disclosure avoidance procedures, the Census Bureau modifies or removes the characteristics that put confidential information at risk of disclosure. Although it may appear that a table shows information about a specific individual or business, the Census Bureau has taken steps to disguise or suppress the original data while making sure the results are still useful. The techniques used by the Census Bureau to protect confidentiality in tabulations vary, depending on the type of data.

For the CFS, the primary method of disclosure avoidance is Noise Infusion. Noise Infusion is a method of disclosure avoidance in which values for each shipment are perturbed prior to tabulation by applying a random noise multiplier to shipment value and weight. Disclosure protection is accomplished in a manner that causes the vast majority of cell values to be perturbed by at most a few percentage points. For sample-based tabulations, such as CFS, the estimated relative standard error for a published cell includes both the estimated sampling error and the amount of perturbation in the estimated cell value due to noise. In extremely rare circumstances, some individual cells may be suppressed on a case-by-case basis for additional disclosure avoidance. In these cases, the data are replaced with a "D" in the tables. Other cells in the table may be suppressed because the quality of the data does not meet publication standards. By far, the most common reason for suppressing a cell is a high coefficient of variation (greater than 50 percent). These suppressed cells are shown with an "S" in the tables.

Unpublished Estimates

Estimates that had high sampling variability or poor response quality were not published. Some of these unpublished estimates can be derived directly from the CFS tables by subtracting published estimates from their respective totals. However, the (unpublished) estimates obtained by such subtraction would be subject to poor response, high sampling variability, or other factors that may make them potentially misleading. Estimates derived in this manner should not be attributed to the Census Bureau. Individuals who use estimates in these tables to create new estimates should cite the Census Bureau as the source of only the original estimates.

More detailed descriptions for the 2012 CFS can be found in the sampling and nonsampling errors sections (see Sampling and Nonsampling Error in Appendix B).

Appendix C. Sample Design, Data Collection, and Estimation

INTRODUCTION

The primary goal for the 2012 Commodity Flow Survey (CFS) was to estimate shipping volumes (value, tons, and ton-miles) by commodity and mode of transportation at varying levels of geographic detail. A secondary objective was to estimate the volume of shipments moving from one geographic area to another (i.e., flows of commodities between states, regions, etc.) by mode and commodity. A detailed description of the sample design for the 2012 CFS is provided below.

SAMPLE DESIGN

Overview

The sample for the 2012 CFS was selected using a stratified three-stage design in which the first-stage sampling units were establishments, the second-stage sampling units were groups of four 1-week periods (reporting weeks) within the survey year, and the third-stage sampling units were shipments.

First Stage – Establishment Selection

To create the first-stage sampling frame, a subset of establishment records (as of July 2011) was extracted from the Census Bureau's Business Register. The Business Register is a database of all known establishments located in the United States or its territories. An establishment is a single physical location where business transactions take place or services are performed. Establishments located in the United States, having nonzero payroll in 2010, and classified in mining (except oil and gas extraction), manufacturing, wholesale, electronic shopping and mail order, fuel dealers, and publishing industries, as defined by the 2007 NAICS, were included on the sampling frame. Certain manufacturers (Prepress services) and wholesalers (manufacturers' sales offices, agents and brokers, and certain importers) were excluded from the frame.

Auxiliary establishments (e.g., truck transportation facilities, warehouses, and central administrative offices) with shipping activity were also included on the sampling frame. Auxiliary establishments are establishments that are primarily involved in rendering support services to other establishments within the same company, instead of for the public, government, or other business firms. All other establishments included on the sampling frame are referred to as nonauxiliary establishments.

Establishments classified in forestry, fishing, utilities, construction, and all other transportation, retail, and services industries were not included on the sampling frame. Farms and government-owned entities (except government-owned liquor stores) were also excluded from the sampling frame. The resulting frame comprised approximately 716,000 establishments as shown in the table below.

Trade area	Establishments on frame	
	2012 CFS	2007 CFS
Mining	5,543	6,789
Manufacturing	305,805	327,826
Wholesale	345,511	356,477
Retail	27,697	25,190
Services	15,599	22,539
Auxiliaries	14,959	14,878
Total	716,114	753,699

For each establishment, sales, payroll, number of employees, a six-digit NAICS code, name and address, and a primary identifier were extracted, and a measure of size was computed. The measure of size was designed to approximate an establishment's annual total value of shipments for the year 2009.

All of the establishments included on the sampling frame had state and county geographic codes. We used these codes to assign each establishment to one of the 83 CFS metropolitan areas (CFS Areas) defined as a state part of a metropolitan statistical area (MSA) or combined statistical area (CSA). Establishments not located in one of these specified metropolitan areas (MAs) were assigned to a Rest of State (ROS) CFS Area.

Stratification

The sampling frame was stratified by geography, industry, and measure-of-size (MOS) class (with some exceptions for auxiliary establishments and hazardous materials establishments, as described below). The geography by industry cells from the primary strata for the main part of the sample.

Geographic strata were defined by a combination of the 50 states, the District of Columbia, and specific metropolitan areas (called CFS Areas) selected based on their population and importance as transportation gateways. These CFS Areas were defined using the 2009 Office of Management and Budget's definitions. All other MAs were collapsed with the nonmetropolitan areas within the state into ROS CFS Area strata. When an MA crossed state boundaries, we considered the size of each state part of the MA when determining whether or not to create strata in each state in which the MA was defined. For example, the Chicago CSA makes up two CFS Areas: the Illinois part and the Indiana part. The Wisconsin part of Chicago was too small to be a separate CFS Area and was combined into the Remainder of Wisconsin CFS Area. The table below (second column) summarizes the number of CFS Areas used for sampling by type.

Geographic stratum (CFS Area) type	Number of sampled CFS Areas	Number of published CFS Areas
Actual CSA or MSA (state part)	83	82
CFS area = state (DC, RI)	2	2
ROS = whole state (AK, AR, ID, IA, ME, MS, MT, NM, ND, SD, VT, WV, WY)	13	13
ROS < whole state	36	35
Total number of CFS areas	134	132

Between the time the CFS sample of establishments was selected and publication of the data, there were changes to the definitions of the MAs used by the CFS. For sampling purposes, the CFS Areas were defined using the 2009 OMB MA definitions. For tabulation and publication, the 2013 OMB definitions were used to define the CFS Areas. As a result, two CFS Areas used for sampling (Stockton, CA and Remainder of New Jersey) disappeared and, for many others, the counties making up the CFS Areas changed. The rightmost column of the table above shows the number of CFS Areas for which data were eventually published.

The industry strata were defined as follows. Within each of the geographic strata, we defined 48 industry groups based on the 2007 NAICS codes:

- Three mining (four-digit NAICS).
- Twenty-one manufacturing (three-digit NAICS).
- Eighteen wholesale (four-digit NAICS).
- Two retail (NAICS 4541 and 45431).
- One services (NAICS 5111).
- Three auxiliary (combinations of NAICS 484, 4931 and 551114).

For auxiliaries that responded to the Advance Survey and were found to be shippers, 134 primary strata were created, one in each geographic stratum, combining NAICS 484, 4931, and 551114. For auxiliary establishments that did not respond to the Advance Survey, two national strata were created as follows:

- One stratum for nonresponding truck transportation establishments and warehousing and storage establishments (NAICS 484 and NAICS 4931).
- One stratum for nonresponding corporate, subsidiary, and regional managing offices establishments (NAICS 551114).

In order to produce good estimates of shipments of hazardous materials (HAZMAT), 20 six-digit NAICS industries with high amounts of HAZMAT shipments were identified and used to form primary strata. The 2007 CFS data were used to identify these industries and in general, these industries were chosen because:

- They had a large (weighted) total value or total tonnage of hazardous materials.
- A high percentage of their (unweighted) shipments were HAZMAT shipments.

Thirteen of the 20 industries were made certainty strata, and the remaining seven industries were made into primary strata defined by state and the six-digit NAICS code.

The table below shows the number and types of primary strata for the main, auxiliary, and HAZMAT parts of the sample. Note that we are counting the number of strata before they are further stratified by MOS size class.

Part of the sample	Number of primary strata
Main part of the sample (134 CFS areas x 45 industries)	6,030
Auxiliary part of the sample:	
Responders to the Advance Survey (134 CFS areas x 1 industry)	134

Determining the Sample Sizes, Stratifying by MOS Size Class, and Sample Selection

The total desired sample size for the first stage sample was approximately 100,000 establishments and was fixed due to budget constraints. Therefore, in addition to defining the strata, a sample size was determined for each primary stratum. This was performed as follows:

- A target coefficient of variation (CV) was assigned to each primary stratum (geography by industry cell).
- Within each primary stratum, substrata defined by MOS were developed to minimize the sample size needed to achieve the target CV. The establishments in the largest MOS size class were taken with certainty. For the noncertainty substrata, the sample was allocated according to the Neyman allocation, since the Neyman allocation minimizes the sample size needed to achieve a target CV.
- Once the minimum sample sizes for each primary stratum were determined, these were added together and compared to the desired total sample size of 100,000. If the total was not close enough to 100,000, we multiplied all of the target CVs by a fixed factor and repeated the process until the total sample size was close to 100,000.
- The establishments in the geography by industry by MOS size class substrata were selected by simple random sampling without replacement. The total sample size was 102,565 establishments of which 46,265 were selected with certainty (see the table below).

Primary strata type	2012 frame		2012 sample			
	Establishments	Total MOS (million dollars)	Total sample		Certainty component	
			Establishments	MOS of sampled Establishments (million dollars)	Establishments	MOS of certainty Establishments (million dollars)
Main	680,128	8,361,138	95,678	6,215,482	42,187	5,620,044
Auxiliary	14,959	1,330,769	2,433	1,186,608	1,121	1,087,152
HAZMAT	21,027	775,739	4,454	685,595	2,957	669,835
Total	716,114	10,467,646	102,565	8,087,685	46,265	7,377,031

Second Stage – Reporting Week Selection

The frame for the second stage of sampling consisted of the 52 weeks in 2012. Each establishment selected into the 2012 CFS sample was systematically assigned to report for four reporting weeks, one in each quarter of the reference year (2012). Each of the 4 weeks was in the same relative position in the quarter. For example, an establishment might have been requested to report data for the 5th, 18th, 31st, and 44th weeks of the reference year. In this instance, each reporting week corresponds to the 5th week of each quarter. Prior to assignment of weeks to establishments, we sorted the selected sample by primary stratum (geography by industry) and measure-of-size.

Third Stage – Shipment Selection

For each of the four reporting weeks in which an establishment was asked to report, the respondent was requested to construct a sampling frame consisting of all shipments made by the establishment in the reporting week. Each respondent was asked to count or estimate the total number of shipments comprising the sampling frame and to record this number on the questionnaire. For each assigned reporting week, if an establishment made more than 40 shipments during that week, we asked the respondent to select a systematic sample of the establishment's shipments and to provide us with information only about the selected shipments. By design, this systematic sample consisted of between 20 and 40 shipments. If an establishment made 40 or fewer shipments during that week, we asked the respondent to provide information about all of the establishment's shipments made during that week; i.e., no sampling was required.

DATA COLLECTION

Each establishment selected into the CFS sample was mailed a questionnaire for each of its four assigned reporting weeks; that is, an establishment was sent a questionnaire once every quarter of 2012. For a given establishment, the respondent was asked to provide the following information about each of the establishment's reported shipments:

- Shipment ID number
- Shipment date (month, day)
- Shipment value
- Shipment weight in pounds
- Commodity code from Standard Classification of Transported Goods (SCTG) list
- Commodity description
- An indication of whether the shipment was temperature controlled
- United Nations or North American (UN/NA) number for hazardous material shipments
- U.S. destination (city, state, zip code)—or gateway for export shipment
- Modes of transport
- An indication of whether the shipment was an export
- City and country of destination for exports
- Export mode

For a shipment that included more than one commodity, the respondent was instructed to report the commodity that made up the greatest percentage of the shipment's weight.

In addition, establishments were asked to provide information about the use and extent of use of rush delivery services.

IMPUTATION OF SHIPMENT VALUE OR WEIGHT

To correct for nonresponse or an unacceptable value in either the value or weight item for a given shipment, the missing item or unacceptable value (the one that has failed edit) is replaced by a predicted value obtained from a donor imputation model. Such a shipment is considered a “recipient” if its commodity code is valid and one of the two data items (either shipment value or shipment weight) is reported, greater than zero, and passed edit. The recipient’s item that is missing or failed edit is imputed as follows:

First a donor shipment for a given recipient with the same five-digit SCTG is selected at random from a pool of potential donor shipments (those with valid SCTGs and with reported and usable shipment value and weight). The donor pools are summarized below in order of preference (the lowest numbered donor pool with a matching shipment is used).

Donor pool	Description of donor pool shipments
1	From same establishment and in the same detailed shipment size class.
2	From same company and in the same detailed shipment size class.
3	From same geographic area and in the same detailed shipment size class.
4	From same establishment and in the same broad shipment size class.
5	From same company and in the same broad shipment size class.
6	From same geographic area and in the same broad shipment size class.
7	From same establishment (no restriction on shipment size).
8	From same company (no restriction on shipment size).
9	From same geographic area (no restriction on shipment size).

Then, the donor’s value and weight data are used to calculate a ratio, which is applied to the recipient’s reported item, to impute the item that is missing or failed edit. If a donor cannot be found in one of the nine donor pools then the recipient’s item is imputed using the median value-to-weight ratio computed using all shipments in the same SCTG as that of the recipient.

Approximately 3 percent of shipment values are imputed, and, similarly, approximately 3 percent of shipment weights are imputed.

ESTIMATION

Estimated totals (e.g., value of shipments, tons, ton-miles) are produced as the sum of weighted shipment data (reported or imputed). Percentage change and percent-of-total estimates are derived

using the appropriate estimated totals. Estimates of average miles per shipment are computed by dividing an estimate of the total miles traveled by the estimated number of shipments.

Each shipment has associated with it a single tabulation weight, which was used in computing all estimates to which the shipment contributes. The tabulation weight is a product of seven different component weights. A description of each component weight follows.

CFS respondents provided data for a sample of shipments made by their respective establishments in the survey year. For each establishment, we produced an estimate of that establishment's total value of shipments for the entire survey year. To do this, we used four different weights: the shipment weight, the shipment nonresponse weight, the quarter weight, and the quarter nonresponse weight. Three additional weights are then applied to produce estimates representative of the entire universe. These are the establishment-level adjustment weight, the establishment (or first-stage sample) weight, and the nonresponse post-stratification adjustment weight.

Like establishments, we identified shipments as either certainty or noncertainty. (See the Nonsampling Error section below for a description of how certainty shipments were identified.) For noncertainty shipments, the **shipment weight** was defined as the ratio of the total number of shipments (as reported by the respondent) made by an establishment in a reporting week to the number of sampled shipments the respondent listed on the questionnaire for the same week. This weight uses data from the sampled shipments to represent all the establishment's shipments made in the reporting week. However, a respondent may have failed to provide sufficient information about a particular sampled shipment. For example, a respondent may not have been able to provide value, weight, or a destination for one of the sampled shipments. If this data item could not be imputed or otherwise obtained, then this shipment did not contribute to tabulations and was deemed unusable. (A usable shipment is one that has valid entries for value, weight, and origin and destination ZIP Codes). To account for these unusable shipments, we applied the **shipment nonresponse weight**. For noncertainty shipments from a particular establishment's reporting week, this weight is equal to the ratio of the number of sampled shipments for the reporting week to the number of usable shipments for the same week. The shipment weight for certainty shipments from a particular establishment's reporting week is equal to one.

The **quarter weight** inflates an establishment's estimate for a particular reporting week to an estimate for the corresponding quarter. For noncertainty shipments, the quarter weight is equal to 13. The quarter weight for most certainty shipments is also equal to 13. However, if a respondent was able to provide information about all large (or certainty) shipments made in the quarter containing the reporting week, then the quarter weight for each of these shipments was set to one. For each establishment, the quarterly estimates were added to produce an estimate of the establishment's value of shipments for the entire survey year. Whenever an establishment did not provide the Census Bureau with a response for each of its four reporting weeks, we computed a **quarter nonresponse weight**. The quarter nonresponse weight for a particular establishment is defined as the ratio of the number of quarters for which the establishment was in business in the survey year (usually four) to the total number of quarters (reporting weeks) for which we received usable shipment data from the establishment.

Using these four component weights and the reported (or imputed) shipment values, we computed an estimate of each establishment's value of shipments for the entire survey year. This estimate was multiplied by a factor that adjusts this estimated value to a measure of the establishment's value of shipments or receipts obtained from the 2012 Economic Census. This weight, the **establishment-level**

adjustment weight, attempts to correct for any sampling or nonsampling errors caused by the selection of specific reporting weeks or that occur during the sampling of shipments by the respondent.

The adjusted value of shipments estimate for an establishment was then weighted by the **establishment weight**. This weight is equal to the reciprocal of the establishment's probability of being selected into the first-stage sample (see Sample Design).

A final adjustment, the **nonresponse post-stratification adjustment weight**, calibrates the weighted shipment value (using all prior weighting factors) to the levels of tabulated revenue data from the 2012 Economic Census for specified post-stratification cells. This accounts for:

- Establishments which did not respond to the survey or from which we did not receive any usable shipment data.
- Changes in the universe of establishments between the time the first-stage sampling frame was constructed (2011) and the year in which the data were collected (2012).

For the preliminary 2012 CFS estimates, the nonresponse post-stratification cells were defined by industry categories, typically by three-digit NAICS codes (for Manufacturing) or four-digit NAICS codes (all other industries). There were approximately 45 nonresponse post-stratification cells.

For the final 2012 CFS estimates, the nonresponse post-stratification cells were defined by state-by-industry categories. The industry categories were the same as those described above for the preliminary estimates. There were approximately 2,300 state-by-industry nonresponse post-stratification cells.

Appendix D. Sample Report Forms and Instructions

For information on survey materials visit:

Instruction Guide:

<http://bhs.econ.census.gov/bhs/cfs/Instruction%20Guide%20%28CFS-1100%29.pdf>

Questionnaire:

<http://bhs.econ.census.gov/bhs/cfs/Questionnaire%20%28CFS-1000%29.pdf>

Commodity Code Manual:

[http://bhs.econ.census.gov/bhs/cfs/Commodity%20Code%20Manual%20\(CFS-1200\).pdf](http://bhs.econ.census.gov/bhs/cfs/Commodity%20Code%20Manual%20(CFS-1200).pdf)

Hazmat Code List:

<http://bhs.econ.census.gov/bhs/cfs/Hazmat%20Code%20List.pdf>