Missouri: 2002

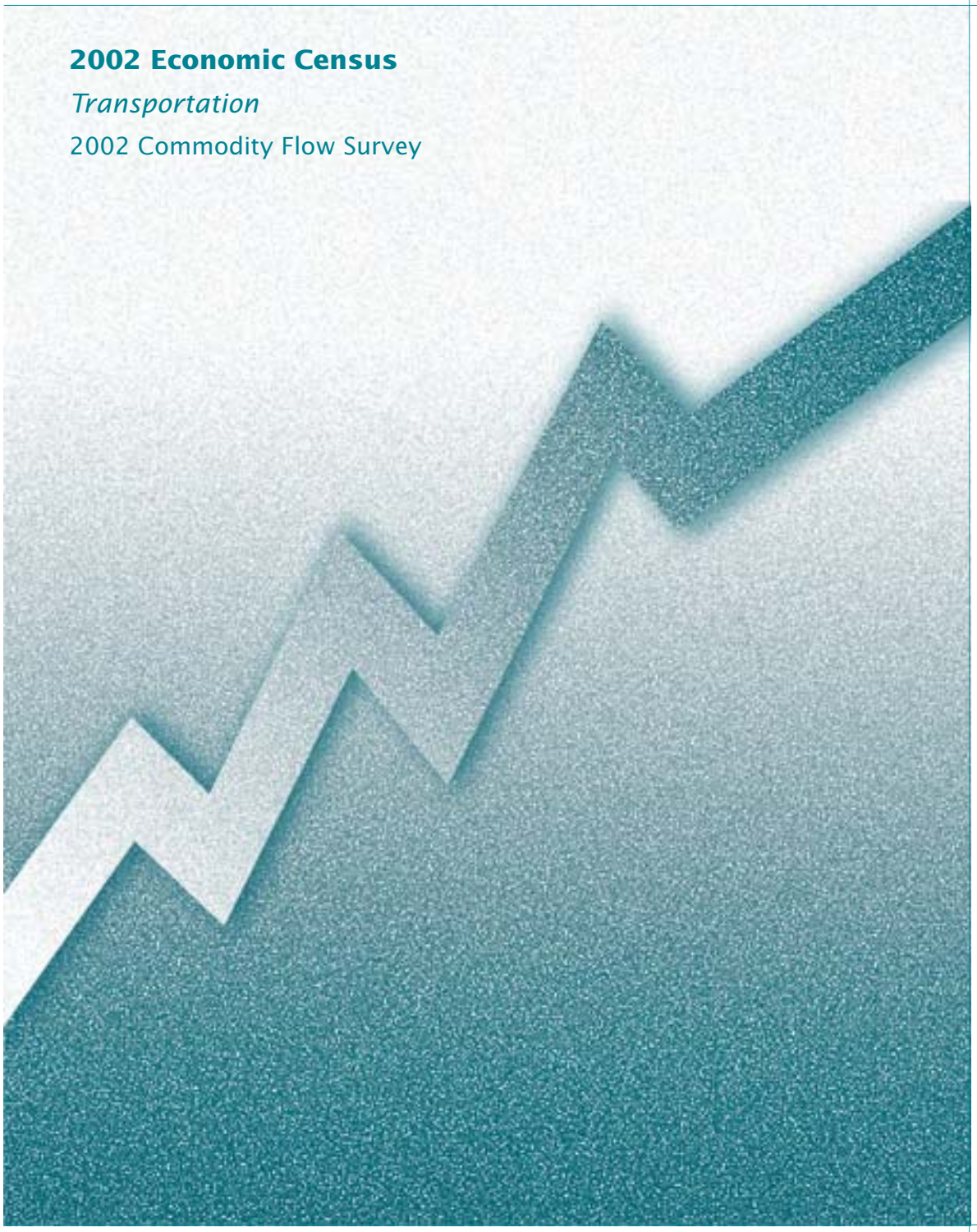
Issued December 2004

EC02TCF-MO

2002 Economic Census

Transportation

2002 Commodity Flow Survey



U.S. Department of Transportation
BUREAU OF TRANSPORTATION STATISTICS

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

ACKNOWLEDGMENTS

This report was prepared in the Service Sector Statistics Division under the direction of **Thomas E. Zabelsky,** Assistant Division Chief for Current Service and Transportation Programs. Planning, implementation, and compiling of this report were under the supervision of **John L. Fowler,** Chief, Commodity Flow Survey Branch, assisted by **Bruce Dembroski, Marilyn Quiles Amaya, Debra Corbett, Shirley Gray, Stephanie Groth, Michael Jones, Mabel Ocasio, Bonnie Opalko, Joyce Price,** and **Barbara Selinske.**

Sample design and statistical methodology were developed under the direction of **Ruth E. Detlefsen,** Assistant Division Chief, Research and Methodology. Sample design and estimation were developed under the supervision of **Jock Black,** Chief, Program Research and Development Branch, assisted by **William C. Davie Jr., Jacklyn R. Jonas, Brett Moore, M. Cristina Cruz,** and **Michael Beaghen.** Frame construction, status change, editing, and imputation procedures were developed under the supervision of **Carol King,** Chief, Statistical Methods Branch, assisted by **David Kinyon, Anthony Myers,** and **Quatracia Williams.**

The processing system and computer programs were developed and implemented by the Economic Statistical Methods and Programming Division, under the direction of **Barry F. Sessamen,** Assistant Division Chief for Post Collection, assisted by **Steven G. McCraith,** Chief, Census Related Surveys Branch, **Joy McLaughlin, John Nelson, Duc-Mong Nguyen,** and **Edna Vega.**

The Systems Support Division provided the table composition system. **Robert Joseph Brown**, Table Image Processing System (TIPS) Senior Software Engineer, was responsible for the design and development of the TIPS, under the supervision of **Robert J. Bateman**, Assistant Division Chief, Information Systems.

Coordination of data collection efforts was under the direction of National Processing Center, **Judith N. Petty,** Chief, assisted by **Carlene Bottorff, Linda Broadus, Sandra Hurst, Debbie Woods, Debbie Hamilton,** and **Michael Lutz.**

Margaret A. Smith and **Michael T. Browne** of the Administrative and Customer Services Division, **Walter C. Odom,** Chief, provided publications and printing management, graphics design and composition, and editorial review for print and electronic media. General direction and production management were provided by **James R. Clark,** Assistant Division Chief, and **Susan L. Rappa,** Chief, Publications Services Branch.

The Bureau of Transportation Statistics (BTS) of the Department of Transportation played a major role in all aspects of the Commodity Flow Survey. **Jack Wells,** Chief Economist, assisted with program planning and oversight. Survey methodology, design, and implementation were conducted under the direction of **Michael P. Cohen,** Assistant Director for Survey Programs assisted by BTS staff: **Mike Margreta, Ronald J. Duych, Joy Sharp, Julie Smith, Irwin Silberman, Promod Chandhok, Hossain Sanjani,** and **Scott Dennis. Felix Ammah-Tagoe** and **Adhi Dipo** of MacroSys Research and Technology assisted BTS in various aspects of the survey. **Frank Southworth, Shih-Miao Chin,** and **Bruce Peterson** of Oak Ridge National Laboratory, provided support to BTS staff in performing the mileage calculations for the survey.

Special acknowledgment is also due to the many businesses whose cooperation has contributed to the publication of these data.

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CONTENTS

Introduction to the Economic Census

PURPOSES AND USES OF THE ECONOMIC CENSUS

The economic census is the major source of facts about the structure and functioning of the Nation's economy. It provides essential information for government, business, industry, and the general public. Title 13 of the United States Code (Sections 131, 191, and 224) directs the Census Bureau to take the economic census every 5 years, covering years ending in "2" and "7".

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

- Policymaking agencies of the federal government use the data to monitor economic activity and to assess the effectiveness of policies.
- State and local governments use the data to assess business activities and tax bases within their jurisdictions and to develop programs to attract business.
- Trade associations study trends in their own and competing industries, which allows them to keep their members informed of market changes.
- Individual businesses use the data to locate potential markets and to analyze their own production and sales performance relative to industry or area averages.

BASIS OF REPORTING

The economic census is conducted on an establishment basis. A company operating at more than one location is required to file a separate report for each store, factory, shop, or other location. Each establishment is assigned a separate industry classification based on its primary activity and not that of its parent company.

AVAILABILITY OF ADDITIONAL DATA

All results of the 2002 Economic Census are available on the Census Bureau Internet site (www.census.gov) and on compact discs and digital versatile discs (CD-ROMs and DVD-ROMs) for sale by the Census Bureau. The American FactFinder system at the Web site allows selective retrieval and downloading of the data. For more information, including a description of reports being issued, see the Web site, write to the U.S. Census Bureau, Washington, DC 20233-8300, or call Customer Services at 301-763-4636.

HISTORICAL INFORMATION

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

The economic census traces its beginnings to the 1810 Decennial Census, when questions on manufacturing were included with those for population. Coverage of economic activities was expanded for the 1840 Decennial Census and subsequent censuses to include mining and some commercial activities. The 1905 Manufactures Census was the first time a census was taken apart from the regular decennial population census. Censuses covering retail and wholesale trade and construction industries were added in 1930, as were some service trades in 1933.

Censuses of construction, manufacturing, and the other business service censuses were suspended during World War II.

The 1954 Economic Census was the first census to be fully integrated, providing comparable census data across economic sectors and using consistent time periods, concepts, definitions, classifications, and reporting units. It was the first census to be taken by mail, using lists of firms provided by the administrative records of other Federal agencies. Since 1963, administrative records also have been used to provide basic statistics for very small firms, reducing or eliminating the need to send them census report forms.

The range of industries covered in the economic censuses expanded between 1967 and 2002. The census of construction industries began on a regular basis in 1967, and the scope of service industries, introduced in 1933, was broadened in 1967, 1977, and 1987. While a few transportation industries were covered as early as 1963, it was not until 1992 that the census broadened to include all of transportation, communications, and utilities. Also new for 1992 was coverage of financial, insurance, and real estate industries. With these additions, the economic census and the separate census of governments and census of agriculture collectively covered roughly 98 percent of all economic activity. New for 2002 is coverage of four industries classified in the Agriculture, Forestry, and Fishing sector under the SIC system: landscape agricultural services, landscaping services, veterinary services, and pet care services.

Printed statistical reports from the 1997 and earlier censuses provide historical figures for the study of long-term time series and are available in some large libraries. CD-ROMs issued from the 1987, 1992, and 1997 Economic Censuses contain databases including all or nearly all data published in print, plus additional statistics, such as ZIP Code statistics, published only on CD-ROM.

SOURCES FOR MORE INFORMATION

More information about the scope, coverage, classification system, data items, and publications for each of the economic censuses and related surveys is published in the Guide to the 2002 Economic Census at www.census.gov/epcd/ec02/guide.html. More information on the methodology, procedures, and history of the censuses will be published in the History of the 2002 Economic Census at www.census.gov/econ/www/history.html.

2002 Commodity Flow Survey

GENERAL

The 2002 Commodity Flow Survey (CFS) is undertaken through a partnership between the U.S. Census Bureau, U.S. Department of Commerce, and the Bureau of Transportation Statistics (BTS), U.S. Department of Transportation. This survey produces data on the movement of goods in the United States. It provides information on commodities shipped, their value, weight, and mode of transportation, as well as the origin and destination of shipments of manufacturing, mining, wholesale, and select retail establishments. The data from the CFS are used by public policy analysts and for transportation planning and decision making to assess the demand for transportation facilities and services, energy use, and safety risk and environmental concerns. The CFS was last conducted in 1997.

This report contains background information on the 2002 Commodity Flow Survey and then presents detailed tabular results on shipment characteristics by mode of transportation, commodity, distance shipped, and shipment weight. In Appendix A, key characteristics of the 2002 CFS are compared to those of the 1993 and 1997 surveys. Appendix B focuses on the reliability of the estimates and discusses sampling and nonsampling errors. Tables containing estimates of sampling variability corresponding to each table on shipment characteristics are also included in Appendix B.

This report presents data at the state level. Additional reports will include data for the United States, census regions, divisions, and selected metropolitan areas, as well as selected data on exports and hazardous material shipments.

INDUSTRY COVERAGE

The 2002 CFS covers business establishments with paid employees that are located in the United States and are classified using the 1997 North American Industry Classification System (NAICS) in mining, manufacturing, wholesale trade, and select retail trade industries, namely, electronic shopping and mail-order houses. Establishments classified in services, transportation, construction, and most retail industries are excluded from the survey. Farms, fisheries, foreign establishments, and most government-owned establishments are also excluded.

The survey also covers auxiliary establishments (i.e., warehouses and managing offices) of multi-establishment companies, which have nonauxiliary establishments that are in-scope to the CFS or are classified in retail trade. The coverage of managing offices has been expanded in the 2002 CFS, compared to the 1997 CFS. For the 1997 CFS, the number of in-scope managing offices was reduced to a large extent based on the results of the 1992 Economic Census. A managing office was considered in-scope to the 1997 CFS only if it had sales or end-of-year inventories in the 1992 Census. However, 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. Therefore, the 1997 Economic Census results were not used in the determination of scope for managing offices in the 2002 CFS.

For the 1993 CFS and the 1997 CFS, establishments were classified based on the 1987 Standard Industrial Classification System (SIC). Though an attempt was made to maintain similar coverage between the 1997 CFS and the 2002 CFS, there were some changes in industry coverage due to the conversion from SIC to NAICS. Most notably, coverage of the logging industry changed from an in-scope Manufacturing SIC code (SIC 2411) to an out-of-scope Agriculture, Forestry, Fishing, and Hunting NAICS code (NAICS 1133). Also, coverage of the publishing industry changed from in-scope Manufacturing SIC codes (SIC 2711, 2721, 2731, 2741, and part of 2771) to out-of-scope Information NAICS codes (NAICS 5111 and 51223).

See Appendix A for a comparison between the 2002, 1997, and 1993 surveys. Also see Appendix C for a more detailed discussion on industry coverage and the sample design.

The NAICS industries covered in the 2002 CFS are listed in the following table:

NAICS code	Description
212	Mining (Except Oil and Gas)
311	Food Manufacturing
312	Beverage and Tobacco Product Manufacturing
313	Textile Mills
314	Textile Product Mills
315	Apparel Manufacturing
316	Leather and Allied Product Manufacturing
321	Wood Product Manufacturing
322	Paper Manufacturing
323	Printing and Related Support Activities
324	Petroleum and Coal Products Manufacturing
325	Chemical Manufacturing
326	Plastics and Rubber Products Manufacturing
327	Nonmetallic Mineral Product Manufacturing
331	Primary Metal Manufacturing
332	Fabricated Metal Product Manufacturing
333	Machinery Manufacturing
334	Computer and Electronic Product Manufacturing
335	Electrical Equipment, Appliance, and Component Manufacturing
336	Transportation Equipment Manufacturing
337	Furniture and Related Product Manufacturing
339	Miscellaneous Manufacturing
421	Wholesale Trade, Durable Goods
422	Wholesale Trade, Nondurable Goods
4541	Electronic Shopping and Mail-Order Houses
49310	Warehousing and Storage
551114	Corporate, Subsidiary, and Regional Managing Offices

SHIPMENT COVERAGE

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

The "Industry Coverage" section of the text lists the NAICS groups covered by the CFS. Other industry areas that are not covered, but may have significant shipping activity, include agriculture and government. For agriculture, specifically, this means that the CFS does not cover shipments of agricultural products from the farm site to the processing centers or terminal elevators (most likely short-distance local movements), but does cover the shipments of these products from the initial processing centers or terminal elevators onward.

MILEAGE CALCULATIONS

To estimate the distance traveled by each freight shipment sampled for the 2002 Commodity Flow Survey, the BTS Mileage Calculation Team used routing algorithms and an integrated, intermodal transportation network developed and updated expressly for this purpose by the Oak Ridge

National Laboratory (ORNL). The BTS Team worked at a secure data site within the Census Bureau. Each record contained the ZIP Code shipment origin and destination, and the mode or modal sequence required by the routing algorithm for distance estimation. Each record also contained information on type of commodity moved, its weight, dollar value, and hazardous materials status. For export shipments, data on the U.S. port of exit were also identified, along with foreign destination city and country. Processing of shipment records began in the fall of 2002, with completion in October 2003.

One essential exercise was editing and imputing both absent and invalid geographic data elements, specifically origin and destination ZIP Codes, prior to estimating the distance traveled for each freight shipment. For this purpose, the BTS Mileage Calculation Team developed and maintained databases of domestic city/state names and foreign city/country names. The missing data elements, along with other related data problems found by the BTS Team, were either: (1) imputed because of high probability of accurate correction by the BTS Team, such as imputing a missing destination ZIP Code, given a destination city and state; or (2) reported back to the Census Bureau, allowing for call-backs to shippers for clarification/correction.

For a domestic shipment, the mileage is calculated between the center of the geographic area (centroid) of the U.S. origin ZIP Code and the centroid of the destination ZIP Code. The mileage for the shipments within a ZIP Code is calculated by means of a formula that approximates the longest distance within the boundaries of that ZIP Code. The mileage for an export shipment is calculated between a shipments centroid of U.S. origin ZIP Code and its foreign destination country (city in the case of Canada and Mexico), via a U.S. port of exit (POE), be it seaport, airport, or border crossing. However, only the portion of mileage that falls within the U.S. is included in the CFS estimates. That is to say, once the export reaches the POE, the POE is considered the final domestic destination, the domestic route is finished, and any following mileage is not counted from the POE. These mileages are computed using routing algorithms that find the minimum impedance path over mathematical representations of the U.S. and North American highway, railway and waterway networks, and a transglobal representation of U.S.originating air freight and deep-sea transport networks. Shipment mileages were estimated for each record by summing over the distances of links contained within each minimum impedance path. Impedance was computed as a weighted combination of distance, time, and cost factors.

The ORNL multimodal network database is composed of mode-specific subnetworks representing each of the major transportation modes, such as highway, railway, waterway, and airway (pipeline network was not available due to security reasons). The links of these networks represent line-haul transportation facilities. Network nodes represent intersections and interchanges, along with the access points to the transportation network. To simulate local access, test links are created from each five-digit ZIP Code centroid to nearby nodes on the network. For the truck network, local access is assumed to exist everywhere. For the other modes this is not true. Before any test links are created for these modes, a search procedure is used to determine if and where such networks are most likely to provide access to the ZIP Code. For shipments involving more than one mode, such as truck-rail or rail-water shipments, intermodal transfer links are added to the network database to connect the individual modal networks together for routing purposes. An intermodal terminals database and a number of terminal transfer models were developed at ORNL to identify likely transfer points for different classes of freight. A measure of link impedance was calculated for each access, line-haul, and intermodal transfer link traversed by a shipment. These impedances were mode specific and are based on various link characteristics. For example, the set of links characterizing the highway network included speed impacting factors, such as the presence of a divided or undivided roadway, the degree of access control, the rural or urban setting, the number of lanes, the degree of urban congestion, and the length of the link. Link impedance measures were also assigned to the local access links. Intermodal transfer link impedances are estimated in terms of the time it takes to move goods through a transfer facility. In the case of rail and air freight, intercarrier transfer penalties were also considered to obtain proper route selections. A shortest path algorithm is used to find the minimum impedance path between a shipment's origin ZIP Code centroid and destination ZIP Code centroid. The cumulative length of

the local access plus line-haul links on this path provides the estimated distances used in CFS mileage computations. When rail and air freight were involved, these shipment distances were often averaged over more than one path between an origin-destination pair.

Mileage Data for Pipeline Shipments

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

For security purposes, there is no pipeline network available in the public domain with which to route petroleum-based products. Hence, any modal distance, either single or multi, involving pipeline was considered as solely pipeline mileage from origin ZIP to destination ZIP and calculated to equal great circle distance (GCD). Note: Great circle distance is defined as the shortest distance between two points on the earth's surface, taking into account the earth's curvature.

EXPLANATION OF TERMS

Value of shipments. The dollar value of the entire shipment. This was defined as the net selling value, f.o.b. plant, exclusive of freight charges and excise taxes. The value data are displayed in millions of dollars.

The total value of shipments, as measured by the CFS, and the U.S. gross domestic product (GDP) while similar in size provide different measures of economic activity in the United States and are not directly comparable. GDP is the value of all goods produced and services performed by labor and capital located in the United States. In 2002, the U.S. GDP was estimated at $10.4 trillion (measured in current U.S. dollars). The value of shipments, as measured by the CFS, is the market value of goods shipped from manufacturing, mining, wholesale, and mail order retail establishments, as well as warehouses and managing offices of multiunit establishments.

Three important differences can be identified between GDP and value of shipments:

1. GDP captures goods produced by all establishments located in the United States, while the CFS measures goods shipped from a subset of all goods-producing establishments.
2. GDP measures the value of goods produced and of services performed. CFS measures the value of goods shipped.
3. GDP counts only the value-added at each step in the production of a product. CFS captures the value of shipments of materials used to produce or manufacture a product, as well as the value of shipments of the finished product itself. This means that the value of the materials used to produce a particular product contributes multiple times to the value.

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

Average miles per shipment. For the 1993 CFS, we excluded shipments of Standard Transportation Commodity Classification (STCC) 27, Printed Matter, from our calculation of average miles per shipment. We made this decision after determining that respondents in the 1993 CFS shipping newspapers, magazines, catalogs, etc., had used widely varying definitions of the term "shipment."

For the 1997 and 2002 CFS, we made numerous efforts throughout our data collection and editing to produce consistent results from establishments shipping SCTG 29, Printed Products. As a result, we have included printed products in the average miles per shipment estimates for 1997 and 2002.

Distance shipped. In Table 3, shipment data are presented for various "distance shipped" intervals. Shipments were categorized into these "distance shipped" intervals based on the great circle distance between their origin and destination ZIP Code centroids. All other distance-related data in this and other tables (i.e., ton-miles and average miles per shipment) are based on the mileage calculations. (See the "Mileage Calculations" section for more details.)

Great circle distance. The shortest distance between two points on the surface of a sphere over the surface of that sphere.

Mode of transportation. The type of transportation used for moving the shipment to its domestic destination. For exports, the domestic destination was the port of exit.

Mode Definitions

In the instructions to the respondent, we defined the possible modes as follows:

1. **Parcel delivery/courier/U.S. Postal Service.** Delivery services that carry letters, parcels, packages, and other small shipments that typically weigh less than 100 pounds. Includes bus parcel delivery service.
2. **Private truck.** Trucks operated by a temporary or permanent employee of an establishment or the buyer/receiver of the shipment.
3. **For-hire truck.** Trucks that carry freight for a fee collected from the shipper, recipient of the shipment, or an arranger of the transportation.
4. **Railroad.** Any common carrier or private railroad.
5. **Shallow draft vessels.** Barges, ships, or ferries operating primarily on rivers and canals; in harbors, the Great Lakes, the Saint Lawrence Seaway; the Intra-coastal Waterway, the Inside Passage to Alaska, major bays and inlets; or in the ocean close to the shoreline.
6. **Deep draft vessel.** Barges, ships, or ferries operating primarily in the open ocean. Shipping on the Great Lakes and the Saint Lawrence Seaway is classified with shallow draft vessels.
7. **Pipeline.** Movements of oil, petroleum, gas, slurry, etc., through pipelines that extend to other establishments or locations beyond the shipper's establishment. Aqueducts for the movement of water are not included.
8. **Air.** Commercial or private aircraft, and all air service for shipments that typically weigh more than 100 pounds. Includes air freight and air express.
9. **Other mode.** Any mode not listed above.
10. **Unknown.** The shipment was not carried by a parcel delivery/courier/U.S. Postal Service, and the respondent could not determine what mode of transportation was used.

In the tables, we have used additional terms for mode, which we define as follows:

1. **Air (includes truck and air).** Shipments that used air or a combination of truck and air.
2. **Single modes.** Shipments using only one of the above-listed modes, except parcel or other and unknown.
3. **Multiple modes.** Shipments for which two or more of the following modes of transportation were used:

   Private truck
   For-hire truck
   Rail
   Shallow draft vessel
   Deep draft vessel
   Pipeline

   In addition, Parcel, U.S. Postal Service, or Courier shipments are considered multiple modes because this category includes all parcel shipments whether on the ground or via air tendered

to a parcel or express carrier. In defining this mode, we did not combine these shipments with any other reported mode because by their nature, Parcel, U.S. Postal Service or Courier are already multimodal. For example, if the respondent reported a shipment's mode of transportation as "parcel" and "air," we treated the shipment as parcel only. Also in the CFS reports, the "Truck and Rail" and "Rail and Water" combinations included under "Multiple Modes" may not reflect all the movement of trailers or containers by rail and at least one other mode of transportation. Since the shipper may not always know the modal combinations used to transport the goods, some shipments moving by more than one mode may be reported as a single mode shipment. This may result in underestimation of multimodal shipments in the CFS.

4. **Other multiple modes.** Shipments using any other mode combinations not specifically listed in the tables.

5. **Other and unknown modes.** Shipments for which modes were not reported, or were reported by the respondent as "Other" or "Unknown."

6. **Truck.** Shipments using for-hire truck only, private truck only, or a combination of for-hire truck and private truck.

7. **Water.** Shipments using shallow draft vessel only, deep draft vessel only, or Great Lakes vessel only. Combinations of these modes, such as shallow draft vessel and Great Lakes vessel are included as "Other multiple modes." (Note: By definition, "shallow draft," "Great Lakes," and "deep draft" are mutually exclusive.)

8. **Great Lakes.** In the tables in this publication, "Great Lakes" appears as a single mode. ORNL's transportation network and mileage calculation system allowed for separate mileage calculations for Great Lakes between the origin and destination ZIP Codes.

Other Definitions and Terms

Shipment. A shipment is a single movement of goods, commodities, or products from an establishment to a single customer or to another establishment owned or operated by the same company as the originating establishment (e.g., a warehouse, distribution center, or retail or wholesale outlet). Full or partial truckloads are counted as a single shipment only if all commodities on the truck are destined for the same location. If a truck makes multiple deliveries on a route, the goods delivered at each stop are counted as one shipment. Interoffice memos, payroll checks, or business correspondence are not considered shipments. Shipments such as refuse, scrap paper, waste, or recyclable materials are not considered shipments unless the establishment is in the business of selling or providing these materials.

Standard Classification of Transported Goods (SCTG). The commodities shown in this report are classified using the SCTG coding system. The SCTG coding system was developed jointly by agencies of the United States and Canadian governments based on the Harmonized Commodity Description and Coding System (Harmonized System) to address statistical needs in regard to products transported. See Appendix D for more details.

Ton-miles. The shipment weight multiplied by the mileage traveled by the shipment. The respondents reported shipment weight in pounds. Aggregated pound-miles were converted to ton-miles. Mileage was calculated as the distance between the shipment origin and destination ZIP Codes. For shipments by truck, rail, or shallow draft vessels, the mileage excludes international segments. For example, mileages from Alaska to the continental United States exclude any mileages through Canada (see the "Mileage Calculations" section for more details). For trucks making mutliple stops, the ton-miles are calculated for each delivery, and each drop-off point is treated as a final destination. Ton-miles estimates are displayed in millions.

Tons shipped. The total weight of the entire shipment. Respondents reported the weight in pounds. Aggregated pounds were converted to short-tons (2,000 pounds). For freight shipped to distribution centers for subsequent reshipment, the tonnage is counted each time the goods are transported.

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

ABBREVIATIONS AND SYMBOLS

The following abbreviations and symbols are used in the tables for this publication:

–	Represents an estimate equal to zero or less than 1 unit of measure.
D	Denotes estimates withheld to avoid disclosing data of individual companies.
S	Estimate does not meet publication standards because of high sampling variability or poor response quality.
CFS	Commodity Flow Survey.
lb	Pounds.
n.e.c.	Not elsewhere classified.
NA	Not applicable.

OTHER TRANSPORTATION DATA

Users of transportation data may be especially interested in the following reports:

Vehicle Inventory and Use Survey covers state and U.S. level statistics on the physical and operational characteristics of the nation's truck, van, minivan, and sport utility vehicle population. Some of the types of data collected include number of vehicles, major use, body type, annual miles, model year, vehicle size, fuel type, operator classification, engine size, range of operation, weeks operated, products carried, and hazardous materials carried. This survey shows comparative statistics reflecting percent changes in number of vehicles between 2002 and 1997 for most characteristics.

Service Annual Survey covers firms with paid employees that provide commercial motor freight transportation and public warehousing services. Data collected include operating revenue and operating revenue by source, percentage of motor carrier freight revenue by commodity type, size of shipments handled, length of haul, and vehicle fleet inventory.

For more information on any Census Bureau product, including a description of electronic and printed reports being issued, see the Web site or call Customer Services at 301-763-INFO (4636).

Table 1a. **Shipment Characteristics by Mode of Transportation for State of Origin: 2002**

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

Mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
Total	**185 392**	**100.0**	**254 827**	**100.0**	**72 910**	**100.0**	**517**
Single modes	**157 782**	**85.1**	**247 143**	**97.0**	**67 095**	**92.0**	**233**
Truck[2]	134 904	72.8	189 434	74.3	36 478	50.0	187
For-hire truck	77 930	42.0	98 150	38.5	27 065	37.1	388
Private truck	56 727	30.6	86 588	34.0	9 141	12.5	100
Rail	19 652	10.6	31 118	12.2	18 270	25.1	674
Water	1 043	.6	S	S	12 255	16.8	S
Shallow draft	1 043	.6	S	S	12 255	16.8	S
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	2 170	1.2	65	–	92	.1	1 347
Pipeline[3]	S	S	S	S	S	S	S
Multiple modes	**23 421**	**12.6**	**5 143**	**2.0**	**4 717**	**6.5**	**833**
Parcel, U.S. Postal Service or courier	21 588	11.6	1 042	.4	822	1.1	832
Truck and rail	1 225	.7	1 132	.4	1 597	2.2	1 668
Truck and water	S	S	S	S	S	S	3 499
Rail and water	344	.2	S	S	S	S	3 927
Other multiple modes	S	S	S	S	S	S	S
Other and unknown modes	**4 190**	**2.3**	**2 541**	**1.0**	**1 099**	**1.5**	**246**

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

[1]Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See "Mileage Calculations" section for additional information.
[2]"Truck" as a single mode includes shipments that were made by only private truck, only for-hire truck, or a combination of private truck and for-hire truck.
[3]Estimates for pipeline exclude shipments of crude petroleum.

Note: Value-of-shipments estimates have not been adjusted for price changes. Appendix B tables provide estimated measures of sampling variability. The Introduction and appendixes give information on confidentially protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Note: Coverage for the 2002 Commodity Flow Survey (CFS) differs from the previous surveys due to a change from the 1987 Standard Industrial Classification System to the 1997 North American Industry Classification System and other survey improvements. Therefore, data users are urged to use caution when comparing 2002 CFS estimates with estimates from prior years.

Table 1b. **Shipment Characteristics by Mode of Transportation for State of Origin: Percent of Total for 2002 and 1997**

[Estimates are based on data from the 2002 and 1997 Commodity Flow Surveys. Because of rounding, estimates may not be additive]

Mode of transportation	Value (percent)		Tons (percent)		Ton-miles[1] (percent)	
	2002	1997	2002	1997	2002	1997
Total	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**
Single modes	**85.1**	**82.5**	**97.0**	**96.8**	**92.0**	**94.8**
Truck[2]	72.8	67.4	74.3	78.6	50.0	46.8
For-hire truck	42.0	42.7	38.5	37.0	37.1	36.6
Private truck	30.6	24.6	34.0	40.5	12.5	10.0
Rail	10.6	12.4	12.2	7.6	25.1	20.8
Water	.6	.8	S	10.5	16.8	27.1
Shallow draft	.6	.8	S	10.5	16.8	27.1
Great Lakes	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–
Air (includes truck and air)	1.2	1.9	–	–	.1	.1
Pipeline[3]	S	–	S	–	S	S
Multiple modes	**12.6**	**14.3**	**2.0**	**1.1**	**6.5**	**4.0**
Parcel, U.S. Postal Service or courier	11.6	12.7	.4	.4	1.1	1.0
Truck and rail	.7	1.5	.4	.7	2.2	2.9
Truck and water	S	S	S	S	S	S
Rail and water	.2	–	S	–	S	–
Other multiple modes	S	S	S	S	S	S
Other and unknown modes	**2.3**	**3.2**	**1.0**	**2.1**	**1.5**	**1.2**

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

[1]Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See "Mileage Calculations" section for additional information.
[2]"Truck" as a single mode includes shipments that were made by only private truck, only for-hire truck, or a combination of private truck and for-hire truck.
[3]Estimates for pipeline exclude shipments of crude petroleum.

Note: Value-of-shipments estimates have not been adjusted for price changes. Appendix B tables provide estimated measures of sampling variability. The Introduction and appendixes give information on confidentially protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Note: Coverage for the 2002 Commodity Flow Survey (CFS) differs from the previous surveys due to a change from the 1987 Standard Industrial Classification System to the 1997 North American Industry Classification System and other survey improvements. Therefore, data users are urged to use caution when comparing 2002 CFS estimates with estimates from prior years.

Table 2. **Shipment Characteristics by Total Modal Activity for State of Origin: 2002**

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

Mode of transportation[1]	Ton-miles[2]		Average miles per shipment
	2002 (millions)	Percent	
Total	**72 910**	**100.0**	**517**
Truck	36 478	50.0	187
Rail	18 270	25.1	674
Shallow draft	12 255	16.8	S
Great Lakes	–	–	–
Deep draft	–	–	–
Air	92	.1	1 347
Parcel, U.S. Postal Service or courier	S	S	5
Pipeline[3]	S	S	S
Other and unknown modes	1 099	1.5	246

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

[1]Estimates represent activity for a given mode across single and multiple mode shipments. For example, "Truck" ton-miles includes total ton-miles for shipments moving only by truck plus ton-miles for truck segments of multiple mode shipments.
[2]Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See "Mileage Calculations" section for additional information.
[3]Estimates exclude shipments of crude petroleum (SCTG 16).

Note: The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Note: Coverage for the 2002 Commodity Flow Survey (CFS) differs from the previous surveys due to a change from the 1987 Standard Industrial Classification System to the 1997 North American Industry Classification System and other survey improvements. Therefore, data users are urged to use caution when comparing 2002 CFS estimates with estimates from prior years.

Table 3. Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 2002

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

Mode of transportation and distance shipped[1] (based on Great Circle Distance)	Value		Tons		Ton-miles[2]	
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent
Total	**185 392**	**100.0**	**254 827**	**100.0**	**72 910**	**100.0**
Less than 50 miles	43 575	23.5	107 320	42.1	2 147	2.9
50 to 99 miles	10 509	5.7	20 343	8.0	1 920	2.6
100 to 249 miles	34 134	18.4	52 463	20.6	12 491	17.1
250 to 499 miles	33 359	18.0	38 946	15.3	19 611	26.9
500 to 749 miles	31 807	17.2	23 571	9.2	20 191	27.7
750 to 999 miles	14 045	7.6	6 553	2.6	7 155	9.8
1,000 to 1,499 miles	11 876	6.4	3 881	1.5	5 675	7.8
1,500 to 1,999 miles	5 441	2.9	1 691	.7	3 423	4.7
2,000 miles or more	648	.3	61	–	296	.4
Single modes	**157 782**	**100.0**	**247 143**	**100.0**	**67 095**	**100.0**
Less than 50 miles	40 172	25.5	106 053	42.9	2 133	3.2
50 to 99 miles	9 527	6.0	20 132	8.1	1 900	2.8
100 to 249 miles	30 576	19.4	50 141	20.3	11 658	17.4
250 to 499 miles	27 629	17.5	38 440	15.6	19 373	28.9
500 to 749 miles	27 295	17.3	21 823	8.8	18 217	27.2
750 to 999 miles	10 156	6.4	6 062	2.5	6 600	9.8
1,000 to 1,499 miles	8 708	5.5	3 314	1.3	4 852	7.2
1,500 to 1,999 miles	3 711	2.4	1 177	.5	2 360	3.5
2,000 miles or more	8	–	S	S	S	S
Truck[3]	**134 904**	**100.0**	**189 434**	**100.0**	**36 478**	**100.0**
Less than 50 miles	39 861	29.5	93 009	49.1	1 614	4.4
50 to 99 miles	9 481	7.0	19 763	10.4	1 837	5.0
100 to 249 miles	29 190	21.6	37 947	20.0	7 772	21.3
250 to 499 miles	25 733	19.1	23 322	12.3	10 504	28.8
500 to 749 miles	13 586	10.1	8 542	4.5	6 104	16.7
750 to 999 miles	7 907	5.9	3 670	1.9	3 697	10.1
1,000 to 1,499 miles	6 659	4.9	2 326	1.2	3 275	9.0
1,500 to 1,999 miles	2 484	1.8	854	.5	1 674	4.6
2,000 miles or more	S	S	S	S	S	S
For-hire truck	**77 930**	**100.0**	**98 150**	**100.0**	**27 065**	**100.0**
Less than 50 miles	10 567	13.6	36 374	37.1	637	2.4
50 to 99 miles	4 012	5.1	5 878	6.0	579	2.1
100 to 249 miles	17 124	22.0	25 511	26.0	5 348	19.8
250 to 499 miles	20 098	25.8	17 884	18.2	8 281	30.6
500 to 749 miles	11 027	14.2	6 582	6.7	4 681	17.3
750 to 999 miles	6 870	8.8	3 128	3.2	3 153	11.7
1,000 to 1,499 miles	5 977	7.7	2 019	2.1	2 869	10.6
1,500 to 1,999 miles	2 250	2.9	774	.8	1 516	5.6
2,000 miles or more	S	S	S	S	S	S
Private truck	**56 727**	**100.0**	**86 588**	**100.0**	**9 141**	**100.0**
Less than 50 miles	29 225	51.5	53 045	61.3	939	10.3
50 to 99 miles	5 468	9.6	13 884	16.0	1 258	13.8
100 to 249 miles	12 018	21.2	11 580	13.4	2 299	25.2
250 to 499 miles	5 541	9.8	5 224	6.0	2 154	23.6
500 to 749 miles	2 546	4.5	S	S	S	S
750 to 999 miles	1 035	1.8	541	.6	543	5.9
1,000 to 1,499 miles	672	1.2	280	.3	373	4.1
1,500 to 1,999 miles	223	.4	78	–	155	1.7
2,000 miles or more	–	–	–	–	–	–
Rail	**19 652**	**100.0**	**31 118**	**100.0**	**18 270**	**100.0**
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	S	S	369	1.2	S	S
100 to 249 miles	970	4.9	8 536	27.4	2 711	14.8
250 to 499 miles	1 074	5.5	10 872	34.9	5 595	30.6
500 to 749 miles	S	S	5 843	18.8	4 642	25.4
750 to 999 miles	1 870	9.5	2 384	7.7	2 894	15.8
1,000 to 1,499 miles	1 749	8.9	986	3.2	1 571	8.6
1,500 to 1,999 miles	916	4.7	309	1.0	649	3.6
2,000 miles or more	–	–	–	–	–	–
Water	**1 043**	**100.0**	**S**	**S**	**12 255**	**100.0**
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	157	15.1	3 652	13.8	1 167	9.5
250 to 499 miles	S	S	4 223	16.0	3 258	26.6
500 to 749 miles	649	62.2	7 426	28.1	7 456	60.8
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Shallow draft	**1 043**	**100.0**	**S**	**S**	**12 255**	**100.0**
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	157	15.1	3 652	13.8	1 167	9.5
250 to 499 miles	S	S	4 223	16.0	3 258	26.6
500 to 749 miles	649	62.2	7 426	28.1	7 456	60.8
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–

See footnotes at end of table.

Table 3. **Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

Mode of transportation and distance shipped[1] (based on Great Circle Distance)	Value		Tons		Ton-miles[2]	
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent
Single modes—Con.						
Great Lakes	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Deep draft	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Air (includes truck and air)	**2 170**	**100.0**	**65**	**100.0**	**92**	**100.0**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	259	11.9	5	7.4	S	S
250 to 499 miles	609	28.1	22	34.6	17	18.2
500 to 749 miles	307	14.1	12	18.4	15	16.2
750 to 999 miles	379	17.5	8	11.7	9	9.6
1,000 to 1,499 miles	300	13.8	3	4.8	6	6.2
1,500 to 1,999 miles	311	14.3	S	S	S	S
2,000 miles or more	S	S	S	S	S	S
Pipeline[4]	**S**	**S**	**S**	**S**	**S**	**S**
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	–	–	–	–	S	S
100 to 249 miles	–	–	–	–	S	S
250 to 499 miles	–	–	–	–	S	S
500 to 749 miles	–	–	–	–	S	S
750 to 999 miles	–	–	–	–	S	S
1,000 to 1,499 miles	–	–	–	–	S	S
1,500 to 1,999 miles	–	–	–	–	S	S
2,000 miles or more	–	–	–	–	S	S
Multiple modes	**23 421**	**100.0**	**5 143**	**100.0**	**4 717**	**100.0**
Less than 50 miles	1 809	7.7	113	2.2	1	–
50 to 99 miles	860	3.7	54	1.0	5	.1
100 to 249 miles	3 078	13.1	S	S	S	S
250 to 499 miles	5 288	22.6	329	6.4	161	3.4
500 to 749 miles	4 270	18.2	S	S	S	S
750 to 999 miles	3 071	13.1	432	8.4	496	10.5
1,000 to 1,499 miles	2 770	11.8	300	5.8	490	10.4
1,500 to 1,999 miles	1 647	7.0	S	S	S	S
2,000 miles or more	628	2.7	60	1.2	294	6.2
Parcel, U.S. Postal Service or courier	**21 588**	**100.0**	**1 042**	**100.0**	**822**	**100.0**
Less than 50 miles	1 733	8.0	84	8.1	1	.2
50 to 99 miles	850	3.9	31	2.9	3	.4
100 to 249 miles	3 016	14.0	106	10.1	22	2.6
250 to 499 miles	5 284	24.5	259	24.8	118	14.3
500 to 749 miles	4 029	18.7	192	18.4	144	17.5
750 to 999 miles	2 789	12.9	162	15.5	165	20.1
1,000 to 1,499 miles	2 633	12.2	123	11.8	171	20.9
1,500 to 1,999 miles	1 145	5.3	73	7.0	140	17.0
2,000 miles or more	108	.5	S	S	S	S
Truck and rail	**1 225**	**100.0**	**1 132**	**100.0**	**1 597**	**100.0**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	S	S	S	S	S	S
250 to 499 miles	S	S	S	S	S	S
500 to 749 miles	S	S	S	S	S	S
750 to 999 miles	250	20.4	174	15.4	216	13.5
1,000 to 1,499 miles	137	11.2	S	S	S	S
1,500 to 1,999 miles	501	40.9	S	S	S	S
2,000 miles or more	S	S	S	S	S	S
Truck and water	**S**	**S**	**S**	**S**	**S**	**S**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	S	S	S	S	S	S
750 to 999 miles	S	S	S	S	S	S
1,000 to 1,499 miles	S	S	S	S	S	S
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	S	S	S	S	S	S

See footnotes at end of table.

Table 3. **Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

Mode of transportation and distance shipped[1] (based on Great Circle Distance)	Value		Tons		Ton-miles[2]	
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent
Multiple modes—Con.						
Rail and water	**344**	**100.0**	**S**	**S**	**S**	**S**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	S	S	S	S	S	S
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	S	S	S	S	S	S
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	S	S	S	S	S	S
Other multiple modes	**S**	**S**	**S**	**S**	**S**	**S**
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	S	S	S	S	S	S
750 to 999 miles	S	S	S	S	S	S
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Other and unknown modes	**4 190**	**100.0**	**2 541**	**100.0**	**1 099**	**100.0**
Less than 50 miles	1 594	38.0	S	S	S	S
50 to 99 miles	S	S	157	6.2	15	1.4
100 to 249 miles	480	11.4	178	7.0	37	3.4
250 to 499 miles	442	10.5	S	S	S	S
500 to 749 miles	241	5.8	S	S	S	S
750 to 999 miles	S	S	59	2.3	59	5.4
1,000 to 1,499 miles	S	S	S	S	S	S
1,500 to 1,999 miles	S	S	S	S	S	S
2,000 miles or more	S	S	S	S	S	S

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

[1]Shipments are grouped into distance categories based on Great Circle Distance (GCD). GCD is the shortest distance between 2 points on the surface of a sphere over the surface of that sphere.
[2]Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See "Mileage Calculations" section for additional information.
[3]"Truck" as a single mode includes shipments that were made by only private truck, only for-hire truck, or a combination of private truck and for-hire truck.
[4]Estimates for pipeline exclude shipments of crude petroleum.

Note: Value-of-shipments estimates have not been adjusted for price changes. Appendix B tables provide estimated measures of sampling variability. The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs*.

Note: Coverage for the 2002 Commodity Flow Survey (CFS) differs from the previous surveys due to a change from the 1987 Standard Industrial Classification System to the 1997 North American Industry Classification System and other survey improvements. Therefore, data users are urged to use caution when comparing 2002 CFS estimates with estimates from prior years.

Table 4. Shipment Characteristics by Mode of Transportation and Shipment Weight for State of Origin: 2002

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

Mode of transportation and shipment weight	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
Total	**185 392**	**100.0**	**254 827**	**100.0**	**72 910**	**100.0**	**517**
Less than 50 lb	20 750	11.2	594	.2	327	.4	583
50 to 99 lb	9 425	5.1	636	.2	S	S	733
100 to 499 lb	18 743	10.1	1 767	.7	451	.6	271
500 to 749 lb	5 027	2.7	912	.4	166	.2	179
750 to 999 lb	2 946	1.6	806	.3	113	.2	141
1,000 to 9,999 lb	30 958	16.7	11 600	4.6	2 399	3.3	200
10,000 to 49,999 lb	85 676	46.2	114 484	44.9	29 670	40.7	253
50,000 to 99,999 lb	6 951	3.7	57 114	22.4	6 991	9.6	125
100,000 lb or more	4 916	2.7	66 914	26.3	32 357	44.4	436
Single modes	**157 782**	**100.0**	**247 143**	**100.0**	**67 095**	**100.0**	**233**
Less than 50 lb	8 068	5.1	228	–	53	–	270
50 to 99 lb	4 895	3.1	234	–	51	–	229
100 to 499 lb	13 927	8.8	1 461	.6	295	.4	205
500 to 749 lb	4 680	3.0	861	.3	146	.2	167
750 to 999 lb	2 449	1.6	769	.3	97	.1	127
1,000 to 9,999 lb	29 257	18.5	11 296	4.6	2 244	3.3	192
10,000 to 49,999 lb	82 856	52.5	112 850	45.7	27 669	41.2	237
50,000 to 99,999 lb	6 920	4.4	56 890	23.0	6 960	10.4	125
100,000 lb or more	4 729	3.0	62 552	25.3	29 580	44.1	442
Truck[2]	**134 904**	**100.0**	**189 434**	**100.0**	**36 478**	**100.0**	**187**
Less than 50 lb	7 154	5.3	216	.1	36	.1	181
50 to 99 lb	4 672	3.5	228	.1	43	.1	202
100 to 499 lb	13 340	9.9	1 449	.8	283	.8	197
500 to 749 lb	4 566	3.4	859	.5	141	.4	162
750 to 999 lb	2 385	1.8	768	.4	95	.3	124
1,000 to 9,999 lb	28 456	21.1	11 265	5.9	2 188	6.0	190
10,000 to 49,999 lb	67 627	50.1	111 125	58.7	26 000	71.3	227
50,000 to 99,999 lb	6 000	4.4	56 496	29.8	6 658	18.3	121
100,000 lb or more	704	.5	7 028	3.7	1 034	2.8	S
For-hire truck	**77 930**	**100.0**	**98 150**	**100.0**	**27 065**	**100.0**	**388**
Less than 50 lb	4 491	5.8	62	–	18	–	331
50 to 99 lb	2 882	3.7	57	–	30	.1	560
100 to 499 lb	7 521	9.7	378	.4	196	.7	515
500 to 749 lb	2 176	2.8	246	.3	98	.4	401
750 to 999 lb	987	1.3	130	.1	53	.2	401
1,000 to 9,999 lb	15 441	19.8	2 885	2.9	1 496	5.5	505
10,000 to 49,999 lb	41 057	52.7	57 324	58.4	19 227	71.0	344
50,000 to 99,999 lb	3 075	3.9	33 333	34.0	5 217	19.3	159
100,000 lb or more	301	.4	3 734	3.8	S	S	188
Private truck	**56 727**	**100.0**	**86 588**	**100.0**	**9 141**	**100.0**	**100**
Less than 50 lb	2 645	4.7	151	.2	17	.2	120
50 to 99 lb	1 787	3.1	171	.2	14	.1	80
100 to 499 lb	5 807	10.2	1 068	1.2	87	.9	84
500 to 749 lb	2 357	4.2	572	.7	42	.5	73
750 to 999 lb	1 396	2.5	637	.7	41	.5	66
1,000 to 9,999 lb	12 968	22.9	8 338	9.6	680	7.4	85
10,000 to 49,999 lb	26 488	46.7	50 966	58.9	6 595	72.2	119
50,000 to 99,999 lb	2 877	5.1	21 390	24.7	1 361	14.9	65
100,000 lb or more	403	.7	3 293	3.8	305	3.3	S
Rail	**19 652**	**100.0**	**31 118**	**100.0**	**18 270**	**100.0**	**674**
Less than 50 lb	S	S	S	S	S	S	310
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	S	S	S	S	S	S	1 253
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	S	S	S	S	S	S	1 504
10,000 to 49,999 lb	S	S	1 718	5.5	1 658	9.1	982
50,000 to 99,999 lb	S	S	S	S	236	1.3	800
100,000 lb or more	3 050	15.5	29 077	93.4	16 352	89.5	538
Water	**1 043**	**100.0**	**S**	**S**	**12 255**	**100.0**	**S**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	S	S	S	S	S	S	782
100,000 lb or more	962	92.2	S	S	12 193	99.5	S
Shallow draft	**1 043**	**100.0**	**S**	**S**	**12 255**	**100.0**	**S**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	S	S	S	S	S	S	782
100,000 lb or more	962	92.2	S	S	12 193	99.5	S

See footnotes at end of table.

Table 4. **Shipment Characteristics by Mode of Transportation and Shipment Weight for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

Mode of transportation and shipment weight	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
Single modes—Con.							
Great Lakes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Deep draft	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Air (includes truck and air)	**2 170**	**100.0**	**65**	**100.0**	**92**	**100.0**	**1 347**
Less than 50 lb	914	42.1	S	S	S	S	1 364
50 to 99 lb	223	10.3	S	S	S	S	1 302
100 to 499 lb	566	26.1	12	17.8	11	12.6	1 038
500 to 749 lb	S	S	S	S	S	S	1 657
750 to 999 lb	S	S	S	S	S	S	1 129
1,000 to 9,999 lb	281	12.9	S	S	S	S	1 467
10,000 to 49,999 lb	S	S	S	S	S	S	1 380
50,000 to 99,999 lb	S	S	S	S	S	S	799
100,000 lb or more	–	–	–	–	–	–	–
Pipeline[3]	**S**	**S**	**S**	**S**	**S**	**S**	**S**
Less than 50 lb	–	–	–	–	S	S	S
50 to 99 lb	–	–	–	–	S	S	S
100 to 499 lb	–	–	–	–	S	S	S
500 to 749 lb	–	–	–	–	S	S	S
750 to 999 lb	–	–	–	–	S	S	S
1,000 to 9,999 lb	–	–	–	–	S	S	S
10,000 to 49,999 lb	–	–	–	–	S	S	S
50,000 to 99,999 lb	–	–	–	–	S	S	S
100,000 lb or more	S	S	S	S	S	S	S
Multiple modes	**23 421**	**100.0**	**5 143**	**100.0**	**4 717**	**100.0**	**833**
Less than 50 lb	12 035	51.4	343	6.7	268	5.7	802
50 to 99 lb	4 385	18.7	S	S	S	S	1 012
100 to 499 lb	4 388	18.7	251	4.9	148	3.1	594
500 to 749 lb	317	1.4	39	.8	19	.4	502
750 to 999 lb	S	S	S	S	S	S	477
1,000 to 9,999 lb	S	S	S	S	S	S	1 312
10,000 to 49,999 lb	1 559	6.7	837	16.3	1 544	32.7	1 904
50,000 to 99,999 lb	S	S	S	S	S	S	1 647
100,000 lb or more	S	S	S	S	S	S	861
Parcel, U.S. Postal Service or courier	**21 588**	**100.0**	**1 042**	**100.0**	**822**	**100.0**	**832**
Less than 50 lb	12 022	55.7	342	32.9	268	32.5	802
50 to 99 lb	4 383	20.3	S	S	S	S	1 012
100 to 499 lb	4 385	20.3	249	23.9	147	17.9	595
500 to 749 lb	316	1.5	37	3.5	19	2.3	539
750 to 999 lb	S	S	S	S	S	S	462
1,000 to 9,999 lb	S	S	S	S	S	S	762
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Truck and rail	**1 225**	**100.0**	**1 132**	**100.0**	**1 597**	**100.0**	**1 668**
Less than 50 lb	S	S	S	S	S	S	1 105
50 to 99 lb	S	S	S	S	S	S	1 105
100 to 499 lb	S	S	S	S	S	S	1 368
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	S	S	S	S	S	S	4 716
1,000 to 9,999 lb	S	S	S	S	S	S	1 354
10,000 to 49,999 lb	983	80.2	770	68.0	1 340	83.9	1 760
50,000 to 99,999 lb	S	S	S	S	S	S	1 890
100,000 lb or more	S	S	S	S	S	S	853
Truck and water	**S**	**S**	**S**	**S**	**S**	**S**	**3 499**
Less than 50 lb	S	S	S	S	S	S	4 423
50 to 99 lb	S	S	S	S	S	S	764
100 to 499 lb	S	S	S	S	S	S	2 554
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	S	S	S	S	S	S	4 335
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	S	S	S	S	S	S	5 257
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–

See footnotes at end of table.

Table 4. **Shipment Characteristics by Mode of Transportation and Shipment Weight for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

Mode of transportation and shipment weight	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
Multiple modes—Con.							
Rail and water	**344**	**100.0**	**S**	**S**	**S**	**S**	**3 927**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	S	S	S	S	S	S	4 114
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	S	S	S	S	S	S	802
Other multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
Less than 50 lb	S	S	S	S	S	S	6
50 to 99 lb	S	S	S	S	S	S	1
100 to 499 lb	S	S	S	S	S	S	7
500 to 749 lb	S	S	S	S	S	S	7
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	S	S	S	S	S	S	15
50,000 to 99,999 lb	S	S	S	S	S	S	7
100,000 lb or more	S	S	S	S	S	S	1 217
Other and unknown modes	**4 190**	**100.0**	**2 541**	**100.0**	**1 099**	**100.0**	**246**
Less than 50 lb	647	15.4	23	.9	S	S	213
50 to 99 lb	146	3.5	20	.8	S	S	539
100 to 499 lb	428	10.2	55	2.2	8	.7	134
500 to 749 lb	30	.7	11	.4	1	–	S
750 to 999 lb	34	.8	5	.2	S	S	180
1,000 to 9,999 lb	1 536	36.7	285	11.2	S	S	492
10,000 to 49,999 lb	1 261	30.1	797	31.3	S	S	680
50,000 to 99,999 lb	S	S	217	8.5	21	1.9	95
100,000 lb or more	S	S	S	S	S	S	S

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

[1]Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See "Mileage Calculations" section for additional information.
[2]"Truck" as a single mode includes shipments that were made by only private truck, only for-hire truck, or a combination of private truck and for-hire truck.
[3]Estimates for pipeline exclude shipments of crude petroleum.

Note: Value-of-shipments estimates have not been adjusted for price changes. Appendix B tables provide estimated measures of sampling variability. The Introduction and appendixes give information on confidentially protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Note: Coverage for the 2002 Commodity Flow Survey (CFS) differs from the previous surveys due to a change from the 1987 Standard Industrial Classification System to the 1997 North American Industry Classification System and other survey improvements. Therefore, data users are urged to use caution when comparing 2002 CFS estimates with estimates from prior years.

Table 5a. **Shipment Characteristics by Two-Digit Commodity for State of Origin: 2002**

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

SCTG code	Commodity description	Value		Tons		Ton-miles[1]		Average miles per shipment
		2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
	Total[2]	**185 392**	**100.0**	**254 827**	**100.0**	**72 910**	**100.0**	**517**
01	Live animals and live fish	S	S	S	S	S	S	S
02	Cereal grains	2 150	1.2	22 548	8.8	11 867	16.3	251
03	Other agricultural products	3 087	1.7	12 442	4.9	3 080	4.2	S
04	Animal feed and products of animal origin, n.e.c.	1 839	1.0	S	S	S	S	S
05	Meat, fish, seafood, and their preparations	S	S	S	S	S	S	271
06	Milled grain products and preparations, and bakery products	S	S	7 172	2.8	4 075	5.6	215
07	Other prepared foodstuffs and fats and oils	8 545	4.6	12 232	4.8	4 823	6.6	S
08	Alcoholic beverages	2 556	1.4	3 069	1.2	S	S	43
09	Tobacco products	S	S	S	S	S	S	174
10	Monumental or building stone	–	–	–	–	–	–	–
11	Natural sands	83	–	S	S	S	S	44
12	Gravel and crushed stone	376	.2	67 143	26.3	12 929	17.7	41
13	Nonmetallic minerals n.e.c.	S	S	S	S	S	S	S
14	Metallic ores and concentrates	95	–	352	.1	55	–	118
15	Coal	–	–	–	–	–	–	–
17	Gasoline and aviation turbine fuel	1 867	1.0	6 380	2.5	254	.3	30
18	Fuel oils	1 090	.6	4 283	1.7	139	.2	29
19	Coal and petroleum products, n.e.c.	677	.4	S	S	161	.2	S
20	Basic chemicals	2 570	1.4	S	S	S	S	875
21	Pharmaceutical products	16 315	8.8	433	.2	203	.3	318
22	Fertilizers	302	.2	S	S	208	.3	S
23	Chemical products and preparations, n.e.c.	5 898	3.2	5 762	2.3	2 372	3.3	S
24	Plastics and rubber	5 284	2.9	1 550	.6	511	.7	296
25	Logs and other wood in the rough	70	–	200	–	S	S	557
26	Wood products	1 908	1.0	4 239	1.7	957	1.3	248
27	Pulp, newsprint, paper, and paperboard	525	.3	S	S	S	S	118
28	Paper or paperboard articles	2 881	1.6	1 394	.5	712	1.0	495
29	Printed products	7 196	3.9	850	.3	707	1.0	1 008
30	Textiles, leather, and articles of textiles or leather	5 236	2.8	399	.2	317	.4	816
31	Nonmetallic mineral products	3 087	1.7	12 472	4.9	3 544	4.9	355
32	Base metal in primary or semifinished forms and in finished basic shapes	4 079	2.2	3 145	1.2	973	1.3	208
33	Articles of base metal	6 885	3.7	4 948	1.9	1 641	2.3	218
34	Machinery	9 994	5.4	1 934	.8	1 097	1.5	527
35	Electronic and other electrical equipment and components and office equipment	11 422	6.2	986	.4	596	.8	472
36	Motorized and other vehicles (including parts)	23 940	12.9	3 119	1.2	1 975	2.7	506
37	Transportation equipment, n.e.c.	S	S	S	S	S	S	665
38	Precision instruments and apparatus	931	.5	S	S	23	–	519
39	Furniture, mattresses and mattress supports, lamps, lighting fittings, and illuminated signs	2 596	1.4	762	.3	431	.6	652
40	Miscellaneous manufactured products	16 177	8.7	2 888	1.1	1 522	2.1	766
41	Waste and scrap	2 888	1.6	13 342	5.2	5 168	7.1	393
43	Mixed freight	18 213	9.8	5 930	2.3	1 778	2.4	350
--	Commodity unknown	280	.2	177	–	65	–	809

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

[1]Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See "Mileage Calculations" section for additional information.
[2]Estimates exclude shipments of crude petroleum (SCTG 16).

Note: Value-of-shipments estimates have not been adjusted for price changes. Appendix B tables provide estimated measures of sampling variability. The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Note: Coverage for the 2002 Commodity Flow Survey (CFS) differs from the previous surveys due to a change from the 1987 Standard Industrial Classification System to the 1997 North American Industry Classification System and other survey improvements. Therefore, data users are urged to use caution when comparing 2002 CFS estimates with estimates from prior years.

Table 5b. Shipment Characteristics by Two-Digit Commodity for State of Origin: Percent of Total for 2002 and 1997

[Estimates are based on data from the 2002 and 1997 Commodity Flow Surveys. Because of rounding, estimates may not be additive]

SCTG code	Commodity description	Value (percent)		Tons (percent)		Ton-miles[1] (percent)	
		2002	1997	2002	1997	2002	1997
	Total[2]	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**
01	Live animals and live fish	S	S	S	S	S	S
02	Cereal grains	1.2	1.3	8.8	7.2	16.3	15.7
03	Other agricultural products	1.7	1.5	4.9	3.2	4.2	4.5
04	Animal feed and products of animal origin, n.e.c	1.0	2.1	S	5.8	S	4.3
05	Meat, fish, seafood, and their preparations	S	2.2	S	.9	S	1.6
06	Milled grain products and preparations, and bakery products	S	2.3	2.8	3.0	5.6	7.3
07	Other prepared foodstuffs and fats and oils	4.6	6.2	4.8	4.3	6.6	4.3
08	Alcoholic beverages	1.4	2.1	1.2	2.0	S	2.2
09	Tobacco products	S	.4	S	–	S	–
10	Monumental or building stone	–	S	–	S	–	S
11	Natural sands	–	–	S	1.3	S	.5
12	Gravel and crushed stone	.2	.2	26.3	31.9	17.7	17.9
13	Nonmetallic minerals n.e.c.	S	S	S	S	S	.1
14	Metallic ores and concentrates	–	.2	.1	1.1	–	.4
15	Coal	–	–	–	S	–	–
17	Gasoline and aviation turbine fuel	1.0	1.2	2.5	3.0	.3	.5
18	Fuel oils	.6	.6	1.7	2.1	.2	.3
19	Coal and petroleum products, n.e.c.	.4	.7	S	S	.2	S
20	Basic chemicals	1.4	1.1	S	1.7	S	S
21	Pharmaceutical products	8.8	5.7	.2	.2	.3	S
22	Fertilizers	.2	.4	S	1.3	.3	1.0
23	Chemical products and preparations, n.e.c.	3.2	4.9	2.3	2.7	3.3	3.8
24	Plastics and rubber	2.9	2.9	.6	.9	.7	S
25	Logs and other wood in the rough	–	–	–	–	S	S
26	Wood products	1.0	1.1	1.7	1.4	1.3	1.0
27	Pulp, newsprint, paper, and paperboard	.3	.5	S	.3	S	.2
28	Paper or paperboard articles	1.6	1.8	.5	.8	1.0	1.0
29	Printed products	3.9	4.6	.3	1.0	1.0	2.3
30	Textiles, leather, and articles of textiles or leather	2.8	2.4	.2	.2	.4	.2
31	Nonmetallic mineral products	1.7	1.5	4.9	9.9	4.9	3.5
32	Base metal in primary or semifinished forms and in finished basic shapes	2.2	3.0	1.2	2.1	1.3	4.0
33	Articles of base metal	3.7	3.2	1.9	1.2	2.3	1.8
34	Machinery	5.4	4.9	.8	.5	1.5	.9
35	Electronic and other electrical equipment and components and office equipment	6.2	7.6	.4	.6	.8	1.5
36	Motorized and other vehicles (including parts)	12.9	17.9	1.2	2.3	2.7	6.6
37	Transportation equipment, n.e.c.	S	1.5	S	–	S	.1
38	Precision instruments and apparatus	.5	1.0	S	–	–	S
39	Furniture, mattresses and mattress supports, lamps, lighting fittings, and illuminated signs	1.4	1.6	.3	.5	.6	1.0
40	Miscellaneous manufactured products	8.7	8.1	1.1	.9	2.1	1.8
41	Waste and scrap	1.6	.6	5.2	2.0	7.1	2.4
43	Mixed freight	9.8	1.7	2.3	.6	2.4	.4
--	Commodity unknown	.2	.8	–	.2	–	.2

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

[1]Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See "Mileage Calculations" section for additional information.
[2]Estimates exclude shipments of crude petroleum (SCTG 16).

Note: Value-of-shipments estimates have not been adjusted for price changes. Appendix B tables provide estimated measures of sampling variability. The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Note: Coverage for the 2002 Commodity Flow Survey (CFS) differs from the previous surveys due to a change from the 1987 Standard Industrial Classification System to the 1997 North American Industry Classification System and other survey improvements. Therefore, data users are urged to use caution when comparing 2002 CFS estimates with estimates from prior years.

Table 6. Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
ALL COMMODITIES							
Total[2]	**185 392**	**100.0**	**254 827**	**100.0**	**72 910**	**100.0**	**517**
Single modes	**157 782**	**85.1**	**247 143**	**97.0**	**67 095**	**92.0**	**233**
Truck[3]	134 904	72.8	189 434	74.3	36 478	50.0	187
For-hire truck	77 930	42.0	98 150	38.5	27 065	37.1	388
Private truck	56 727	30.6	86 588	34.0	9 141	12.5	100
Rail	19 652	10.6	31 118	12.2	18 270	25.1	674
Water	1 043	.6	S	S	12 255	16.8	S
Shallow draft	1 043	.6	S	S	12 255	16.8	S
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	2 170	1.2	65	–	92	.1	1 347
Pipeline[4]	S	S	S	S	S	S	S
Multiple modes	**23 421**	**12.6**	**5 143**	**2.0**	**4 717**	**6.5**	**833**
Parcel, U.S. Postal Service or courier	21 588	11.6	1 042	.4	822	1.1	832
Truck and rail	1 225	.7	1 132	.4	1 597	2.2	1 668
Truck and water	S	S	S	S	S	S	3 499
Rail and water	344	.2	S	S	S	S	3 927
Other multiple modes	S	S	S	S	S	S	S
Other and unknown modes	**4 190**	**2.3**	**2 541**	**1.0**	**1 099**	**1.5**	**246**
SCTG 01, LIVE ANIMALS AND LIVE FISH							
Total	**S**	**S**	**S**	**S**	**S**	**S**	**S**
Single modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
Truck[3]	S	S	S	S	S	S	S
For-hire truck	S	S	S	S	S	S	477
Private truck	S	S	S	S	S	S	123
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
SCTG 02, CEREAL GRAINS							
Total	**2 150**	**100.0**	**22 548**	**100.0**	**11 867**	**100.0**	**251**
Single modes	**2 107**	**98.0**	**22 102**	**98.0**	**11 410**	**96.2**	**253**
Truck[3]	980	45.6	10 318	45.8	S	S	212
For-hire truck	885	41.2	S	S	S	S	308
Private truck	S	S	S	S	S	S	33
Rail	756	35.2	7 473	33.1	4 382	36.9	664
Water	370	17.2	4 311	19.1	4 066	34.3	902
Shallow draft	370	17.2	4 311	19.1	4 066	34.3	902
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 03, OTHER AGRICULTURAL PRODUCTS							
Total	**3 087**	**100.0**	**12 442**	**100.0**	**3 080**	**100.0**	**S**
Single modes	**3 072**	**99.5**	**12 424**	**99.9**	**3 080**	**100.0**	**S**
Truck[3]	2 235	72.4	S	S	426	13.8	S
For-hire truck	953	30.9	3 365	27.0	301	9.8	250
Private truck	S	S	S	S	S	S	S
Rail	S	S	S	S	S	S	435
Water	S	S	S	S	S	S	887
Shallow draft	S	S	S	S	S	S	887
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	714
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**7**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	S	S	S	S	S	S	7
Other and unknown modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
SCTG 04, ANIMAL FEED AND PRODUCTS OF ANIMAL ORIGIN, N.E.C.							
Total	**1 839**	**100.0**	**S**	**S**	**S**	**S**	**S**
Single modes	**1 804**	**98.1**	**S**	**S**	**S**	**S**	**S**
Truck[3]	1 674	91.0	S	S	S	S	S
For-hire truck	736	40.0	S	S	S	S	S
Private truck	S	S	S	S	S	S	S
Rail	129	7.0	790	5.5	S	S	689
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	70
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	S	S	S	S	S	S	7
Other and unknown modes	**S**	**S**	**104**	**.7**	**S**	**S**	**123**
SCTG 05, MEAT, FISH, SEAFOOD, AND THEIR PREPARATIONS							
Total	**S**	**S**	**S**	**S**	**S**	**S**	**271**
Single modes	**S**	**S**	**S**	**S**	**S**	**S**	**271**
Truck[3]	S	S	S	S	S	S	271
For-hire truck	S	S	S	S	S	S	671
Private truck	S	S	S	S	S	S	S
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**618**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	618
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**138**

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 06, MILLED GRAIN PRODUCTS AND PREPARATIONS, AND BAKERY PRODUCTS							
Total	**S**	**S**	**7 172**	**100.0**	**4 075**	**100.0**	**215**
Single modes	**S**	**S**	**7 151**	**99.7**	**4 060**	**99.6**	**217**
Truck[3]	S	S	5 938	82.8	2 788	68.4	202
For-hire truck	S	S	3 948	55.1	2 183	53.6	561
Private truck	3 389	39.0	1 990	27.7	604	14.8	S
Rail	S	S	S	S	S	S	1 154
Water	S	S	S	S	S	S	788
Shallow draft	S	S	S	S	S	S	788
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	1 544
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**148**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	148
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
SCTG 07, OTHER PREPARED FOODSTUFFS AND FATS AND OILS							
Total	**8 545**	**100.0**	**12 232**	**100.0**	**4 823**	**100.0**	**S**
Single modes	**8 278**	**96.9**	**11 790**	**96.4**	**4 566**	**94.7**	**S**
Truck[3]	7 801	91.3	10 117	82.7	3 616	75.0	S
For-hire truck	4 211	49.3	4 589	37.5	2 403	49.8	633
Private truck	3 590	42.0	S	S	S	S	S
Rail	472	5.5	1 671	13.7	948	19.7	699
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	1 125
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**623**
Parcel, U.S. Postal Service or courier	S	S	6	–	4	–	621
Truck and rail	S	S	S	S	S	S	853
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
SCTG 08, ALCOHOLIC BEVERAGES							
Total	**2 556**	**100.0**	**3 069**	**100.0**	**S**	**S**	**43**
Single modes	**2 556**	**100.0**	**3 069**	**100.0**	**S**	**S**	**43**
Truck[3]	2 399	93.9	2 834	92.3	S	S	42
For-hire truck	S	S	S	S	S	S	190
Private truck	S	S	S	S	S	S	21
Rail	S	S	S	S	S	S	555
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 09, TOBACCO PRODUCTS							
Total	**S**	**S**	**S**	**S**	**S**	**S**	**174**
Single modes	**S**	**S**	**S**	**S**	**S**	**S**	**174**
Truck[3]	S	S	S	S	S	S	174
For-hire truck	–	–	–	–	–	–	–
Private truck	S	S	S	S	S	S	174
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
SCTG 10, MONUMENTAL OR BUILDING STONE							
Total	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Single modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Truck[3]	–	–	–	–	–	–	–
For-hire truck	–	–	–	–	–	–	–
Private truck	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
SCTG 11, NATURAL SANDS							
Total	**83**	**100.0**	**S**	**S**	**S**	**S**	**44**
Single modes	**83**	**99.6**	**S**	**S**	**S**	**S**	**44**
Truck[3]	S	S	S	S	S	S	S
For-hire truck	S	S	S	S	S	S	S
Private truck	S	S	S	S	S	S	15
Rail	3	3.8	215	1.0	S	S	650
Water	S	S	S	S	S	S	34
Shallow draft	S	S	S	S	S	S	34
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**32**

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 12, GRAVEL AND CRUSHED STONE							
Total	**376**	**100.0**	**67 143**	**100.0**	**12 929**	**100.0**	**41**
Single modes	**363**	**96.5**	**64 214**	**95.6**	**10 824**	**83.7**	**40**
Truck[3]	287	76.5	52 468	78.1	2 084	16.1	38
For-hire truck	109	29.1	19 829	29.5	491	3.8	23
Private truck	159	42.2	29 208	43.5	1 463	11.3	47
Rail	48	12.8	5 012	7.5	3 976	30.8	680
Water	27	7.2	6 733	10.0	4 764	36.8	625
Shallow draft	27	7.2	6 733	10.0	4 764	36.8	625
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**891**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	S	S	S	S	S	S	802
Other multiple modes	S	S	S	S	S	S	1 016
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**442**
SCTG 13, NONMETALLIC MINERALS N.E.C.							
Total	**S**	**S**	**S**	**S**	**S**	**S**	**S**
Single modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
Truck[3]	S	S	S	S	S	S	S
For-hire truck	S	S	S	S	S	S	640
Private truck	S	S	S	S	S	S	46
Rail	S	S	S	S	S	S	749
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**1**	**3.5**	**–**	**–**	**–**	**.6**	**627**
Parcel, U.S. Postal Service or courier	1	3.5	–	–	–	.6	627
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
SCTG 14, METALLIC ORES AND CONCENTRATES							
Total	**95**	**100.0**	**352**	**100.0**	**55**	**100.0**	**118**
Single modes	**94**	**98.5**	**352**	**100.0**	**55**	**100.0**	**191**
Truck[3]	91	96.1	338	96.0	45	81.0	180
For-hire truck	54	57.2	314	89.1	34	60.6	S
Private truck	S	S	S	S	S	S	537
Rail	S	S	S	S	S	S	719
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	799
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**62**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	62
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 15, COAL							
Total	–	–	–	–	–	–	–
Single modes	–	–	–	–	–	–	–
Truck[3]	–	–	–	–	–	–	–
For-hire truck	–	–	–	–	–	–	–
Private truck	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	–	–	–	–	–	–	–
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	–	–	–	–	–	–	–
SCTG 17, GASOLINE AND AVIATION TURBINE FUEL							
Total	**1 867**	**100.0**	**6 380**	**100.0**	**254**	**100.0**	**30**
Single modes	**1 867**	**100.0**	**6 380**	**100.0**	**254**	**100.0**	**30**
Truck[3]	1 867	100.0	6 380	100.0	254	100.0	30
For-hire truck	555	29.7	1 896	29.7	38	15.0	15
Private truck	1 265	67.7	4 331	67.9	144	56.6	26
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	–	–	–	–	–	–	–
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	–	–	–	–	–	–	–
SCTG 18, FUEL OILS							
Total	**1 090**	**100.0**	**4 283**	**100.0**	**139**	**100.0**	**29**
Single modes	**1 089**	**100.0**	**4 282**	**100.0**	**138**	**100.0**	**29**
Truck[3]	1 076	98.8	4 221	98.5	138	99.8	29
For-hire truck	164	15.1	719	16.8	10	7.2	12
Private truck	894	82.0	3 436	80.2	S	S	27
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	S	S	S	S	S	S	S
Multiple modes	–	–	–	–	–	–	–
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**18**

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 19, COAL AND PETROLEUM PRODUCTS, N.E.C.							
Total	**677**	**100.0**	**S**	**S**	**161**	**100.0**	**S**
Single modes	**676**	**99.9**	**S**	**S**	**161**	**100.0**	**S**
Truck[3]	605	89.3	S	S	108	67.1	S
For-hire truck	230	34.0	S	S	65	40.4	S
Private truck	S	S	S	S	S	S	S
Rail	72	10.6	61	5.5	S	S	867
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**255**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	255
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**18**
SCTG 20, BASIC CHEMICALS							
Total	**2 570**	**100.0**	**S**	**S**	**S**	**S**	**875**
Single modes	**2 434**	**94.7**	**S**	**S**	**S**	**S**	**857**
Truck[3]	2 082	81.0	7 801	88.6	S	S	221
For-hire truck	1 552	60.4	S	S	S	S	344
Private truck	530	20.6	S	S	S	S	59
Rail	S	S	S	S	S	S	729
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	6	–	10	.3	1 271
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**922**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	922
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**481**
SCTG 21, PHARMACEUTICAL PRODUCTS							
Total	**16 315**	**100.0**	**433**	**100.0**	**203**	**100.0**	**318**
Single modes	**13 989**	**85.7**	**409**	**94.5**	**191**	**94.1**	**232**
Truck[3]	13 342	81.8	403	93.0	185	91.0	195
For-hire truck	12 395	76.0	338	78.0	174	85.5	205
Private truck	944	5.8	65	14.9	S	S	37
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	647	4.0	S	S	S	S	1 184
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**2 276**	**14.0**	**18**	**4.0**	**10**	**4.8**	**784**
Parcel, U.S. Postal Service or courier	2 263	13.9	17	4.0	10	4.7	774
Truck and rail	–	–	–	–	–	–	–
Truck and water	S	S	S	S	S	S	4 423
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**50**	**.3**	**6**	**1.5**	**2**	**1.1**	**347**

See footnotes at end of table.

Table 6. Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 22, FERTILIZERS							
Total	**302**	**100.0**	**S**	**S**	**208**	**100.0**	**S**
Single modes	**298**	**98.7**	**S**	**S**	**208**	**100.0**	**S**
Truck[3]	S	S	S	S	124	59.5	S
For-hire truck	S	S	S	S	105	50.4	112
Private truck	S	S	S	S	S	S	S
Rail	17	5.5	S	S	S	S	536
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	774
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**54**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	54
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
SCTG 23, CHEMICAL PRODUCTS AND PREPARATIONS, N.E.C.							
Total	**5 898**	**100.0**	**5 762**	**100.0**	**2 372**	**100.0**	**S**
Single modes	**5 182**	**87.9**	**5 552**	**96.4**	**2 138**	**90.1**	**S**
Truck[3]	4 843	82.1	5 325	92.4	1 832	77.2	143
For-hire truck	3 273	55.5	3 970	68.9	1 608	67.8	336
Private truck	1 570	26.6	1 355	23.5	224	9.5	47
Rail	328	5.6	227	3.9	305	12.9	1 352
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	2 377
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	S
Truck and rail	S	S	S	S	S	S	1 200
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
SCTG 24, PLASTICS AND RUBBER							
Total	**5 284**	**100.0**	**1 550**	**100.0**	**511**	**100.0**	**296**
Single modes	**4 712**	**89.2**	**1 504**	**97.1**	**488**	**95.5**	**203**
Truck[3]	4 708	89.1	1 504	97.0	488	95.4	199
For-hire truck	1 945	36.8	570	36.8	299	58.5	520
Private truck	S	S	933	60.2	S	S	126
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	4	–	–	–	–	–	1 659
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**423**	**8.0**	**22**	**1.4**	**15**	**2.9**	**698**
Parcel, U.S. Postal Service or courier	421	8.0	22	1.4	15	2.9	699
Truck and rail	–	–	–	–	–	–	–
Truck and water	S	S	S	S	S	S	835
Rail and water	–	–	–	–	–	–	–
Other multiple modes	S	S	S	S	S	S	7
Other and unknown modes	**149**	**2.8**	**23**	**1.5**	**8**	**1.5**	**S**

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 25, LOGS AND OTHER WOOD IN THE ROUGH							
Total	**70**	**100.0**	**200**	**100.0**	**S**	**S**	**557**
Single modes	**39**	**55.4**	**133**	**66.8**	**S**	**S**	**248**
Truck[3]	38	54.1	128	64.2	S	S	243
For-hire truck	33	47.7	117	58.6	31	18.3	231
Private truck	4	6.3	11	5.6	S	S	253
Rail	S	S	S	S	S	S	1 681
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**2 141**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	S	S	S	S	S	S	2 141
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**249**
SCTG 26, WOOD PRODUCTS							
Total	**1 908**	**100.0**	**4 239**	**100.0**	**957**	**100.0**	**248**
Single modes	**1 720**	**90.2**	**3 490**	**82.3**	**913**	**95.4**	**120**
Truck[3]	1 584	83.0	3 033	71.6	532	55.6	114
For-hire truck	610	32.0	S	S	S	S	354
Private truck	974	51.1	1 609	38.0	102	10.7	76
Rail	S	S	S	S	S	S	827
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**28**	**.7**	**S**	**S**	**820**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	826
Truck and rail	S	S	S	S	S	S	1 289
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	S	S	S	S	S	S	1
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
SCTG 27, PULP, NEWSPRINT, PAPER, AND PAPERBOARD							
Total	**525**	**100.0**	**S**	**S**	**S**	**S**	**118**
Single modes	**514**	**97.9**	**S**	**S**	**S**	**S**	**103**
Truck[3]	514	97.9	S	S	S	S	103
For-hire truck	S	S	S	S	S	S	699
Private truck	296	56.3	S	S	S	S	S
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**507**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	507
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**28**

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 28, PAPER OR PAPERBOARD ARTICLES							
Total	**2 881**	**100.0**	**1 394**	**100.0**	**712**	**100.0**	**495**
Single modes	**2 563**	**89.0**	**1 325**	**95.1**	**570**	**80.2**	**S**
Truck[3]	2 559	88.8	1 321	94.8	563	79.1	S
For-hire truck	2 101	72.9	1 032	74.0	521	73.2	436
Private truck	445	15.4	267	19.2	39	5.5	S
Rail	S	S	S	S	S	S	1 635
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	775
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**286**	**9.9**	**S**	**S**	**S**	**S**	**900**
Parcel, U.S. Postal Service or courier	99	3.4	11	.8	9	1.2	896
Truck and rail	S	S	S	S	S	S	2 698
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
SCTG 29, PRINTED PRODUCTS							
Total	**7 196**	**100.0**	**850**	**100.0**	**707**	**100.0**	**1 008**
Single modes	**2 185**	**30.4**	**326**	**38.3**	**262**	**37.1**	**796**
Truck[3]	2 061	28.6	310	36.5	230	32.5	746
For-hire truck	1 835	25.5	290	34.1	228	32.2	1 068
Private truck	S	S	20	2.3	S	S	312
Rail	S	S	S	S	S	S	715
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	1 461
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**4 759**	**66.1**	**S**	**S**	**S**	**S**	**1 020**
Parcel, U.S. Postal Service or courier	4 759	66.1	S	S	S	S	1 020
Truck and rail	–	–	–	–	–	–	–
Truck and water	S	S	S	S	S	S	1 361
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**252**	**3.5**	**S**	**S**	**S**	**S**	**S**
SCTG 30, TEXTILES, LEATHER, AND ARTICLES OF TEXTILES OR LEATHER							
Total	**5 236**	**100.0**	**399**	**100.0**	**317**	**100.0**	**816**
Single modes	**2 859**	**54.6**	**274**	**68.9**	**225**	**71.1**	**591**
Truck[3]	2 844	54.3	274	68.7	225	70.8	555
For-hire truck	2 514	48.0	221	55.4	204	64.2	688
Private truck	330	6.3	S	S	S	S	S
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	16	.3	–	.1	1	.2	1 374
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**2 304**	**44.0**	**120**	**30.1**	**87**	**27.4**	**835**
Parcel, U.S. Postal Service or courier	2 304	44.0	120	30.1	87	27.4	835
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**72**	**1.4**	**4**	**1.1**	**S**	**S**	**743**

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 31, NONMETALLIC MINERAL PRODUCTS							
Total	**3 087**	**100.0**	**12 472**	**100.0**	**3 544**	**100.0**	**355**
Single modes	**2 988**	**96.8**	**12 311**	**98.7**	**3 522**	**99.4**	**207**
Truck[3]	2 765	89.6	8 871	71.1	1 906	53.8	204
For-hire truck	1 537	49.8	3 961	31.8	1 381	39.0	336
Private truck	1 228	39.8	4 910	39.4	S	S	113
Rail	68	2.2	1 276	10.2	620	17.5	499
Water	154	5.0	2 165	17.4	996	28.1	453
Shallow draft	154	5.0	2 165	17.4	996	28.1	453
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**5**	**–**	**3**	**–**	**877**
Parcel, U.S. Postal Service or courier	S	S	5	–	3	–	877
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**449**
SCTG 32, BASE METAL IN PRIMARY OR SEMIFINISHED FORMS AND IN FINISHED BASIC SHAPES							
Total	**4 079**	**100.0**	**3 145**	**100.0**	**973**	**100.0**	**208**
Single modes	**3 958**	**97.0**	**3 094**	**98.4**	**966**	**99.3**	**214**
Truck[3]	3 883	95.2	2 971	94.5	850	87.4	213
For-hire truck	2 109	51.7	1 561	49.6	701	72.1	435
Private truck	1 774	43.5	1 410	44.8	149	15.3	100
Rail	73	1.8	123	3.9	116	11.9	943
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	1	–	S	S	S	S	1 205
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**53**	**1.3**	**S**	**S**	**S**	**S**	**301**
Parcel, U.S. Postal Service or courier	53	1.3	S	S	S	S	301
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
SCTG 33, ARTICLES OF BASE METAL							
Total	**6 885**	**100.0**	**4 948**	**100.0**	**1 641**	**100.0**	**218**
Single modes	**5 624**	**81.7**	**4 854**	**98.1**	**1 602**	**97.6**	**S**
Truck[3]	5 618	81.6	4 852	98.1	1 598	97.4	S
For-hire truck	3 067	44.5	3 209	64.8	S	S	S
Private truck	2 505	36.4	S	S	116	7.0	S
Rail	S	S	S	S	S	S	1 921
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	4	–	–	–	–	–	1 560
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**1 070**	**15.5**	**77**	**1.6**	**37**	**2.2**	**575**
Parcel, U.S. Postal Service or courier	1 058	15.4	68	1.4	22	1.4	575
Truck and rail	S	S	S	S	S	S	1 471
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**17**	**.3**	**S**	**S**	**S**

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 34, MACHINERY							
Total	**9 994**	**100.0**	**1 934**	**100.0**	**1 097**	**100.0**	**527**
Single modes	**8 383**	**83.9**	**1 865**	**96.4**	**S**	**S**	**563**
Truck[3]	7 893	79.0	1 840	95.2	S	S	331
For-hire truck	5 727	57.3	S	S	S	S	627
Private truck	S	S	S	S	S	S	52
Rail	66	.7	11	.6	16	1.5	1 466
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	1 401
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**1 017**	**10.2**	**S**	**S**	**S**	**S**	**514**
Parcel, U.S. Postal Service or courier	825	8.3	30	1.6	21	1.9	510
Truck and rail	S	S	S	S	S	S	1 529
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
SCTG 35, ELECTRONIC AND OTHER ELECTRICAL EQUIPMENT AND COMPONENTS AND OFFICE EQUIPMENT							
Total	**11 422**	**100.0**	**986**	**100.0**	**596**	**100.0**	**472**
Single modes	**6 910**	**60.5**	**832**	**84.4**	**528**	**88.4**	**375**
Truck[3]	6 357	55.7	818	83.0	510	85.5	369
For-hire truck	3 896	34.1	480	48.7	341	57.1	651
Private truck	2 427	21.3	335	34.0	165	27.7	315
Rail	16	.1	5	.5	10	1.7	2 009
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	538	4.7	S	S	8	1.3	1 069
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**4 012**	**35.1**	**94**	**9.5**	**55**	**9.2**	**635**
Parcel, U.S. Postal Service or courier	4 006	35.1	93	9.4	54	9.0	635
Truck and rail	S	S	S	S	S	S	1 485
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**499**	**4.4**	**60**	**6.1**	**14**	**2.3**	**S**
SCTG 36, MOTORIZED AND OTHER VEHICLES (INCLUDING PARTS)							
Total	**23 940**	**100.0**	**3 119**	**100.0**	**1 975**	**100.0**	**506**
Single modes	**21 834**	**91.2**	**2 747**	**88.1**	**1 673**	**84.7**	**266**
Truck[3]	6 777	28.3	1 623	52.0	774	39.2	224
For-hire truck	5 060	21.1	1 278	41.0	721	36.5	510
Private truck	1 717	7.2	345	11.1	53	2.7	49
Rail	S	S	S	S	898	45.5	819
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	1 490
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**1 134**	**4.7**	**76**	**2.4**	**47**	**2.4**	**626**
Parcel, U.S. Postal Service or courier	1 042	4.4	S	S	41	2.1	626
Truck and rail	S	S	S	S	S	S	1 209
Truck and water	S	S	S	S	S	S	979
Rail and water	–	–	–	–	–	–	–
Other multiple modes	S	S	S	S	S	S	3
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**709**

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 37, TRANSPORTATION EQUIPMENT, N.E.C.							
Total	**S**	**S**	**S**	**S**	**S**	**S**	**665**
Single modes	**S**	**S**	**S**	**S**	**S**	**S**	**575**
Truck[3]	S	S	S	S	S	S	471
For-hire truck	S	S	S	S	S	S	757
Private truck	S	S	S	S	S	S	460
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	–	–	S	S	1 392
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**736**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	736
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**189**
SCTG 38, PRECISION INSTRUMENTS AND APPARATUS							
Total	**931**	**100.0**	**S**	**S**	**23**	**100.0**	**519**
Single modes	**478**	**51.3**	**S**	**S**	**21**	**91.7**	**669**
Truck[3]	456	49.0	S	S	21	91.2	553
For-hire truck	382	41.1	19	13.9	S	S	654
Private truck	S	S	S	S	S	S	286
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	1 518
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**490**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	488
Truck and rail	–	–	–	–	–	–	–
Truck and water	S	S	S	S	S	S	7 804
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**495**
SCTG 39, FURNITURE, MATTRESSES AND MATTRESS SUPPORTS, LAMPS, LIGHTING FITTINGS, AND ILLUMINATED SIGNS							
Total	**2 596**	**100.0**	**762**	**100.0**	**431**	**100.0**	**652**
Single modes	**2 317**	**89.3**	**731**	**96.0**	**407**	**94.3**	**443**
Truck[3]	2 303	88.7	719	94.4	395	91.6	443
For-hire truck	1 137	43.8	469	61.5	374	86.8	758
Private truck	S	S	S	S	20	4.7	S
Rail	S	S	S	S	S	S	948
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**868**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	868
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**902**

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 40, MISCELLANEOUS MANUFACTURED PRODUCTS							
Total	**16 177**	**100.0**	**2 888**	**100.0**	**1 522**	**100.0**	**766**
Single modes	**13 425**	**83.0**	**2 585**	**89.5**	**1 284**	**84.3**	**439**
Truck[3]	13 321	82.3	2 464	85.3	1 176	77.3	396
For-hire truck	5 878	36.3	1 853	64.2	944	62.0	629
Private truck	S	S	610	21.1	232	15.3	105
Rail	S	S	S	S	S	S	694
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	21	.1	1	–	1	–	1 535
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**2 377**	**14.7**	**86**	**3.0**	**73**	**4.8**	**903**
Parcel, U.S. Postal Service or courier	2 368	14.6	85	3.0	72	4.7	903
Truck and rail	S	S	S	S	S	S	2 199
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**332**
SCTG 41, WASTE AND SCRAP							
Total	**2 888**	**100.0**	**13 342**	**100.0**	**5 168**	**100.0**	**393**
Single modes	**2 568**	**88.9**	**12 959**	**97.1**	**4 476**	**86.6**	**323**
Truck[3]	1 976	68.4	S	S	1 683	32.6	304
For-hire truck	1 320	45.7	S	S	S	S	301
Private truck	S	S	S	S	S	S	317
Rail	S	S	S	S	S	S	381
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**1 842**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	791
Truck and rail	S	S	S	S	S	S	1 848
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**535**
SCTG 43, MIXED FREIGHT							
Total	**18 213**	**100.0**	**5 930**	**100.0**	**1 778**	**100.0**	**350**
Single modes	**16 520**	**90.7**	**5 715**	**96.4**	**1 413**	**79.4**	**132**
Truck[3]	16 094	88.4	5 640	95.1	1 311	73.7	119
For-hire truck	4 667	25.6	1 982	33.4	849	47.7	287
Private truck	11 427	62.7	3 658	61.7	462	26.0	84
Rail	407	2.2	74	1.3	101	5.7	1 527
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	1 334
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**1 314**	**7.2**	**137**	**2.3**	**329**	**18.5**	**731**
Parcel, U.S. Postal Service or courier	727	4.0	29	.5	18	1.0	725
Truck and rail	114	.6	70	1.2	112	6.3	1 608
Truck and water	S	S	S	S	S	S	8 351
Rail and water	S	S	S	S	S	S	4 114
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
COMMODITY UNKNOWN							
Total	**280**	**100.0**	**177**	**100.0**	**65**	**100.0**	**809**
Single modes	**255**	**91.0**	**176**	**99.4**	**65**	**99.2**	**1 082**
Truck[3]	228	81.3	168	95.0	50	76.6	298
For-hire truck	86	30.8	104	58.9	30	45.4	224
Private truck	S	S	S	S	S	S	356
Rail	S	S	S	S	S	S	1 903
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	2 194
Pipeline[4]	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**1**	**.6**	**S**	**S**	**631**
Parcel, U.S. Postal Service or courier	S	S	1	.6	S	S	631
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**244**

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

[1]Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See "Mileage Calculations" section for additional information.
[2]Estimates exclude shipments of crude petroleum (SCTG 16).
[3]"Truck" as a single mode includes shipments that were made by only private truck, only for-hire truck, or a combination of private truck and for-hire truck.
[4]Estimates for pipeline exclude shipments of crude petroleum.

Note: Value-of-shipments estimates have not been adjusted for price changes. Appendix B tables provide estimated measures of sampling variability. The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs*.

Note: Coverage for the 2002 Commodity Flow Survey (CFS) differs from the previous surveys due to a change from the 1987 Standard Industrial Classification System to the 1997 North American Industry Classification System and other survey improvements. Therefore, data users are urged to use caution when comparing 2002 CFS estimates with estimates from prior years.

Table 7. **Outbound Shipment Characteristics by State of Destination for State of Origin: 2002**

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

State of destination	Value		Tons		Ton-miles[1]	
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent
Total	**185 392**	**100.0**	**254 827**	**100.0**	**72 910**	**100.0**
NEW ENGLAND STATES						
Connecticut	552	.3	56	–	70	.1
Maine	156	–	72	–	82	.1
Massachusetts	973	.5	159	–	204	.3
New Hampshire	S	S	S	S	46	–
Rhode Island	96	–	S	S	S	S
Vermont	77	–	3	–	4	–
MIDDLE ATLANTIC STATES						
New Jersey	2 860	1.5	884	.3	1 012	1.4
New York	3 282	1.8	748	.3	772	1.1
Pennsylvania	2 974	1.6	1 672	.7	1 583	2.2
EAST NORTH CENTRAL STATES						
Illinois	12 294	6.6	16 904	6.6	2 536	3.5
Indiana	4 988	2.7	5 148	2.0	1 759	2.4
Michigan	3 162	1.7	1 607	.6	1 029	1.4
Ohio	10 474	5.6	2 142	.8	1 212	1.7
Wisconsin	2 765	1.5	2 036	.8	989	1.4
WEST NORTH CENTRAL STATES						
Iowa	4 216	2.3	5 649	2.2	1 766	2.4
Kansas	9 736	5.3	9 871	3.9	1 538	2.1
Minnesota	2 372	1.3	1 530	.6	846	1.2
Missouri	56 661	30.6	128 453	50.4	6 500	8.9
Nebraska	3 891	2.1	5 788	2.3	1 868	2.6
North Dakota	345	.2	339	.1	364	.5
South Dakota	387	.2	231	–	140	.2
SOUTH ATLANTIC STATES						
Delaware	S	S	34	–	35	–
District of Columbia	92	–	8	–	8	–
Florida	2 356	1.3	1 854	.7	2 267	3.1
Georgia	3 206	1.7	2 739	1.1	1 973	2.7
Maryland	1 749	.9	221	–	230	.3
North Carolina	1 563	.8	658	.3	613	.8
South Carolina	559	.3	226	–	199	.3
Virginia	1 150	.6	723	.3	789	1.1
West Virginia	357	.2	S	S	S	S
EAST SOUTH CENTRAL STATES						
Alabama	1 503	.8	S	S	S	S
Kentucky	S	S	S	S	1 500	2.1
Mississippi	1 180	.6	1 859	.7	S	S
Tennessee	4 408	2.4	7 325	2.9	2 833	3.9
WEST SOUTH CENTRAL STATES						
Arkansas	5 559	3.0	12 237	4.8	3 787	5.2
Louisiana	2 026	1.1	11 930	4.7	10 727	14.7
Oklahoma	5 096	2.7	4 125	1.6	1 244	1.7
Texas	9 121	4.9	13 102	5.1	9 854	13.5
MOUNTAIN STATES						
Arizona	2 173	1.2	863	.3	1 168	1.6
Colorado	2 455	1.3	1 187	.5	854	1.2
Idaho	102	–	29	–	49	–
Montana	355	.2	70	–	95	.1
Nevada	398	.2	78	–	127	.2
New Mexico	338	.2	S	S	S	S
Utah	S	S	564	.2	667	.9
Wyoming	132	–	S	S	S	S
PACIFIC STATES						
Alaska	260	.1	20	–	101	.1
California	6 087	3.3	2 445	1.0	4 518	6.2
Hawaii	388	.2	41	–	196	.3
Oregon	764	.4	S	S	S	S
Washington	1 684	.9	371	.1	780	1.1

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

[1]Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See "Mileage Calculations" section for additional information.

Note: Value-of-shipments estimates have not been adjusted for price changes. Appendix B tables provide estimated measures of sampling variability. The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Note: Coverage for the 2002 Commodity Flow Survey (CFS) differs from the previous surveys due to a change from the 1987 Standard Industrial Classification System to the 1997 North American Industry Classification System and other survey improvements. Therefore, data users are urged to use caution when comparing 2002 CFS estimates with estimates from prior years.

Table 8. **Inbound Shipment Characteristics by State of Origin for State of Destination: 2002**

[Estimates are based on data from the 2002 Commodity Flow Survey. Because of rounding, estimates may not be additive]

State of origin	Value		Tons		Ton-miles[1]	
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent
Total	**177 887**	**100.0**	**237 221**	**100.0**	**74 033**	**100.0**
NEW ENGLAND STATES						
Connecticut	591	.3	110	–	132	.2
Maine	119	–	S	S	S	S
Massachusetts	1 072	.6	152	–	189	.3
New Hampshire	221	.1	49	–	65	–
Rhode Island	114	–	14	–	18	–
Vermont	101	–	36	–	44	–
MIDDLE ATLANTIC STATES						
New Jersey	1 848	1.0	474	.2	510	.7
New York	2 696	1.5	902	.4	990	1.3
Pennsylvania	2 873	1.6	872	.4	818	1.1
EAST NORTH CENTRAL STATES						
Illinois	14 678	8.3	16 908	7.1	2 568	3.5
Indiana	7 005	3.9	2 933	1.2	1 139	1.5
Michigan	12 389	7.0	2 424	1.0	1 583	2.1
Ohio	7 039	4.0	2 292	1.0	1 363	1.8
Wisconsin	3 244	1.8	1 740	.7	842	1.1
WEST NORTH CENTRAL STATES						
Iowa	3 717	2.1	3 020	1.3	933	1.3
Kansas	9 552	5.4	11 257	4.7	1 245	1.7
Minnesota	3 248	1.8	1 382	.6	866	1.2
Missouri	56 661	31.9	128 453	54.1	6 500	8.8
Nebraska	1 746	1.0	1 140	.5	379	.5
North Dakota	245	.1	S	S	S	S
South Dakota	379	.2	S	S	S	S
SOUTH ATLANTIC STATES						
Delaware	199	.1	97	–	97	.1
District of Columbia	S	S	S	S	S	S
Florida	1 398	.8	601	.3	715	1.0
Georgia	2 337	1.3	1 197	.5	837	1.1
Maryland	773	.4	163	–	145	.2
North Carolina	2 223	1.2	481	.2	436	.6
South Carolina	738	.4	425	.2	349	.5
Virginia	1 036	.6	376	.2	324	.4
West Virginia	199	.1	140	–	87	.1
EAST SOUTH CENTRAL STATES						
Alabama	1 196	.7	947	.4	569	.8
Kentucky	4 557	2.6	2 020	.9	819	1.1
Mississippi	2 663	1.5	1 011	.4	484	.7
Tennessee	6 225	3.5	3 192	1.3	977	1.3
WEST SOUTH CENTRAL STATES						
Arkansas	4 766	2.7	4 448	1.9	1 475	2.0
Louisiana	2 055	1.2	2 503	1.1	2 107	2.8
Oklahoma	1 855	1.0	2 901	1.2	857	1.2
Texas	5 536	3.1	3 195	1.3	2 181	2.9
MOUNTAIN STATES						
Arizona	449	.3	S	S	74	.1
Colorado	886	.5	S	S	1 257	1.7
Idaho	409	.2	304	.1	465	.6
Montana	70	–	101	–	151	.2
Nevada	228	.1	79	–	125	.2
New Mexico	115	–	281	.1	269	.4
Utah	241	.1	639	.3	844	1.1
Wyoming	290	.2	32 007	13.5	32 307	43.6
PACIFIC STATES						
Alaska	S	S	S	S	S	S
California	6 432	3.6	1 227	.5	2 274	3.1
Hawaii	S	S	S	S	S	S
Oregon	856	.5	905	.4	1 962	2.6
Washington	608	.3	144	–	301	.4

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

[1]Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See "Mileage Calculations" section for additional information.

Note: Value-of-shipments estimates have not been adjusted for price changes. Appendix B tables provide estimated measures of sampling variability. The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Note: Coverage for the 2002 Commodity Flow Survey (CFS) differs from the previous surveys due to a change from the 1987 Standard Industrial Classification System to the 1997 North American Industry Classification System and other survey improvements. Therefore, data users are urged to use caution when comparing 2002 CFS estimates with estimates from prior years.

Discussion of Survey Changes and Comparing Estimates

The following tables provide comparisons of the 2002 and 1997 Commodity Flow Survey (CFS) estimates.

Data users are urged to use caution in comparing estimates from different survey years due to the changes that have occurred in sample design, industry coverage, methodology, commodity classification coding systems, geography, and sample sizes. Appendix A presents change in these areas by survey year.

INDUSTRY COVERAGE CHANGES

Changes to the 2002 CFS include moving the industry coverage from a Standard Industrial Classification (SIC) based definition in the 1997 CFS to a North American Industry Classification System (NAICS) based definition for the 2002 survey. For the 2002 CFS, this meant that selected industries previously covered in the 1997 CFS using the SIC definitions, were now out-of-scope to the 2002 CFS industry coverage based on the NAICS definitions. The major industries not covered by the 2002 CFS that were included in the 1997 CFS are Logging (NAICS 11331); Newspaper Periodical, Book, and Database Publishers (NAICS 5111); and Music Publishers (NAICS 51223).

To make the 1997 CFS estimates comparable with the 2002 CFS, the 1997 CFS estimates have been revised by removing shipments from establishments in the following industries:

SIC 2411 Logging
SIC 2711 Newspapers: Publishing, or Publishing and Printing
SIC 2721 Periodicals: Publishing, or Publishing and Printing
SIC 2731 Books: Publishing, or Publishing and Printing
SIC 2741 Miscellaneous Publishing
SIC 2771 Greeting Cards

We were not able to adjust the 1997 CFS estimates to account the NAICS coverage changes when only part of a SIC moved out-of-scope. For example, a wholesale industry in-scope to the 1997 CFS—SIC 5171 (Petroleum Bulk Stations and Terminals)—included Heating Oil Sold Via Retail Method, which is now classified as Retail (NAICS 454311) and is out-of-scope of the 2002 CFS. The majority of the industry remains in-scope to the 2002 CFS industry coverage, therefore we made no adjustment to the 1997 CFS estimates.

No adjustments have been made to the 1993 CFS estimates.

Detailed information about NAICS can be found at *www.census.gov/epcd/www/naics.html.*

AUXILIARY ESTABLISHMENT COVERAGE CHANGES

The 2002 CFS improved the coverage of auxiliary establishments. Auxiliary establishments are defined as warehouses and managing offices of multiestablishment companies, which have non-auxiliary establishments that are in-scope to CFS or are classified in retail trade. For the 1997 CFS sampling, managing offices had to have sales or inventory levels of greater than zero in order to be considered for selection. However, 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. Therefore, to provide a more comprehensive coverage of auxiliaries, for the 2002 CFS managing offices were subjected to sampling, regardless of sales or inventories.

COMPARISON DATA AND STATISTICAL VALIDITY

Changes from the 1997 to 2002 CFS include a decrease in sample size, from approximately 100,000 establishments for the 1997 CFS to about 50,000 establishments for the 2002 survey.

One consequence of the decreased sample size was a substantial increase in the sampling variability for estimates of period-to-period change produced at full detail levels for mode and commodity. Because of the increased variability in many of these categories, one cannot conclude with a high degree of confidence that changes were significant. For a more detailed discussion of sampling variability, see Appendix B. We have provided period-to-period comparisons at the following, higher levels of aggregation for mode of transportation and commodity since the impact of increased sampling variability is less at those levels. For consistency, these aggregation levels are also now used in our Metropolitan Area and Export tables, where appropriate.

Table 9. **Shipment Characteristics by Mode of Transportation for State of Origin: 2002 and 1997**

[Estimates are based on data from the 2002 and 1997 Commodity Flow Surveys. Because of rounding, estimates may not be additive]

Mode of transportation	Value			Tons			Ton-miles[1]			Average miles per shipment		
	2002 (million dollars)	1997 (million dollars)	Percent change	2002 (thousands)	1997 (thousands)	Percent change	2002 (millions)	1997 (millions)	Percent change	2002	1997	Percent change
Total	**185 392**	**147 352**	**25.8**	**254 827**	**187 891**	**35.6**	**72 910**	**49 352**	**47.7**	**517**	**555**	**–6.7**
Single modes	**157 782**	**121 603**	**29.8**	**247 143**	**181 860**	**35.9**	**67 095**	**46 806**	**43.3**	**233**	**222**	**4.9**
Truck[2]	134 904	99 343	35.8	189 434	147 656	28.3	36 478	23 104	57.9	187	153	22.6
Rail	19 652	18 338	7.2	31 118	14 308	117.5	18 270	10 285	77.6	674	860	–21.6
Water	1 043	1 135	–8.1	S	19 786	S	12 255	13 357	–8.3	S	697	S
Air (includes truck and air)	2 170	2 771	–21.7	65	52	24.7	92	60	51.7	1 347	1 320	2.1
Pipeline[3]	S	16	S	S	58	S	S	S	S	S	S	S
Multiple modes	**23 421**	**21 000**	**11.5**	**5 143**	**2 111**	**143.6**	**4 717**	**1 975**	**138.8**	**833**	**825**	**.9**
Parcel, U.S. Postal Service or courier	21 588	18 779	15.0	1 042	694	50.2	822	490	67.9	832	824	.9
Truck and rail	1 225	2 202	–44.4	1 132	1 408	–19.6	1 597	1 419	12.5	1 668	1 188	40.4
All other multiple modes	608	S	S	S	10	S	S	S	S	S	1 783	S
Other and unknown modes	**4 190**	**4 749**	**–11.8**	**2 541**	**3 920**	**–35.2**	**1 099**	**571**	**92.4**	**246**	**71**	**246.5**

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

[1]Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See "Mileage Calculations" section for additional information.
[2]"Truck" as a single mode includes shipments that were made by only private truck, only for-hire truck, or a combination of private truck and for-hire truck.
[3]Estimates for pipeline exclude shipments of crude petroleum.

Note: Value-of-shipments estimates have not been adjusted for price changes. Appendix B tables provide estimated measures of sampling variability. The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Note: Coverage for the 2002 Commodity Flow Survey (CFS) differs from the previous surveys due to a change from the 1987 Standard Industrial Classification System to the 1997 North American Industry Classification System and other survey improvements. Therefore, data users are urged to use caution when comparing 2002 CFS estimates with estimates from prior years.

Table 10. **Shipment Characteristics by Commodity Group for State of Origin: 2002 and 1997**

[Estimates are based on data from the 2002 and 1997 Commodity Flow Surveys. Because of rounding, estimates may not be additive]

SCTG code	Commodity description	Value			Tons			Ton-miles[1]			Average miles per shipment		
		2002 (million dollars)	1997 (million dollars)	Percent change	2002 (thousands)	1997 (thousands)	Percent change	2002 (millions)	1997 (millions)	Percent change	2002	1997	Percent change
	Total[2]	**185 392**	**147 352**	**25.8**	**254 827**	**187 891**	**35.6**	**72 910**	**49 352**	**47.7**	**517**	**555**	**–6.7**
01-05	Agricultural products and fish	11 307	10 737	5.3	52 611	32 114	63.8	19 410	12 944	50.0	122	97	25.2
06-09	Grains, alcohol, and tobacco products	19 921	16 160	23.3	22 479	17 507	28.4	9 417	6 799	38.5	S	217	S
10-14	Stones, nonmetallic minerals, and metallic ores	591	855	–30.8	88 812	65 825	34.9	13 961	9 365	49.1	43	32	33.0
15-19	Coal and petroleum products	3 634	3 635	–	11 775	13 082	–10.0	553	839	–34.1	33	S	S
20-24	Basic chemicals, chemical, and pharmaceutical products	30 370	22 159	37.1	18 208	12 974	40.3	6 152	4 980	23.5	375	396	–5.2
25-30	Logs, wood products, and textile and leather	17 815	15 412	15.6	7 198	7 025	2.5	2 887	2 381	21.3	898	968	–7.3
31-34	Base metal and machinery	24 044	18 416	30.6	22 499	25 778	–12.7	7 254	5 069	43.1	312	258	21.2
35-38	Electronic, motorized vehicles, and precision instruments	37 557	41 300	–9.1	8 145	5 518	47.6	4 311	4 110	4.9	490	369	32.8
39-43	Furniture, mixed freight and misc. manufactured prod.	39 874	17 556	127.1	22 923	7 599	201.6	8 900	2 791	218.9	539	586	–8.1
--	Commodity unknown	280	1 121	–75.0	177	469	–62.3	65	74	–12.2	809	710	13.9

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

[1]Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See "Mileage Calculations" section for additional information.
[2]Estimates exclude shipments of crude petroleum (SCTG 16).

Note: Value-of-shipments estimates have not been adjusted for price changes. Appendix B tables provide estimated measures of sampling variability. The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Note: Coverage for the 2002 Commodity Flow Survey (CFS) differs from the previous surveys due to a change from the 1987 Standard Industrial Classification System to the 1997 North American Industry Classification System and other survey improvements. Therefore, data users are urged to use caution when comparing 2002 CFS estimates with estimates from prior years.

Appendix A. Comparability With the 1993 and 1997 Commodity Flow Surveys

The following tables show a comparison of the key characteristics among the 1993, 1997, and 2002 Commodity Flow Surveys.

Industry Coverage

1993	1997	2002
Based on 1987 SIC	Based on 1987 SIC	Based on 1997 NAICS[1]
Manufacturing (excluding Printing Trade Services (SIC 279))	Manufacturing (excluding Printing Trade Services (SIC 279))	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 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))
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)
Retail catalog and mail order houses	Retail catalog and mail order houses	Retail electronic shopping and mail order houses
Auxiliaries (e.g., warehouses)	Auxiliaries (e.g., warehouses)	Auxiliaries[2] (e.g., warehouses)

[1]Because of changes in the classification of establishments between SIC and NAICS, establishments classified in the following industries were covered in the 1993 and 1997 surveys, but not in the 2002 survey: NAICS 11331, Logging; NAICS 5111, Newspaper, Periodical, Book, and Database Publishers; and NAICS 51223, Music Publishers. Detailed information about NAICS can be found on the Census Bureau Web site at: http://www.census.gov/epcd/www/naics.html.

[2]Coverage of auxiliaries has been expanded for the 2002 CFS. In comparison, for the 1997 CFS, the number of in-scope managing offices was reduced to a large extent based on the results of the 1992 Economic Census. 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. Therefore, the 1997 Economic Census results were not used to determine scope for managing offices in the 2002 CFS. For the 2002 survey, the inclusion of an increased number of auxiliaries (intermediary distribution centers) which support the operations of retail stores (most of which are, themselves out-of-scope) has more of an impact on the estimates of value and tonnage and less on ton-miles.

Commodity Classification System

1993	1997	2002
Standard Transportation Commodity Classification (STCC), developed by the Association of American Railroads (AAR)	Standard Classification of Transported Goods (SCTG)	Standard Classification of Transported Goods (SCTG)

Sample Size

1993	1997	2002
Approximately 200,000 establishments selected from a universe of about 790,000 in-scope establishments.	Approximately 100,000 establishments selected from a universe of about 770,000 in-scope establishments.	Approximately 50,000 establishments selected from a universe of about 760,000 in-scope establishments.

Survey Methodology

1993	1997	2002
Respondents reported for a sample of their individual outbound shipments for a 2-week period during each of the four calendar quarters of the reference year.	Respondents reported for a sample of their individual outbound shipments for a 1-week period during each of the four calendar quarters of the reference year.	Respondents reported for a sample of their individual outbound shipments for a 1-week period during each of the four calendar quarters of the reference year.
Respondents reported key characteristics for each sampled shipment	Respondents reported key characteristics for each sampled shipment.	Respondents reported key characteristics for each sampled shipment.

Reported Mode of Transportation

1993	1997	2002
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	Shallow draft vessel
Deep Sea Water	Deep draft vessel	Deep draft vessel
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

1993	1997	2002
For each shipment:	For each shipment:	For each shipment:
Total value	Total value	Total value
Total weight	Total weight	Total weight
Commodity that contributes the most to the shipment's weight (STCC)	Commodity that contributes the most to the shipment's weight (SCTG)	Commodity that contributes the most to the shipment's weight (SCTG)
All known modes of transportation	All known modes of transportation	All known modes of transportation
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
Containerized (Y/N)	Containerized (Y/N)	
Hazardous material (Y/N)	Hazardous material (UN/NA) code	Hazardous material (UN/NA) code
Export (Y/N)	Export (Y/N)	Export (Y/N)
If export: mode of export, foreign city and country of destination; U.S. port, airport, or border crossing of exit.	If export: mode of export, foreign city and country of destination; U.S. port, airport, or border crossing of exit.	If export: mode of export, foreign city and country of destination; U.S. port, airport, or border crossing of exit.

Appendix B.
Reliability of the Estimates

The estimates in this publication 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. This publication presents these measures in Appendix B.

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. No measures of nonsampling error are presented in this publication, however, every effort is made to minimize their effect 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.

More detailed descriptions of sampling and nonsampling errors for the 2002 CFS are provided in the following sections.

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 2002 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 for a description of the sample design.)

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* (or relative standard error) of an estimator is the standard error of the estimator divided by the estimator. 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. (Technically, we should refer to the *estimated* standard error or the *estimated* coefficient of variation of an estimator. 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. The Census Bureau recommends that individuals using estimates contained in this report 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 1.645 standard errors below to 1.645 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 1.96 standard errors below to 1.96 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.

   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; and 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.

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), and establishment. Item nonresponse occurs either when a question 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 are used to 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. 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. (See Appendix C for a description of the estimation procedure.) 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. Approximately 63 percent of the establishments provided at least one quarter of data that contributed to tabulation.

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, and selecting shipment records by a method other than the one specified in the questionnaire's instructions. We often contact respondents who reported shipments having an untypically large value or weight when compared to the rest of their reported shipments. Upon contact, if we are able to collect information on all of a given respondent's large shipments made either for a particular reporting week or for the entire quarter, then we identify these large shipments as certainty shipments. (See Appendix C for a description of how certainty shipments are used in the estimation process.)

DEFINITION OF TERMS

Confidentiality

Title 13 of the United States Code authorizes the Census Bureau to conduct censuses and surveys. Section 9 of the same Title 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 United States 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 Limitation

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 limitation is the process used to protect the confidentiality of the survey data provided by an individual or firm. Using disclosure limitation procedures, the Census Bureau modifies or removes the characteristics that put confidential information at risk for 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.

Unpublished Estimates

Some unpublished estimates can be derived directly from this report by subtracting published estimates from their respective totals. However, the estimates obtained by such subtraction would be subject to poor response, high sampling variability, or other factors that may make them potentially misleading.

Individuals who use estimates in this report to create new estimates should cite the Census Bureau as the source of only the original estimates.

Table B–1a. Estimated Measures of Reliability for Shipment Characteristics by Mode of Transportation for State of Origin: 2002

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

Mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
Total	**4.5**	**–**	**10.2**	**–**	**9.8**	**–**	**8.6**
Single modes	**5.4**	**1.1**	**10.7**	**1.2**	**10.0**	**1.9**	**13.9**
Truck	4.3	2.9	13.4	4.5	14.5	6.2	12.3
For-hire truck	6.9	3.4	14.2	2.9	15.6	4.5	9.3
Private truck	11.4	3.2	20.1	4.2	22.8	3.0	22.9
Rail	39.1	3.4	17.3	3.1	17.7	5.0	8.8
Water	33.8	.2	S	S	35.9	5.3	S
Shallow draft	33.8	.2	S	S	35.9	5.3	S
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	28.7	.3	29.3	–	34.9	–	5.7
Pipeline	S	S	S	S	S	S	S
Multiple modes	**6.3**	**1.0**	**48.5**	**1.1**	**34.2**	**2.0**	**4.8**
Parcel, U.S. Postal Service or courier	8.3	1.0	22.4	.1	31.3	.4	4.8
Truck and rail	32.2	.3	40.3	.2	36.9	1.1	15.6
Truck and water	S	S	S	S	S	S	30.6
Rail and water	48.8	.1	S	S	S	S	27.2
Other multiple modes	S	S	S	S	S	S	S
Other and unknown modes	**26.8**	**.6**	**40.3**	**.6**	**46.0**	**.6**	**34.1**

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Note: The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Table B–1b. Estimated Standard Errors of Percentage for Shipment Characteristics by Mode of Transportation for State of Origin: Percent of Total for 2002 and 1997

[Estimates are shown as percents and are based on data from the 2002 and 1997 Commodity Flow Surveys]

Mode of transportation	Value (percent)		Tons (percent)		Ton-miles (percent)	
	2002	1997	2002	1997	2002	1997
Total	**–**	**–**	**–**	**–**	**–**	**–**
Single modes	**1.1**	**1.8**	**1.2**	**.5**	**1.9**	**.9**
Truck	2.9	3.8	4.5	3.2	6.2	3.3
For-hire truck	3.4	2.1	2.9	3.7	4.5	2.6
Private truck	3.2	2.0	4.2	3.7	3.0	1.4
Rail	3.4	3.8	3.1	1.5	5.0	2.8
Water	.2	.2	S	2.7	5.3	4.8
Shallow draft	.2	.2	S	2.7	5.3	4.8
Great Lakes	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–
Air (includes truck and air)	.3	.4	–	–	–	–
Pipeline	S	–	S	–	S	S
Multiple modes	**1.0**	**1.7**	**1.1**	**.3**	**2.0**	**.9**
Parcel, U.S. Postal Service or courier	1.0	1.4	.1	–	.4	.3
Truck and rail	.3	.4	.2	.3	1.1	.7
Truck and water	S	S	S	S	S	S
Rail and water	.1	–	S	–	S	–
Other multiple modes	S	S	S	S	S	S
Other and unknown modes	**.6**	**.7**	**.6**	**.3**	**.6**	**.2**

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Note: The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Table B–2. **Estimated Measures of Reliability for Shipment Characteristics by Total Modal Activity for State of Origin: 2002**

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

Mode of transportation	Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	
Total	**9.8**	**–**	**8.6**
Truck	14.5	6.2	12.3
Rail	17.7	5.0	8.8
Shallow draft	35.9	5.3	S
Great Lakes	–	–	–
Deep draft	–	–	–
Air	34.9	–	5.7
Parcel, U.S. Postal Service or courier	S	S	31.6
Pipeline	S	S	S
Other and unknown modes	46.0	.6	34.1

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Note: The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs*.

Table B–3. Estimated Measures of Reliability for Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 2002

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
Total	**4.5**	**–**	**10.2**	**–**	**9.8**	**–**
Less than 50 miles	12.3	3.1	12.8	2.4	17.6	.4
50 to 99 miles	8.9	.5	28.3	1.6	27.0	.9
100 to 249 miles	10.5	1.7	15.2	1.9	14.1	2.3
250 to 499 miles	8.3	1.5	13.4	1.5	14.6	1.7
500 to 749 miles	24.6	3.3	17.8	1.8	20.2	4.4
750 to 999 miles	10.8	.7	16.1	.3	17.5	.9
1,000 to 1,499 miles	12.5	.7	10.7	.3	9.9	1.4
1,500 to 1,999 miles	10.8	.4	21.3	.2	21.7	1.4
2,000 miles or more	30.3	.1	27.1	–	29.1	.1
Single modes	**5.4**	**–**	**10.7**	**–**	**10.0**	**–**
Less than 50 miles	12.6	3.7	13.2	2.4	17.9	.5
50 to 99 miles	8.8	.5	28.7	1.6	27.4	1.0
100 to 249 miles	11.3	1.8	16.2	1.9	15.1	2.5
250 to 499 miles	10.2	1.8	13.4	1.5	14.6	1.6
500 to 749 miles	28.5	3.7	16.6	1.7	18.6	4.2
750 to 999 miles	13.6	.8	16.2	.3	17.7	.9
1,000 to 1,499 miles	16.8	.8	8.3	.3	8.8	1.2
1,500 to 1,999 miles	13.6	.4	27.4	.2	28.1	1.3
2,000 miles or more	47.4	–	S	S	S	S
Truck	**4.3**	**–**	**13.4**	**–**	**14.5**	**–**
Less than 50 miles	12.7	3.8	13.3	3.8	14.8	.8
50 to 99 miles	8.8	.8	29.0	1.6	28.0	1.1
100 to 249 miles	11.1	1.6	23.7	2.4	25.4	2.2
250 to 499 miles	10.8	1.8	18.2	1.9	20.2	2.5
500 to 749 miles	9.7	.7	18.3	.7	19.0	1.7
750 to 999 miles	13.2	.7	11.0	.3	11.4	1.6
1,000 to 1,499 miles	14.1	.5	14.8	.3	14.4	1.7
1,500 to 1,999 miles	16.8	.3	31.3	.2	32.6	1.2
2,000 miles or more	S	S	S	S	S	S
For-hire truck	**6.9**	**–**	**14.2**	**–**	**15.6**	**–**
Less than 50 miles	6.0	1.0	13.6	4.5	23.0	.6
50 to 99 miles	13.9	.6	21.2	1.0	23.7	.3
100 to 249 miles	10.9	1.8	30.7	3.7	31.8	2.9
250 to 499 miles	11.3	1.7	22.9	2.3	24.4	2.9
500 to 749 miles	9.5	.6	12.3	.9	12.5	1.6
750 to 999 miles	11.1	.9	10.1	.5	10.6	1.9
1,000 to 1,499 miles	12.4	.6	14.2	.4	13.6	1.9
1,500 to 1,999 miles	17.8	.5	35.2	.3	36.6	1.6
2,000 miles or more	S	S	S	S	S	S
Private truck	**11.4**	**–**	**20.1**	**–**	**22.8**	**–**
Less than 50 miles	17.7	5.5	15.3	4.1	15.7	1.6
50 to 99 miles	16.5	1.8	38.8	2.7	37.1	2.3
100 to 249 miles	29.4	3.8	30.7	1.6	28.2	2.8
250 to 499 miles	18.8	1.8	22.4	.6	22.7	1.7
500 to 749 miles	29.6	.9	S	S	S	S
750 to 999 miles	28.7	.6	28.7	.3	28.7	2.4
1,000 to 1,499 miles	34.1	.4	40.0	.3	39.1	2.6
1,500 to 1,999 miles	32.6	.2	32.1	–	33.7	1.0
2,000 miles or more	–	–	–	–	–	–
Rail	**39.1**	**–**	**17.3**	**–**	**17.7**	**–**
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	S	S	41.6	1.1	S	S
100 to 249 miles	32.8	3.1	33.5	6.4	37.7	4.4
250 to 499 miles	24.1	5.9	23.1	5.2	22.1	3.8
500 to 749 miles	S	S	26.6	4.5	25.1	5.2
750 to 999 miles	34.9	4.9	34.6	2.4	35.2	3.3
1,000 to 1,499 miles	36.1	4.5	35.4	.9	36.6	2.1
1,500 to 1,999 miles	43.3	2.7	47.6	.4	48.1	1.7
2,000 miles or more	–	–	–	–	–	–
Water	**33.8**	**–**	**S**	**S**	**35.9**	**–**
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	39.9	12.4	28.0	12.4	28.0	12.5
250 to 499 miles	S	S	41.4	5.4	44.1	5.2
500 to 749 miles	47.0	11.7	39.1	7.9	39.3	10.0
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Shallow draft	**33.8**	**–**	**S**	**S**	**35.9**	**–**
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	39.9	12.4	28.0	12.4	28.0	12.5
250 to 499 miles	S	S	41.4	5.4	44.1	5.2
500 to 749 miles	47.0	11.7	39.1	7.9	39.3	10.0
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–

See footnotes at end of table.

Table B–3. Estimated Measures of Reliability for Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 2002—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
Single modes—Con.						
Great Lakes	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Deep draft	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Air (includes truck and air)	**28.7**	**–**	**29.3**	**–**	**34.9**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	42.0	3.8	49.8	2.8	S	S
250 to 499 miles	33.7	6.0	38.9	6.8	38.8	4.8
500 to 749 miles	32.7	6.5	40.1	5.7	46.6	6.5
750 to 999 miles	27.2	5.2	32.4	3.5	31.6	5.6
1,000 to 1,499 miles	45.6	3.0	34.6	4.1	36.9	4.6
1,500 to 1,999 miles	40.7	5.9	S	S	S	S
2,000 miles or more	S	S	S	S	S	S
Pipeline	**S**	**S**	**S**	**S**	**S**	**S**
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	–	–	–	–	S	S
100 to 249 miles	–	–	–	–	S	S
250 to 499 miles	–	–	–	–	S	S
500 to 749 miles	–	–	–	–	S	S
750 to 999 miles	–	–	–	–	S	S
1,000 to 1,499 miles	–	–	–	–	S	S
1,500 to 1,999 miles	–	–	–	–	S	S
2,000 miles or more	–	–	–	–	S	S
Multiple modes	**6.3**	**–**	**48.5**	**–**	**34.2**	**–**
Less than 50 miles	16.6	1.2	27.1	1.6	13.9	–
50 to 99 miles	19.2	.7	40.6	.7	40.0	–
100 to 249 miles	18.2	2.1	S	S	S	S
250 to 499 miles	8.7	1.1	24.7	3.0	29.3	1.2
500 to 749 miles	8.6	1.2	S	S	S	S
750 to 999 miles	8.9	1.0	27.7	3.1	29.6	3.3
1,000 to 1,499 miles	16.9	1.5	29.1	5.4	34.2	5.8
1,500 to 1,999 miles	12.4	.7	S	S	S	S
2,000 miles or more	30.8	.9	27.6	1.2	29.5	4.6
Parcel, U.S. Postal Service or courier	**8.3**	**–**	**22.4**	**–**	**31.3**	**–**
Less than 50 miles	17.6	1.3	34.1	3.4	16.6	–
50 to 99 miles	19.6	.9	20.0	.9	20.4	.2
100 to 249 miles	18.9	2.4	14.9	2.5	14.4	1.2
250 to 499 miles	8.7	1.6	25.4	2.3	28.4	2.2
500 to 749 miles	11.7	1.4	23.3	2.0	24.7	1.8
750 to 999 miles	11.3	1.0	29.1	1.9	29.1	2.6
1,000 to 1,499 miles	17.7	1.5	28.2	1.5	28.4	2.4
1,500 to 1,999 miles	18.8	.7	39.0	1.1	39.4	2.3
2,000 miles or more	46.1	.2	S	S	S	S
Truck and rail	**32.2**	**–**	**40.3**	**–**	**36.9**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	S	S	S	S	S	S
250 to 499 miles	S	S	S	S	S	S
500 to 749 miles	S	S	S	S	S	S
750 to 999 miles	42.2	9.4	47.6	7.6	47.1	7.3
1,000 to 1,499 miles	36.0	8.9	S	S	S	S
1,500 to 1,999 miles	44.3	12.2	S	S	S	S
2,000 miles or more	S	S	S	S	S	S
Truck and water	**S**	**S**	**S**	**S**	**S**	**S**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	S	S	S	S	S	S
750 to 999 miles	S	S	S	S	S	S
1,000 to 1,499 miles	S	S	S	S	S	S
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	S	S	S	S	S	S

See footnotes at end of table.

Table B–3. **Estimated Measures of Reliability for Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 2002**—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
Multiple modes—Con.						
Rail and water	**48.8**	**–**	**S**	**S**	**S**	**S**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	S	S	S	S	S	S
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	S	S	S	S	S	S
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	S	S	S	S	S	S
Other multiple modes	**S**	**S**	**S**	**S**	**S**	**S**
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	S	S	S	S	S	S
750 to 999 miles	S	S	S	S	S	S
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Other and unknown modes	**26.8**	**–**	**40.3**	**–**	**46.0**	**–**
Less than 50 miles	24.8	7.2	S	S	S	S
50 to 99 miles	S	S	38.9	3.1	43.4	1.1
100 to 249 miles	38.8	3.3	38.6	3.4	36.7	3.4
250 to 499 miles	40.0	3.2	S	S	S	S
500 to 749 miles	27.0	2.9	S	S	S	S
750 to 999 miles	S	S	37.9	1.2	37.1	7.1
1,000 to 1,499 miles	S	S	S	S	S	S
1,500 to 1,999 miles	S	S	S	S	S	S
2,000 miles or more	S	S	S	S	S	S

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Note: The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Table B–4. Estimated Measures of Reliability for Shipment Characteristics by Mode of Transportation and Shipment Weight for State of Origin: 2002

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

Mode of transportation and shipment weight	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
Total	**4.5**	**–**	**10.2**	**–**	**9.8**	**–**	**8.6**
Less than 50 lb	6.4	.7	9.5	–	14.5	–	7.0
50 to 99 lb	13.0	.8	36.8	.1	S	S	15.3
100 to 499 lb	7.8	.8	12.9	.1	9.5	–	8.3
500 to 749 lb	11.3	.2	13.0	–	7.5	–	12.2
750 to 999 lb	11.5	.2	21.0	–	5.4	–	21.5
1,000 to 9,999 lb	7.9	1.2	15.4	.6	7.3	.5	17.3
10,000 to 49,999 lb	9.4	2.7	16.7	4.9	13.2	6.7	8.4
50,000 to 99,999 lb	16.9	.7	23.7	3.9	42.9	3.2	16.5
100,000 lb or more	14.5	.4	24.0	4.4	20.1	6.9	10.8
Single modes	**5.4**	**–**	**10.7**	**–**	**10.0**	**–**	**13.9**
Less than 50 lb	11.8	.5	14.3	–	23.1	–	35.0
50 to 99 lb	21.4	.8	13.3	–	25.4	–	22.9
100 to 499 lb	11.2	1.1	15.2	.1	13.9	–	7.5
500 to 749 lb	12.7	.3	14.0	–	8.2	–	11.7
750 to 999 lb	10.4	.2	22.8	–	8.0	–	19.3
1,000 to 9,999 lb	9.0	1.4	15.8	.6	6.5	.4	17.3
10,000 to 49,999 lb	10.0	3.3	16.8	5.1	12.9	6.8	8.5
50,000 to 99,999 lb	16.9	.9	23.8	3.9	43.0	3.3	16.5
100,000 lb or more	14.0	.4	25.1	4.5	19.7	6.8	9.6
Truck[2]	**4.3**	**–**	**13.4**	**–**	**14.5**	**–**	**12.3**
Less than 50 lb	13.5	.6	15.7	–	25.9	–	24.6
50 to 99 lb	22.2	.9	13.0	–	25.0	–	25.8
100 to 499 lb	11.5	1.2	15.2	.1	14.2	.2	8.5
500 to 749 lb	12.5	.3	13.9	–	7.5	–	12.7
750 to 999 lb	10.9	.2	22.9	.1	8.5	–	19.2
1,000 to 9,999 lb	8.7	1.5	15.9	1.0	6.0	.9	17.2
10,000 to 49,999 lb	7.0	2.6	17.1	4.5	13.8	5.0	8.8
50,000 to 99,999 lb	14.0	.7	24.0	4.6	44.9	5.0	17.3
100,000 lb or more	34.5	.2	32.5	.8	38.8	.9	S
For-hire truck	**6.9**	**–**	**14.2**	**–**	**15.6**	**–**	**9.3**
Less than 50 lb	27.3	1.3	30.0	–	33.2	–	13.2
50 to 99 lb	37.6	1.2	25.5	–	38.1	–	14.8
100 to 499 lb	14.5	1.3	14.2	–	15.8	.2	8.2
500 to 749 lb	7.4	.4	13.8	–	8.5	–	10.3
750 to 999 lb	15.6	.3	9.5	–	11.2	–	14.5
1,000 to 9,999 lb	8.1	1.0	7.6	.4	7.5	1.0	7.0
10,000 to 49,999 lb	9.6	3.1	14.0	5.5	15.4	5.4	5.9
50,000 to 99,999 lb	19.7	.7	31.0	5.6	48.0	6.1	19.3
100,000 lb or more	36.0	.1	29.1	1.1	S	S	45.6
Private truck	**11.4**	**–**	**20.1**	**–**	**22.8**	**–**	**22.9**
Less than 50 lb	22.0	1.4	22.0	–	42.8	.2	37.5
50 to 99 lb	18.5	.5	18.3	–	26.8	–	29.6
100 to 499 lb	14.1	1.8	16.6	.3	22.2	.3	17.2
500 to 749 lb	25.5	.6	16.9	.2	21.1	.1	25.6
750 to 999 lb	18.1	.3	27.9	.4	14.3	.2	15.1
1,000 to 9,999 lb	13.9	3.0	19.6	3.3	13.8	2.1	23.7
10,000 to 49,999 lb	16.8	3.5	29.7	5.4	25.7	5.9	12.2
50,000 to 99,999 lb	27.2	.9	19.4	4.7	40.1	3.0	15.4
100,000 lb or more	45.3	.5	49.9	1.1	45.8	2.9	S
Rail	**39.1**	**–**	**17.3**	**–**	**17.7**	**–**	**8.8**
Less than 50 lb	S	S	S	S	S	S	31.6
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	S	S	S	S	S	S	31.6
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	S	S	S	S	S	S	21.0
10,000 to 49,999 lb	S	S	42.8	4.3	35.6	6.2	12.5
50,000 to 99,999 lb	S	S	S	S	48.2	.6	33.2
100,000 lb or more	19.6	13.0	19.3	4.3	21.3	6.2	9.0
Water	**33.8**	**–**	**S**	**S**	**35.9**	**–**	**S**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	S	S	S	S	S	S	27.9
100,000 lb or more	33.7	3.0	S	S	36.1	1.2	S
Shallow draft	**33.8**	**–**	**S**	**S**	**35.9**	**–**	**S**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	S	S	S	S	S	S	27.9
100,000 lb or more	33.7	3.0	S	S	36.1	1.2	S

See footnote at end of table.

Table B–4. **Estimated Measures of Reliability for Shipment Characteristics by Mode of Transportation and Shipment Weight for State of Origin: 2002**—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

Mode of transportation and shipment weight	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
Single modes—Con.							
Great Lakes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Deep draft	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Air (includes truck and air)	**28.7**	**–**	**29.3**	**–**	**34.9**	**–**	**5.7**
Less than 50 lb	41.3	9.3	S	S	S	S	5.5
50 to 99 lb	37.7	3.3	S	S	S	S	15.3
100 to 499 lb	30.8	8.6	35.6	5.8	36.0	4.5	7.9
500 to 749 lb	S	S	S	S	S	S	25.3
750 to 999 lb	S	S	S	S	S	S	30.0
1,000 to 9,999 lb	43.1	3.8	S	S	S	S	19.8
10,000 to 49,999 lb	S	S	S	S	S	S	29.8
50,000 to 99,999 lb	S	S	S	S	S	S	31.6
100,000 lb or more	–	–	–	–	–	–	–
Pipeline[3]	**S**	**S**	**S**	**S**	**S**	**S**	**S**
Less than 50 lb	–	–	–	–	S	S	S
50 to 99 lb	–	–	–	–	S	S	S
100 to 499 lb	–	–	–	–	S	S	S
500 to 749 lb	–	–	–	–	S	S	S
750 to 999 lb	–	–	–	–	S	S	S
1,000 to 9,999 lb	–	–	–	–	S	S	S
10,000 to 49,999 lb	–	–	–	–	S	S	S
50,000 to 99,999 lb	–	–	–	–	S	S	S
100,000 lb or more	S	S	S	S	S	S	S
Multiple modes	**6.3**	**–**	**48.5**	**–**	**34.2**	**–**	**4.8**
Less than 50 lb	9.4	2.5	16.2	5.1	20.0	3.7	4.5
50 to 99 lb	22.2	3.2	S	S	S	S	11.2
100 to 499 lb	11.0	1.9	13.6	4.1	15.6	2.4	7.7
500 to 749 lb	22.4	.3	31.7	1.1	30.6	.5	27.0
750 to 999 lb	S	S	S	S	S	S	29.7
1,000 to 9,999 lb	S	S	S	S	S	S	26.6
10,000 to 49,999 lb	26.0	2.4	35.2	9.4	35.9	10.5	20.7
50,000 to 99,999 lb	S	S	S	S	S	S	31.6
100,000 lb or more	S	S	S	S	S	S	28.3
Parcel, U.S. Postal Service or courier	**8.3**	**–**	**22.4**	**–**	**31.3**	**–**	**4.8**
Less than 50 lb	9.5	2.0	16.2	4.2	20.0	5.8	4.5
50 to 99 lb	22.2	3.1	S	S	S	S	11.2
100 to 499 lb	11.0	2.0	13.4	5.1	15.7	5.3	7.7
500 to 749 lb	22.4	.3	33.7	1.2	30.6	1.0	27.2
750 to 999 lb	S	S	S	S	S	S	22.0
1,000 to 9,999 lb	S	S	S	S	S	S	29.8
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Truck and rail	**32.2**	**–**	**40.3**	**–**	**36.9**	**–**	**15.6**
Less than 50 lb	S	S	S	S	S	S	31.6
50 to 99 lb	S	S	S	S	S	S	31.6
100 to 499 lb	S	S	S	S	S	S	31.6
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	S	S	S	S	S	S	31.6
1,000 to 9,999 lb	S	S	S	S	S	S	29.8
10,000 to 49,999 lb	30.8	10.2	37.8	12.1	41.3	11.0	17.9
50,000 to 99,999 lb	S	S	S	S	S	S	31.6
100,000 lb or more	S	S	S	S	S	S	31.6
Truck and water	**S**	**S**	**S**	**S**	**S**	**S**	**30.6**
Less than 50 lb	S	S	S	S	S	S	31.6
50 to 99 lb	S	S	S	S	S	S	31.6
100 to 499 lb	S	S	S	S	S	S	37.4
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	S	S	S	S	S	S	31.8
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	S	S	S	S	S	S	31.6
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–

See footnote at end of table.

Table B–4. **Estimated Measures of Reliability for Shipment Characteristics by Mode of Transportation and Shipment Weight for State of Origin: 2002**—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

Mode of transportation and shipment weight	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
Multiple modes—Con.							
Rail and water	**48.8**	**–**	**S**	**S**	**S**	**S**	**27.2**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	S	S	S	S	S	S	27.9
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	S	S	S	S	S	S	30.6
Other multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
Less than 50 lb	S	S	S	S	S	S	31.6
50 to 99 lb	S	S	S	S	S	S	31.6
100 to 499 lb	S	S	S	S	S	S	31.6
500 to 749 lb	S	S	S	S	S	S	31.6
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	S	S	S	S	S	S	37.8
50,000 to 99,999 lb	S	S	S	S	S	S	31.6
100,000 lb or more	S	S	S	S	S	S	31.6
Other and unknown modes	**26.8**	**–**	**40.3**	**–**	**46.0**	**–**	**34.1**
Less than 50 lb	43.6	5.1	36.7	1.2	S	S	38.3
50 to 99 lb	43.1	3.2	42.3	1.0	S	S	29.9
100 to 499 lb	37.4	2.4	32.5	2.8	43.6	2.3	24.1
500 to 749 lb	42.4	.8	43.0	1.0	42.7	.1	S
750 to 999 lb	44.3	.6	31.9	.4	S	S	34.6
1,000 to 9,999 lb	37.3	4.9	26.9	5.4	S	S	17.9
10,000 to 49,999 lb	30.5	6.7	31.0	9.4	S	S	21.8
50,000 to 99,999 lb	S	S	47.4	3.6	49.1	1.3	25.6
100,000 lb or more	S	S	S	S	S	S	S

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Note: The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Table B–5a. Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity for State of Origin: 2002

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

SCTG code	Commodity description	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
		Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
	Total	**4.5**	**–**	**10.2**	**–**	**9.8**	**–**	**8.6**
01	Live animals and live fish	S	S	S	S	S	S	S
02	Cereal grains	32.2	.4	30.6	2.6	25.4	4.2	38.8
03	Other agricultural products	34.4	.5	34.9	1.5	43.3	1.9	S
04	Animal feed and products of animal origin, n.e.c.	32.4	.3	S	S	S	S	S
05	Meat, fish, seafood, and their preparations	S	S	S	S	S	S	36.6
06	Milled grain products and preparations, and bakery products	S	S	26.8	.9	33.1	1.8	41.2
07	Other prepared foodstuffs and fats and oils	18.5	.9	29.6	1.3	26.5	2.2	S
08	Alcoholic beverages	44.4	.6	41.9	.5	S	S	40.8
09	Tobacco products	S	S	S	S	S	S	29.9
10	Monumental or building stone	–	–	–	–	–	–	–
11	Natural sands	43.2	–	S	S	S	S	42.2
12	Gravel and crushed stone	18.0	–	21.2	3.8	30.8	4.4	15.4
13	Nonmetallic minerals n.e.c.	S	S	S	S	S	S	S
14	Metallic ores and concentrates	32.6	–	32.0	–	34.6	–	45.6
15	Coal	–	–	–	–	–	–	–
17	Gasoline and aviation turbine fuel	27.6	.3	25.9	1.1	36.3	.1	23.6
18	Fuel oils	33.7	.2	29.2	.8	46.2	.1	16.2
19	Coal and petroleum products, n.e.c.	38.6	.2	S	S	40.1	.1	S
20	Basic chemicals	23.3	.4	S	S	S	S	19.8
21	Pharmaceutical products	17.5	1.6	36.1	.1	40.8	.2	41.9
22	Fertilizers	48.8	–	S	S	36.7	.1	S
23	Chemical products and preparations, n.e.c.	17.0	.6	36.7	.6	36.0	.7	S
24	Plastics and rubber	34.2	1.0	33.8	.2	47.4	.4	33.1
25	Logs and other wood in the rough	44.7	–	33.5	–	S	S	34.4
26	Wood products	14.4	.1	30.4	.6	45.0	.4	31.8
27	Pulp, newsprint, paper, and paperboard	41.5	.1	S	S	S	S	21.9
28	Paper or paperboard articles	28.9	.4	24.6	.2	31.2	.4	24.1
29	Printed products	21.1	.8	26.9	.1	37.4	.4	5.8
30	Textiles, leather, and articles of textiles or leather	14.3	.4	11.5	–	14.8	.1	6.8
31	Nonmetallic mineral products	41.1	.8	22.7	1.2	29.0	1.8	25.6
32	Base metal in primary or semifinished forms and in finished basic shapes	16.3	.4	17.9	.3	15.9	.3	31.9
33	Articles of base metal	17.9	.7	33.5	.5	49.2	.9	50.0
34	Machinery	26.0	1.9	42.8	.4	49.0	.9	16.3
35	Electronic and other electrical equipment and components and office equipment	13.7	1.0	9.4	–	13.5	.1	13.1
36	Motorized and other vehicles (including parts)	31.8	3.4	21.4	.3	24.4	.8	13.1
37	Transportation equipment, n.e.c.	S	S	S	S	S	S	22.2
38	Precision instruments and apparatus	34.5	.2	S	S	45.0	–	30.2
39	Furniture, mattresses and mattress supports, lamps, lighting fittings, and illuminated signs	29.1	.5	27.4	–	28.1	.2	18.4
40	Miscellaneous manufactured products	28.1	2.5	21.9	.4	28.4	.7	7.9
41	Waste and scrap	36.8	.6	42.1	3.3	42.5	4.6	18.4
43	Mixed freight	31.7	2.6	12.2	.4	9.4	.3	18.7
--	Commodity unknown	38.6	–	29.5	–	40.2	–	24.4

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Note: The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Table B–5b. Estimated Standard Errors for Shipment Characteristics by Two-Digit Commodity for State of Origin: Percent of Total for 2002 and 1997

[Estimates are shown as percents and are based on data from the 2002 and 1997 Commodity Flow Surveys]

SCTG code	Commodity description	Value (percent)		Tons (percent)		Ton-miles[1] (percent)	
		2002	1997	2002	1997	2002	1997
	Total	–	–	–	–	–	–
01	Live animals and live fish	S	S	S	S	S	S
02	Cereal grains	.4	.4	2.6	1.5	4.2	2.8
03	Other agricultural products	.5	.4	1.5	.9	1.9	1.5
04	Animal feed and products of animal origin, n.e.c	.3	.5	S	1.7	S	.9
05	Meat, fish, seafood, and their preparations	S	.7	S	.3	S	.6
06	Milled grain products and preparations, and bakery products	S	.3	.9	.7	1.8	1.4
07	Other prepared foodstuffs and fats and oils	.9	.6	1.3	.8	2.2	1.0
08	Alcoholic beverages	.6	.4	.5	.6	S	.9
09	Tobacco products	S	–	S	–	S	–
10	Monumental or building stone	–	S	–	S	–	S
11	Natural sands	–	–	S	.6	S	.3
12	Gravel and crushed stone	–	–	3.8	3.7	4.4	4.0
13	Nonmetallic minerals n.e.c.	S	S	S	S	S	–
14	Metallic ores and concentrates	–	–	–	.2	–	–
15	Coal	–	–	–	S	–	–
17	Gasoline and aviation turbine fuel	.3	.4	1.1	.8	.1	.2
18	Fuel oils	.2	.2	.8	.7	.1	.1
19	Coal and petroleum products, n.e.c.	.2	.2	S	S	.1	S
20	Basic chemicals	.4	.2	S	.6	S	S
21	Pharmaceutical products	1.6	.5	.1	.1	.2	S
22	Fertilizers	–	.1	S	.5	.1	.4
23	Chemical products and preparations, n.e.c.	.6	.7	.6	.3	.7	1.0
24	Plastics and rubber	1.0	.4	.2	.4	.4	S
25	Logs and other wood in the rough	–	–	–	–	S	S
26	Wood products	.1	.1	.6	.2	.4	.1
27	Pulp, newsprint, paper, and paperboard	.1	.1	S	.1	S	–
28	Paper or paperboard articles	.4	.5	.2	.1	.4	.3
29	Printed products	.8	1.0	.1	.2	.4	.6
30	Textiles, leather, and articles of textiles or leather	.4	.4	–	–	.1	–
31	Nonmetallic mineral products	.8	.3	1.2	2.2	1.8	1.2
32	Base metal in primary or semifinished forms and in finished basic shapes	.4	.3	.3	.4	.3	1.2
33	Articles of base metal	.7	.4	.5	.1	.9	.3
34	Machinery	1.9	.4	.4	–	.9	.2
35	Electronic and other electrical equipment and components and office equipment	1.0	1.0	–	–	.1	.3
36	Motorized and other vehicles (including parts)	3.4	4.0	.3	.5	.8	1.9
37	Transportation equipment, n.e.c.	S	.3	S	–	S	–
38	Precision instruments and apparatus	.2	.2	S	–	–	S
39	Furniture, mattresses and mattress supports, lamps, lighting fittings, and illuminated signs	.5	.3	–	.2	.2	.3
40	Miscellaneous manufactured products	2.5	2.0	.4	.2	.7	.4
41	Waste and scrap	.6	.2	3.3	.7	4.6	.8
43	Mixed freight	2.6	.3	.4	.1	.3	.1
--	Commodity unknown	–	.4	–	.1	–	–

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Note: The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Table B–6. Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
ALL COMMODITIES							
Total	**4.5**	**–**	**10.2**	**–**	**9.8**	**–**	**8.6**
Single modes	**5.4**	**1.1**	**10.7**	**1.2**	**10.0**	**1.9**	**13.9**
Truck	4.3	2.9	13.4	4.5	14.5	6.2	12.3
For-hire truck	6.9	3.4	14.2	2.9	15.6	4.5	9.3
Private truck	11.4	3.2	20.1	4.2	22.8	3.0	22.9
Rail	39.1	3.4	17.3	3.1	17.7	5.0	8.8
Water	33.8	.2	S	S	35.9	5.3	S
Shallow draft	33.8	.2	S	S	35.9	5.3	S
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	28.7	.3	29.3	–	34.9	–	5.7
Pipeline	S	S	S	S	S	S	S
Multiple modes	**6.3**	**1.0**	**48.5**	**1.1**	**34.2**	**2.0**	**4.8**
Parcel, U.S. Postal Service or courier	8.3	1.0	22.4	.1	31.3	.4	4.8
Truck and rail	32.2	.3	40.3	.2	36.9	1.1	15.6
Truck and water	S	S	S	S	S	S	30.6
Rail and water	48.8	.1	S	S	S	S	27.2
Other multiple modes	S	S	S	S	S	S	S
Other and unknown modes	**26.8**	**.6**	**40.3**	**.6**	**46.0**	**.6**	**34.1**
SCTG 01, LIVE ANIMALS AND LIVE FISH							
Total	**S**	**S**	**S**	**S**	**S**	**S**	**S**
Single modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
Truck	S	S	S	S	S	S	S
For-hire truck	S	S	S	S	S	S	29.8
Private truck	S	S	S	S	S	S	31.6
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
SCTG 02, CEREAL GRAINS							
Total	**32.2**	**–**	**30.6**	**–**	**25.4**	**–**	**38.8**
Single modes	**32.7**	**1.6**	**31.1**	**1.5**	**25.2**	**2.2**	**38.3**
Truck	48.1	10.1	49.0	10.9	S	S	25.6
For-hire truck	50.0	11.9	S	S	S	S	23.3
Private truck	S	S	S	S	S	S	29.0
Rail	45.4	8.5	42.6	9.3	39.5	10.7	15.3
Water	44.3	9.3	45.8	9.9	45.4	10.9	18.7
Shallow draft	44.3	9.3	45.8	9.9	45.4	10.9	18.7
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**

See footnote at end of table.

Table B–6. **Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 03, OTHER AGRICULTURAL PRODUCTS							
Total	**34.4**	**–**	**34.9**	**–**	**43.3**	**–**	**S**
Single modes	**34.2**	**.2**	**34.9**	**–**	**43.3**	**–**	**S**
Truck	36.0	10.9	S	S	39.5	19.0	S
For-hire truck	49.6	10.8	40.4	10.9	49.3	9.9	27.9
Private truck	S	S	S	S	S	S	S
Rail	S	S	S	S	S	S	30.0
Water	S	S	S	S	S	S	24.8
Shallow draft	S	S	S	S	S	S	24.8
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	31.6
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**31.6**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	S	S	S	S	S	S	31.6
Other and unknown modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
SCTG 04, ANIMAL FEED AND PRODUCTS OF ANIMAL ORIGIN, N.E.C.							
Total	**32.4**	**–**	**S**	**S**	**S**	**S**	**S**
Single modes	**32.4**	**.9**	**S**	**S**	**S**	**S**	**S**
Truck	35.0	5.7	S	S	S	S	S
For-hire truck	32.8	12.7	S	S	S	S	S
Private truck	S	S	S	S	S	S	S
Rail	48.4	5.9	47.7	5.4	S	S	24.0
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	31.6
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	S	S	S	S	S	S	31.6
Other and unknown modes	**S**	**S**	**49.6**	**5.8**	**S**	**S**	**30.7**
SCTG 05, MEAT, FISH, SEAFOOD, AND THEIR PREPARATIONS							
Total	**S**	**S**	**S**	**S**	**S**	**S**	**36.6**
Single modes	**S**	**S**	**S**	**S**	**S**	**S**	**37.5**
Truck	S	S	S	S	S	S	37.5
For-hire truck	S	S	S	S	S	S	6.3
Private truck	S	S	S	S	S	S	S
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**35.3**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	35.3
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**38.4**

See footnote at end of table.

Table B–6. **Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 06, MILLED GRAIN PRODUCTS AND PREPARATIONS, AND BAKERY PRODUCTS							
Total	**S**	**S**	**26.8**	**–**	**33.1**	**–**	**41.2**
Single modes	**S**	**S**	**26.9**	**.2**	**33.2**	**.4**	**40.8**
Truck	S	S	24.9	5.1	28.3	7.9	42.9
For-hire truck	S	S	27.1	9.5	28.6	10.2	14.0
Private truck	46.4	9.1	36.2	8.8	39.8	9.4	S
Rail	S	S	S	S	S	S	18.9
Water	S	S	S	S	S	S	31.6
Shallow draft	S	S	S	S	S	S	31.6
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	31.6
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**44.5**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	44.5
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
SCTG 07, OTHER PREPARED FOODSTUFFS AND FATS AND OILS							
Total	**18.5**	**–**	**29.6**	**–**	**26.5**	**–**	**S**
Single modes	**18.9**	**1.6**	**31.1**	**3.4**	**28.1**	**3.9**	**S**
Truck	20.0	2.5	35.8	7.1	34.7	8.6	S
For-hire truck	19.9	5.2	29.8	6.5	29.6	7.9	10.8
Private truck	25.6	5.6	S	S	S	S	S
Rail	26.3	2.1	27.3	6.4	25.4	8.2	22.4
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	31.6
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**27.1**
Parcel, U.S. Postal Service or courier	S	S	48.4	–	35.8	–	27.6
Truck and rail	S	S	S	S	S	S	31.6
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
SCTG 08, ALCOHOLIC BEVERAGES							
Total	**44.4**	**–**	**41.9**	**–**	**S**	**S**	**40.8**
Single modes	**44.4**	**–**	**41.9**	**–**	**S**	**S**	**40.8**
Truck	44.9	2.4	41.8	2.8	S	S	39.2
For-hire truck	S	S	S	S	S	S	28.5
Private truck	S	S	S	S	S	S	27.8
Rail	S	S	S	S	S	S	29.9
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**

See footnote at end of table.

Table B–6. **Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 09, TOBACCO PRODUCTS							
Total	**S**	**S**	**S**	**S**	**S**	**S**	**29.9**
Single modes	**S**	**S**	**S**	**S**	**S**	**S**	**29.9**
Truck	S	S	S	S	S	S	29.9
For-hire truck	–	–	–	–	–	–	–
Private truck	S	S	S	S	S	S	29.9
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
SCTG 10, MONUMENTAL OR BUILDING STONE							
Total	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Single modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Truck	–	–	–	–	–	–	–
For-hire truck	–	–	–	–	–	–	–
Private truck	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
SCTG 11, NATURAL SANDS							
Total	**43.2**	**–**	**S**	**S**	**S**	**S**	**42.2**
Single modes	**43.5**	**1.2**	**S**	**S**	**S**	**S**	**42.6**
Truck	S	S	S	S	S	S	S
For-hire truck	S	S	S	S	S	S	S
Private truck	S	S	S	S	S	S	24.9
Rail	46.5	1.7	47.0	2.7	S	S	26.5
Water	S	S	S	S	S	S	31.6
Shallow draft	S	S	S	S	S	S	31.6
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**29.8**

See footnote at end of table.

Table B–6. **Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 12, GRAVEL AND CRUSHED STONE							
Total	**18.0**	**–**	**21.2**	**–**	**30.8**	**–**	**15.4**
Single modes	**18.5**	**2.3**	**21.8**	**2.8**	**27.4**	**5.8**	**15.0**
Truck	22.8	7.8	27.5	8.3	37.0	17.9	15.1
For-hire truck	17.1	4.8	19.0	5.0	30.1	5.8	20.8
Private truck	32.4	5.5	38.5	6.6	44.3	10.0	17.3
Rail	38.9	5.6	46.1	4.1	47.0	10.6	24.3
Water	45.0	2.9	45.4	4.6	46.5	11.4	26.3
Shallow draft	45.0	2.9	45.4	4.6	46.5	11.4	26.3
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**30.1**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	S	S	S	S	S	S	30.6
Other multiple modes	S	S	S	S	S	S	31.7
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**40.9**
SCTG 13, NONMETALLIC MINERALS N.E.C.							
Total	**S**	**S**	**S**	**S**	**S**	**S**	**S**
Single modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
Truck	S	S	S	S	S	S	S
For-hire truck	S	S	S	S	S	S	28.0
Private truck	S	S	S	S	S	S	34.5
Rail	S	S	S	S	S	S	31.6
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**48.9**	**3.5**	**44.3**	**.7**	**48.0**	**.6**	**24.1**
Parcel, U.S. Postal Service or courier	48.9	3.5	44.3	.7	48.0	.6	24.1
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
SCTG 14, METALLIC ORES AND CONCENTRATES							
Total	**32.6**	**–**	**32.0**	**–**	**34.6**	**–**	**45.6**
Single modes	**32.5**	**.7**	**32.0**	**–**	**34.6**	**–**	**30.4**
Truck	32.8	1.2	32.0	2.5	39.5	8.5	32.5
For-hire truck	32.8	11.0	34.0	9.2	39.0	10.3	S
Private truck	S	S	S	S	S	S	31.6
Rail	S	S	S	S	S	S	31.6
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	31.6
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**31.6**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	31.6
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**

See footnote at end of table.

Table B–6. **Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 15, COAL							
Total	–	–	–	–	–	–	–
Single modes	–	–	–	–	–	–	–
Truck	–	–	–	–	–	–	–
For-hire truck	–	–	–	–	–	–	–
Private truck	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	–	–	–	–	–	–	–
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	–	–	–	–	–	–	–
SCTG 17, GASOLINE AND AVIATION TURBINE FUEL							
Total	**27.6**	**–**	**25.9**	**–**	**36.3**	**–**	**23.6**
Single modes	**27.6**	**–**	**25.9**	**–**	**36.3**	**–**	**23.6**
Truck	27.6	–	25.9	–	36.3	–	23.6
For-hire truck	24.6	13.7	26.2	13.7	23.7	16.0	28.5
Private truck	45.5	14.1	43.0	14.0	49.6	14.1	21.6
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	–	–	–	–	–	–	–
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	–	–	–	–	–	–	–
SCTG 18, FUEL OILS							
Total	**33.7**	**–**	**29.2**	**–**	**46.2**	**–**	**16.2**
Single modes	**33.7**	**–**	**29.2**	**–**	**46.2**	**–**	**16.2**
Truck	33.9	.8	29.2	.8	46.3	.3	16.2
For-hire truck	36.8	16.1	37.6	15.9	41.0	17.1	27.5
Private truck	44.5	15.8	40.3	15.5	S	S	22.2
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	S	S	S	S	S	S	S
Multiple modes	–	–	–	–	–	–	–
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**31.6**

See footnote at end of table.

Table B–6. Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 19, COAL AND PETROLEUM PRODUCTS, N.E.C.							
Total	**38.6**	**–**	**S**	**S**	**40.1**	**–**	**S**
Single modes	**38.6**	**.2**	**S**	**S**	**40.2**	**1.6**	**S**
Truck	41.9	4.6	S	S	42.0	8.8	S
For-hire truck	39.5	13.2	S	S	47.1	11.3	S
Private truck	S	S	S	S	S	S	S
Rail	48.3	4.7	48.0	3.9	S	S	26.0
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**34.1**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	34.1
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**31.6**
SCTG 20, BASIC CHEMICALS							
Total	**23.3**	**–**	**S**	**S**	**S**	**S**	**19.8**
Single modes	**22.3**	**1.9**	**S**	**S**	**S**	**S**	**21.6**
Truck	21.3	6.3	48.4	3.2	S	S	41.4
For-hire truck	26.7	10.7	S	S	S	S	25.7
Private truck	38.2	10.2	S	S	S	S	28.7
Rail	S	S	S	S	S	S	30.2
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	42.2	.6	44.3	7.9	28.0
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**22.4**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	22.4
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**31.6**
SCTG 21, PHARMACEUTICAL PRODUCTS							
Total	**17.5**	**–**	**36.1**	**–**	**40.8**	**–**	**41.9**
Single modes	**23.6**	**7.2**	**38.8**	**6.0**	**44.0**	**7.3**	**43.6**
Truck	23.8	6.8	39.3	5.7	45.1	7.5	44.2
For-hire truck	24.0	6.7	41.4	8.6	46.1	10.1	43.0
Private truck	48.9	2.0	49.8	7.5	S	S	16.3
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	44.9	1.5	S	S	S	S	22.5
Pipeline	–	–	–	–	S	S	S
Multiple modes	**29.9**	**7.2**	**22.3**	**4.0**	**25.1**	**5.7**	**12.7**
Parcel, U.S. Postal Service or courier	30.2	7.2	22.4	4.0	26.0	5.8	13.4
Truck and rail	–	–	–	–	–	–	–
Truck and water	S	S	S	S	S	S	31.6
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**46.3**	**.2**	**48.5**	**2.7**	**47.0**	**1.9**	**34.1**

See footnote at end of table.

Table B–6. Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 22, FERTILIZERS							
Total	**48.8**	**–**	**S**	**S**	**36.7**	**–**	**S**
Single modes	**49.3**	**.8**	**S**	**S**	**36.8**	**.1**	**S**
Truck	S	S	S	S	48.3	11.6	S
For-hire truck	S	S	S	S	48.1	11.5	28.4
Private truck	S	S	S	S	S	S	S
Rail	49.8	6.6	S	S	S	S	26.8
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	31.6
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**31.6**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	31.6
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
SCTG 23, CHEMICAL PRODUCTS AND PREPARATIONS, N.E.C.							
Total	**17.0**	**–**	**36.7**	**–**	**36.0**	**–**	**S**
Single modes	**16.6**	**4.7**	**36.1**	**1.5**	**34.9**	**3.7**	**S**
Truck	17.1	4.6	37.9	2.9	40.1	6.3	30.8
For-hire truck	19.9	6.2	48.4	8.7	41.1	6.7	24.3
Private truck	25.0	4.7	29.5	7.9	43.7	2.7	34.3
Rail	44.0	2.6	40.6	3.2	44.3	7.1	21.8
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	23.4
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	S
Truck and rail	S	S	S	S	S	S	30.2
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
SCTG 24, PLASTICS AND RUBBER							
Total	**34.2**	**–**	**33.8**	**–**	**47.4**	**–**	**33.1**
Single modes	**35.3**	**4.1**	**34.5**	**1.5**	**48.8**	**2.8**	**22.6**
Truck	35.3	4.1	34.5	1.5	48.9	2.9	21.6
For-hire truck	27.9	11.1	31.1	10.6	31.9	9.7	11.2
Private truck	S	S	49.8	11.2	S	S	21.6
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	45.9	–	31.6	–	37.4	.1	17.5
Pipeline	–	–	–	–	S	S	S
Multiple modes	**33.5**	**4.2**	**31.3**	**.9**	**29.1**	**2.4**	**14.4**
Parcel, U.S. Postal Service or courier	33.7	4.0	31.8	.8	29.8	2.3	14.8
Truck and rail	–	–	–	–	–	–	–
Truck and water	S	S	S	S	S	S	29.9
Rail and water	–	–	–	–	–	–	–
Other multiple modes	S	S	S	S	S	S	31.6
Other and unknown modes	**41.6**	**1.2**	**47.4**	**1.1**	**47.8**	**1.5**	**S**

See footnote at end of table.

Table B–6. **Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 25, LOGS AND OTHER WOOD IN THE ROUGH							
Total	**44.7**	**–**	**33.5**	**–**	**S**	**S**	**34.4**
Single modes	**27.5**	**12.4**	**29.1**	**10.2**	**S**	**S**	**28.4**
Truck	28.0	12.5	28.7	10.5	S	S	28.3
For-hire truck	31.9	11.3	29.4	11.3	34.6	16.0	23.6
Private truck	40.9	13.0	40.6	12.4	S	S	39.9
Rail	S	S	S	S	S	S	31.6
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**31.6**
Parcel, U.S. Postal Service or courier	–	–	–	–	–	–	–
Truck and rail	S	S	S	S	S	S	31.6
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**37.0**
SCTG 26, WOOD PRODUCTS							
Total	**14.4**	**–**	**30.4**	**–**	**45.0**	**–**	**31.8**
Single modes	**16.4**	**4.8**	**32.7**	**7.4**	**47.7**	**4.1**	**44.9**
Truck	18.3	6.9	38.0	10.7	48.4	12.1	36.3
For-hire truck	38.6	7.2	S	S	S	S	35.7
Private truck	19.4	9.5	33.1	10.5	16.7	12.5	13.9
Rail	S	S	S	S	S	S	31.7
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**49.1**	**.9**	**S**	**S**	**25.9**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	26.8
Truck and rail	S	S	S	S	S	S	30.9
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	S	S	S	S	S	S	31.6
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
SCTG 27, PULP, NEWSPRINT, PAPER, AND PAPERBOARD							
Total	**41.5**	**–**	**S**	**S**	**S**	**S**	**21.9**
Single modes	**42.2**	**5.8**	**S**	**S**	**S**	**S**	**38.8**
Truck	42.2	5.8	S	S	S	S	38.8
For-hire truck	S	S	S	S	S	S	23.8
Private truck	46.2	10.0	S	S	S	S	S
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**27.9**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	27.9
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**42.7**

See footnote at end of table.

Table B–6. **Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 28, PAPER OR PAPERBOARD ARTICLES							
Total	**28.9**	**–**	**24.6**	**–**	**31.2**	**–**	**24.1**
Single modes	**28.1**	**2.7**	**24.0**	**1.3**	**25.8**	**5.1**	**S**
Truck	28.0	2.7	24.0	1.4	25.3	5.5	S
For-hire truck	31.0	4.6	24.5	4.9	26.6	4.2	10.1
Private truck	37.7	6.4	42.8	5.0	35.9	2.8	S
Rail	S	S	S	S	S	S	31.6
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	31.6
Pipeline	–	–	–	–	S	S	S
Multiple modes	**48.3**	**3.0**	**S**	**S**	**S**	**S**	**18.8**
Parcel, U.S. Postal Service or courier	35.8	2.3	34.0	.4	39.3	.8	18.7
Truck and rail	S	S	S	S	S	S	28.0
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
SCTG 29, PRINTED PRODUCTS							
Total	**21.1**	**–**	**26.9**	**–**	**37.4**	**–**	**5.8**
Single modes	**22.3**	**6.6**	**17.0**	**10.6**	**19.9**	**11.7**	**14.3**
Truck	21.6	6.1	16.7	10.3	16.2	11.5	15.6
For-hire truck	20.8	5.5	17.3	9.2	16.3	11.2	13.0
Private truck	S	S	43.4	2.3	S	S	26.4
Rail	S	S	S	S	S	S	31.6
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	16.4
Pipeline	–	–	–	–	S	S	S
Multiple modes	**26.8**	**8.3**	**S**	**S**	**S**	**S**	**5.2**
Parcel, U.S. Postal Service or courier	26.8	8.3	S	S	S	S	5.2
Truck and rail	–	–	–	–	–	–	–
Truck and water	S	S	S	S	S	S	31.6
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**47.5**	**3.3**	**S**	**S**	**S**	**S**	**S**
SCTG 30, TEXTILES, LEATHER, AND ARTICLES OF TEXTILES OR LEATHER							
Total	**14.3**	**–**	**11.5**	**–**	**14.8**	**–**	**6.8**
Single modes	**17.5**	**5.6**	**15.5**	**5.7**	**23.1**	**8.6**	**11.6**
Truck	17.5	5.6	15.5	5.7	23.2	8.7	11.3
For-hire truck	19.6	5.6	12.7	6.7	26.2	9.2	6.5
Private truck	24.6	2.4	S	S	S	S	S
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	40.8	.1	44.8	–	49.5	.3	19.4
Pipeline	–	–	–	–	S	S	S
Multiple modes	**18.5**	**5.6**	**22.9**	**5.8**	**27.3**	**8.4**	**5.8**
Parcel, U.S. Postal Service or courier	18.5	5.6	22.9	5.8	27.3	8.4	5.8
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**39.7**	**.7**	**44.4**	**.5**	**S**	**S**	**27.0**

See footnote at end of table.

Table B–6. Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 31, NONMETALLIC MINERAL PRODUCTS							
Total	**41.1**	**–**	**22.7**	**–**	**29.0**	**–**	**25.6**
Single modes	**40.9**	**2.8**	**23.1**	**2.3**	**29.1**	**1.6**	**23.1**
Truck	42.3	6.1	27.6	6.8	48.0	10.5	23.9
For-hire truck	49.1	7.5	29.3	6.3	45.6	8.7	17.0
Private truck	36.1	5.5	44.1	7.9	S	S	44.8
Rail	22.2	2.3	25.4	2.9	30.2	6.8	17.8
Water	42.1	4.6	41.4	6.7	41.0	10.2	26.7
Shallow draft	42.1	4.6	41.4	6.7	41.0	10.2	26.7
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**40.6**	**–**	**46.0**	**–**	**18.7**
Parcel, U.S. Postal Service or courier	S	S	40.6	–	46.0	–	18.7
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**30.2**
SCTG 32, BASE METAL IN PRIMARY OR SEMIFINISHED FORMS AND IN FINISHED BASIC SHAPES							
Total	**16.3**	**–**	**17.9**	**–**	**15.9**	**–**	**31.9**
Single modes	**16.3**	**1.2**	**18.2**	**1.4**	**16.2**	**.9**	**32.8**
Truck	16.2	1.2	18.2	2.3	16.7	4.4	32.3
For-hire truck	14.9	8.0	17.8	7.8	17.5	5.3	16.3
Private truck	30.4	8.0	33.2	7.2	24.3	3.3	40.1
Rail	33.6	.6	37.9	1.8	40.2	4.0	26.5
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	49.7	–	S	S	S	S	26.5
Pipeline	–	–	–	–	S	S	S
Multiple modes	**41.7**	**.5**	**S**	**S**	**S**	**S**	**36.5**
Parcel, U.S. Postal Service or courier	41.7	.5	S	S	S	S	36.5
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
SCTG 33, ARTICLES OF BASE METAL							
Total	**17.9**	**–**	**33.5**	**–**	**49.2**	**–**	**50.0**
Single modes	**20.9**	**6.7**	**33.9**	**1.4**	**49.7**	**1.3**	**S**
Truck	21.0	6.7	33.9	1.4	49.8	1.3	S
For-hire truck	17.7	7.5	48.3	9.0	S	S	S
Private truck	38.7	6.5	S	S	33.9	7.3	S
Rail	S	S	S	S	S	S	29.9
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	37.3	–	40.5	–	48.2	–	26.1
Pipeline	–	–	–	–	S	S	S
Multiple modes	**40.1**	**6.2**	**43.1**	**1.1**	**36.8**	**1.1**	**18.7**
Parcel, U.S. Postal Service or courier	40.6	6.2	44.7	1.1	49.2	1.2	18.6
Truck and rail	S	S	S	S	S	S	30.1
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**45.8**	**.6**	**S**	**S**	**S**

See footnote at end of table.

Table B–6. Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 34, MACHINERY							
Total	**26.0**	**–**	**42.8**	**–**	**49.0**	**–**	**16.3**
Single modes	**28.4**	**6.1**	**44.0**	**1.5**	**S**	**S**	**21.3**
Truck	30.0	6.1	44.5	1.6	S	S	21.0
For-hire truck	23.1	6.7	S	S	S	S	10.8
Private truck	S	S	S	S	S	S	27.9
Rail	38.0	.4	38.3	.6	40.8	1.2	24.2
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	17.2
Pipeline	–	–	–	–	S	S	S
Multiple modes	**34.9**	**2.4**	**S**	**S**	**S**	**S**	**10.8**
Parcel, U.S. Postal Service or courier	29.3	2.4	34.0	1.2	39.8	2.9	11.1
Truck and rail	S	S	S	S	S	S	30.0
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**
SCTG 35, ELECTRONIC AND OTHER ELECTRICAL EQUIPMENT AND COMPONENTS AND OFFICE EQUIPMENT							
Total	**13.7**	**–**	**9.4**	**–**	**13.5**	**–**	**13.1**
Single modes	**16.5**	**7.0**	**12.4**	**4.2**	**14.9**	**3.2**	**15.6**
Truck	17.0	6.7	12.2	4.0	15.1	3.3	15.6
For-hire truck	15.7	4.7	13.1	4.3	17.3	5.7	9.1
Private truck	29.4	4.6	19.4	4.2	28.4	5.8	21.9
Rail	46.2	–	44.6	.2	44.6	.8	25.8
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	34.1	1.7	S	S	39.2	.8	11.5
Pipeline	–	–	–	–	S	S	S
Multiple modes	**27.4**	**7.5**	**34.1**	**3.2**	**35.3**	**3.3**	**10.6**
Parcel, U.S. Postal Service or courier	27.5	7.5	34.8	3.2	36.9	3.3	10.6
Truck and rail	S	S	S	S	S	S	31.6
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**35.3**	**1.4**	**29.4**	**2.8**	**49.2**	**1.1**	**S**
SCTG 36, MOTORIZED AND OTHER VEHICLES (INCLUDING PARTS)							
Total	**31.8**	**–**	**21.4**	**–**	**24.4**	**–**	**13.1**
Single modes	**35.2**	**6.8**	**23.1**	**6.6**	**24.4**	**6.6**	**23.7**
Truck	17.4	11.9	21.5	10.8	30.0	12.6	26.1
For-hire truck	25.4	8.9	30.0	9.9	32.0	11.2	11.2
Private truck	29.4	6.2	29.2	6.8	28.4	3.1	19.0
Rail	S	S	S	S	44.4	12.8	24.5
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	27.0
Pipeline	–	–	–	–	S	S	S
Multiple modes	**42.2**	**2.2**	**44.3**	**.9**	**42.4**	**1.2**	**13.3**
Parcel, U.S. Postal Service or courier	46.3	1.7	S	S	47.5	1.2	13.3
Truck and rail	S	S	S	S	S	S	31.6
Truck and water	S	S	S	S	S	S	31.6
Rail and water	–	–	–	–	–	–	–
Other multiple modes	S	S	S	S	S	S	31.6
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**25.4**

See footnote at end of table.

Table B–6. **Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 37, TRANSPORTATION EQUIPMENT, N.E.C.							
Total	**S**	**S**	**S**	**S**	**S**	**S**	**22.2**
Single modes	**S**	**S**	**S**	**S**	**S**	**S**	**28.3**
Truck	S	S	S	S	S	S	28.0
For-hire truck	S	S	S	S	S	S	23.3
Private truck	S	S	S	S	S	S	27.9
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	47.1	6.9	S	S	23.3
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**39.1**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	39.1
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**30.5**
SCTG 38, PRECISION INSTRUMENTS AND APPARATUS							
Total	**34.5**	**–**	**S**	**S**	**45.0**	**–**	**30.2**
Single modes	**42.9**	**12.7**	**S**	**S**	**48.7**	**14.0**	**37.0**
Truck	44.9	13.7	S	S	49.0	16.9	22.6
For-hire truck	47.3	12.8	46.5	14.3	S	S	23.5
Private truck	S	S	S	S	S	S	38.7
Rail	–	–	–	–	–	–	–
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	27.4
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**21.3**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	20.9
Truck and rail	–	–	–	–	–	–	–
Truck and water	S	S	S	S	S	S	31.6
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**30.0**
SCTG 39, FURNITURE, MATTRESSES AND MATTRESS SUPPORTS, LAMPS, LIGHTING FITTINGS, AND ILLUMINATED SIGNS							
Total	**29.1**	**–**	**27.4**	**–**	**28.1**	**–**	**18.4**
Single modes	**31.5**	**4.0**	**28.2**	**1.3**	**28.0**	**4.1**	**26.6**
Truck	31.8	4.1	28.2	1.7	27.6	4.0	26.6
For-hire truck	32.3	9.1	25.9	8.7	28.4	12.3	21.6
Private truck	S	S	S	S	29.8	10.4	S
Rail	S	S	S	S	S	S	31.6
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**20.4**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	20.4
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**26.0**

See footnote at end of table.

Table B–6. **Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 40, MISCELLANEOUS MANUFACTURED PRODUCTS							
Total	**28.1**	**–**	**21.9**	**–**	**28.4**	**–**	**7.9**
Single modes	**34.6**	**5.5**	**22.5**	**4.4**	**31.6**	**6.0**	**12.6**
Truck	34.9	5.6	20.7	4.4	28.4	5.8	10.9
For-hire truck	18.2	8.3	22.6	6.4	29.8	6.9	7.9
Private truck	S	S	26.7	4.4	34.2	2.8	25.1
Rail	S	S	S	S	S	S	30.7
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	47.8	.1	36.8	–	39.2	–	15.9
Pipeline	–	–	–	–	S	S	S
Multiple modes	**26.0**	**5.1**	**30.6**	**.9**	**33.1**	**1.7**	**7.8**
Parcel, U.S. Postal Service or courier	26.1	5.1	31.2	.8	34.4	1.5	7.9
Truck and rail	S	S	S	S	S	S	30.9
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**31.6**
SCTG 41, WASTE AND SCRAP							
Total	**36.8**	**–**	**42.1**	**–**	**42.5**	**–**	**18.4**
Single modes	**36.4**	**4.1**	**43.6**	**4.9**	**49.4**	**8.3**	**14.5**
Truck	37.3	6.9	S	S	46.1	13.7	17.9
For-hire truck	33.1	11.0	S	S	S	S	18.4
Private truck	S	S	S	S	S	S	26.4
Rail	S	S	S	S	S	S	32.3
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	–	–	–	–	–	–	–
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**S**	**S**	**S**	**S**	**28.7**
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	31.6
Truck and rail	S	S	S	S	S	S	30.0
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**26.3**
SCTG 43, MIXED FREIGHT							
Total	**31.7**	**–**	**12.2**	**–**	**9.4**	**–**	**18.7**
Single modes	**35.8**	**3.6**	**12.8**	**.9**	**11.8**	**4.6**	**32.8**
Truck	37.0	4.3	13.1	1.1	13.1	5.7	30.3
For-hire truck	16.1	4.0	15.3	4.8	16.8	5.9	24.9
Private truck	46.5	7.6	21.0	5.4	31.6	7.5	35.4
Rail	47.5	1.7	31.7	.5	34.5	1.9	23.0
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	29.9
Pipeline	–	–	–	–	S	S	S
Multiple modes	**17.1**	**2.4**	**23.3**	**.5**	**26.3**	**5.0**	**4.9**
Parcel, U.S. Postal Service or courier	32.5	2.0	35.0	.2	37.2	.4	5.8
Truck and rail	49.3	.4	47.9	.5	46.3	2.3	26.1
Truck and water	S	S	S	S	S	S	29.8
Rail and water	S	S	S	S	S	S	27.9
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**S**

See footnote at end of table.

Table B–6. **Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002**—Con.

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
COMMODITY UNKNOWN							
Total	**38.6**	**–**	**29.5**	**–**	**40.2**	**–**	**24.4**
Single modes	**41.8**	**8.3**	**29.7**	**.4**	**40.5**	**.5**	**25.7**
Truck	46.8	11.1	32.2	10.0	49.7	10.7	21.3
For-hire truck	42.5	13.1	44.6	14.1	49.1	14.2	45.8
Private truck	S	S	S	S	S	S	21.8
Rail	S	S	S	S	S	S	31.6
Water	–	–	–	–	–	–	–
Shallow draft	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep draft	–	–	–	–	–	–	–
Air (includes truck and air)	S	S	S	S	S	S	31.6
Pipeline	–	–	–	–	S	S	S
Multiple modes	**S**	**S**	**46.2**	**.4**	**S**	**S**	**22.0**
Parcel, U.S. Postal Service or courier	S	S	46.2	.4	S	S	22.0
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Other multiple modes	–	–	–	–	–	–	–
Other and unknown modes	**S**	**S**	**S**	**S**	**S**	**S**	**31.6**

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

Note: The Introduction and appendixes give information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at *www.census.gov/cfs.*

Table B–7. Estimated Measures of Reliability for Outbound Shipment Characteristics by State of Destination for State of Origin: 2002

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

State of destination	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
Total	**4.5**	**–**	**10.2**	**–**	**9.8**	**–**
NEW ENGLAND STATES						
Connecticut	40.5	.1	29.0	–	30.1	–
Maine	21.1	–	38.9	–	34.8	–
Massachusetts	23.3	.1	19.7	–	19.1	–
New Hampshire	S	S	S	S	49.6	–
Rhode Island	31.7	–	S	S	S	S
Vermont	47.9	–	32.8	–	32.7	–
MIDDLE ATLANTIC STATES						
New Jersey	24.1	.3	46.4	.2	47.5	.7
New York	16.9	.3	19.5	–	20.4	.3
Pennsylvania	12.2	.2	16.4	.1	14.1	.5
EAST NORTH CENTRAL STATES						
Illinois	8.2	.7	28.6	1.2	20.3	.7
Indiana	11.9	.4	15.3	.4	13.6	.4
Michigan	15.5	.3	20.4	.2	21.1	.4
Ohio	48.2	2.3	24.2	.3	24.9	.4
Wisconsin	15.8	.2	41.9	.2	38.6	.3
WEST NORTH CENTRAL STATES						
Iowa	17.6	.4	31.4	1.1	36.0	1.3
Kansas	8.7	.4	18.0	1.1	15.6	.4
Minnesota	13.7	.2	24.5	.2	26.1	.4
Missouri	7.5	2.4	14.5	3.6	19.0	2.0
Nebraska	20.9	.4	35.4	1.3	43.4	1.8
North Dakota	22.5	–	42.4	–	43.5	.2
South Dakota	20.9	–	47.6	–	44.2	.1
SOUTH ATLANTIC STATES						
Delaware	S	S	49.3	–	46.7	–
District of Columbia	38.4	–	40.4	–	41.5	–
Florida	14.2	.2	29.0	.2	30.6	.7
Georgia	22.7	.3	29.2	.3	26.7	.5
Maryland	42.1	.4	26.7	–	29.0	.1
North Carolina	9.2	–	27.8	–	29.8	.2
South Carolina	12.3	–	30.5	–	33.7	.1
Virginia	13.5	–	39.9	–	45.8	.3
West Virginia	24.0	–	S	S	S	S
EAST SOUTH CENTRAL STATES						
Alabama	24.0	.3	S	S	S	S
Kentucky	S	S	S	S	47.6	.6
Mississippi	16.7	.1	49.0	.3	S	S
Tennessee	21.7	.6	34.6	1.0	35.5	1.0
WEST SOUTH CENTRAL STATES						
Arkansas	18.0	.5	23.4	.8	29.3	1.3
Louisiana	20.5	.2	34.6	1.8	36.9	5.0
Oklahoma	22.9	.5	12.6	.2	13.3	.1
Texas	7.7	.4	27.0	1.1	28.0	3.0
MOUNTAIN STATES						
Arizona	28.2	.3	27.9	–	27.2	.5
Colorado	24.1	.3	24.4	.1	20.5	.3
Idaho	30.5	–	34.9	–	38.4	–
Montana	37.4	–	28.8	–	30.2	–
Nevada	25.8	–	44.4	–	46.0	.1
New Mexico	16.4	–	S	S	S	S
Utah	S	S	49.8	.1	46.8	.4
Wyoming	45.0	–	S	S	S	S
PACIFIC STATES						
Alaska	38.4	–	38.8	–	46.1	–
California	8.1	.3	11.0	.2	11.2	1.0
Hawaii	27.0	–	30.2	–	29.1	–
Oregon	27.3	.1	S	S	S	S
Washington	22.5	.2	29.0	–	28.9	.4

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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Table B–8. Estimated Measures of Reliability for Inbound Shipment Characteristics by State of Origin for State of Destination: 2002

[Estimates are shown as percents and are based on data from the 2002 Commodity Flow Survey]

State of origin	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
Total	**2.7**	**–**	**7.7**	**–**	**10.9**	**–**
NEW ENGLAND STATES						
Connecticut	20.4	–	24.2	–	24.3	–
Maine	32.6	–	S	S	S	S
Massachusetts	32.9	.2	24.5	–	24.0	–
New Hampshire	18.8	–	41.6	–	40.7	–
Rhode Island	33.7	–	42.6	–	42.5	–
Vermont	15.6	–	33.8	–	35.3	–
MIDDLE ATLANTIC STATES						
New Jersey	18.6	.2	23.9	–	24.7	.4
New York	19.2	.3	42.9	.2	45.3	.5
Pennsylvania	14.2	.2	14.6	–	16.5	.3
EAST NORTH CENTRAL STATES						
Illinois	7.6	.6	11.0	1.2	11.8	.4
Indiana	26.4	.9	20.5	.3	20.6	.4
Michigan	18.4	1.2	12.3	.2	12.8	.7
Ohio	14.8	.6	13.3	.1	13.8	.4
Wisconsin	9.6	.2	41.0	.3	39.7	.4
WEST NORTH CENTRAL STATES						
Iowa	10.5	.2	14.5	.2	16.7	.6
Kansas	14.8	.9	13.7	.8	18.0	.3
Minnesota	40.5	.8	39.8	.3	41.9	.7
Missouri	7.5	1.9	14.5	4.4	19.0	1.6
Nebraska	15.5	.2	23.1	.1	22.0	.2
North Dakota	26.9	–	S	S	S	S
South Dakota	34.5	–	S	S	S	S
SOUTH ATLANTIC STATES						
Delaware	38.7	–	45.3	–	44.3	–
District of Columbia	S	S	S	S	S	S
Florida	14.4	.1	17.5	–	19.7	.4
Georgia	12.0	.2	26.9	.1	23.9	.3
Maryland	32.5	.1	25.8	–	24.5	–
North Carolina	15.7	.2	23.9	–	26.3	.1
South Carolina	11.8	–	24.9	–	23.7	–
Virginia	20.4	.1	23.5	–	20.7	.1
West Virginia	29.1	–	28.4	–	26.5	–
EAST SOUTH CENTRAL STATES						
Alabama	21.3	.2	18.7	–	16.0	.2
Kentucky	33.8	.9	35.6	.3	39.7	.3
Mississippi	33.3	.5	15.8	–	16.7	.2
Tennessee	25.5	.9	27.5	.4	22.8	.3
WEST SOUTH CENTRAL STATES						
Arkansas	18.7	.5	19.9	.4	25.1	.5
Louisiana	20.5	.2	23.8	.3	27.4	.8
Oklahoma	27.9	.3	24.9	.3	20.5	.4
Texas	17.0	.5	10.7	.2	12.0	.6
MOUNTAIN STATES						
Arizona	26.8	–	S	S	49.1	–
Colorado	15.9	–	S	S	49.5	.7
Idaho	35.8	–	27.0	–	28.3	.2
Montana	24.6	–	35.3	–	34.3	.1
Nevada	25.9	–	45.4	–	44.9	.1
New Mexico	30.6	–	31.1	–	32.1	.1
Utah	24.7	–	39.4	.1	40.0	.4
Wyoming	14.1	–	19.8	2.6	20.5	5.9
PACIFIC STATES						
Alaska	S	S	S	S	S	S
California	19.6	.7	35.6	.2	34.3	1.1
Hawaii	S	S	S	S	S	S
Oregon	35.8	.2	43.7	.1	44.9	1.0
Washington	34.7	.1	15.8	–	15.7	–

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

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Table B–9. **Estimated Measures of Reliability for Shipment Characteristics by Mode of Transportation for State of Origin: 2002 and 1997**

[Estimates are shown as percents and are based on data from the 2002 and 1997 Commodity Flow Surveys]

Mode of transportation	Value			Tons			Ton-miles			Average miles per shipment		
	Coefficient of variation of number		Standard error of percent change	Coefficient of variation of number		Standard error of percent change	Coefficient of variation of number		Standard error of percent change	Coefficient of variation of number		Standard error of percent change
	2002	1997		2002	1997		2002	1997		2002	1997	
Total	**4.5**	**5.7**	**9.2**	**10.2**	**5.7**	**15.8**	**9.8**	**9.5**	**20.2**	**8.6**	**11.6**	**13.5**
Single modes	**5.4**	**5.9**	**10.3**	**10.7**	**5.8**	**16.5**	**10.0**	**9.4**	**19.7**	**13.9**	**7.3**	**16.5**
Truck	4.3	3.2	7.3	13.4	8.9	20.7	14.5	5.4	24.4	12.3	4.5	16.1
Rail	39.1	38.2	58.6	17.3	18.6	55.4	17.7	22.9	51.4	8.8	8.4	9.6
Water	33.8	36.3	45.6	S	20.1	S	35.9	22.2	38.7	S	10.2	S
Air (includes truck and air)	28.7	15.6	25.6	29.3	27.4	50.0	34.9	25.3	65.3	5.7	2.1	6.3
Pipeline	S	42.1	S	S	41.8	S	S	S	S	S	S	S
Multiple modes	**6.3**	**14.9**	**18.0**	**48.5**	**28.2**	**136.7**	**34.2**	**28.1**	**105.7**	**4.8**	**9.3**	**10.5**
Parcel, U.S. Postal Service or courier	8.3	13.8	18.6	22.4	21.1	46.2	31.3	34.7	78.4	4.8	9.3	10.6
Truck and rail	32.2	31.9	25.2	40.3	33.7	42.2	36.9	28.5	52.4	15.6	5.6	23.2
All other multiple modes	34.6	S	S	S	49.3	S	S	S	S	S	39.4	S
Other and unknown modes	**26.8**	**14.4**	**26.9**	**40.3**	**15.2**	**27.9**	**46.0**	**15.2**	**93.2**	**34.1**	**22.6**	**141.8**

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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Table B–10. **Estimated Measures of Reliability for Shipment Characteristics by Commodity Group for State of Origin: 2002 and 1997**

[Estimates are shown as percents and are based on data from the 2002 and 1997 Commodity Flow Surveys]

SCTG code	Commodity description	Value			Tons			Ton-miles			Average miles per shipment		
		Coefficient of variation of number		Standard error of percent change	Coefficient of variation of number		Standard error of percent change	Coefficient of variation of number		Standard error of percent change	Coefficient of variation of number		Standard error of percent change
		2002	1997		2002	1997		2002	1997		2002	1997	
	Total	**4.5**	**5.7**	**9.2**	**10.2**	**5.7**	**15.8**	**9.8**	**9.5**	**20.2**	**8.6**	**11.6**	**13.5**
01-05	Agricultural products and fish	20.2	9.7	23.6	21.9	12.4	41.3	21.3	24.2	48.3	39.0	31.2	62.5
06-09	Grains, alcohol, and tobacco products	25.5	8.4	33.2	20.5	18.7	35.6	21.8	28.0	49.1	S	27.2	S
10-14	Stones, nonmetallic minerals, and metallic ores	12.0	15.8	13.7	17.9	16.4	32.8	29.8	21.9	55.2	11.7	41.7	57.6
15-19	Coal and petroleum products	25.0	22.1	33.4	24.0	22.7	29.7	25.2	36.4	29.2	46.2	S	S
20-24	Basic chemicals, chemical, and pharmaceutical products	7.9	5.3	13.0	36.8	10.9	53.9	47.9	16.4	62.6	17.8	10.1	19.4
25-30	Logs, wood products, and textile and leather	10.2	12.1	18.3	18.5	9.7	21.4	12.8	11.8	21.1	6.1	12.1	12.6
31-34	Base metal and machinery	9.4	4.9	13.9	12.0	15.0	16.7	22.6	13.7	37.8	27.4	13.0	36.7
35-38	Electronic, motorized vehicles, and precision instruments	20.5	17.4	24.4	48.9	15.2	75.6	43.1	21.5	50.5	8.6	6.5	14.4
39-43	Furniture, mixed freight and misc. manufactured prod.	16.9	18.2	56.4	27.1	15.2	93.6	27.9	21.7	112.6	12.2	8.2	13.5
--	Commodity unknown	38.6	45.1	14.8	29.5	44.1	20.0	40.2	39.0	49.2	24.4	20.4	36.2

– Represents data cell equal to zero or less than 1 unit of measure.
S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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Appendix C. Sample Design, Data Collection, and Estimation

INTRODUCTION

The primary goal for the 2002 Commodity Flow Survey (CFS) is to estimate *shipping volumes* (value, tons, and ton-miles) by *commodity* and *mode of transportation* at varying levels of geographic detail. A secondary objective is 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 2002 CFS is provided below.

SAMPLE DESIGN

The sample for the 2002 Commodity Flow Survey (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

Sampling frame

To create the first-stage sampling frame, we extracted a subset of establishment records from the Business Register (formerly the Standard Statistical Establishment List) as of September 2001. 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 2000, and classified in mining (except oil and gas extraction), manufacturing, wholesale, or electronic shopping and mail order retail industries, as defined by the 1997 North American Industry Classification System (NAICS), were included on the sampling frame. *Auxiliary establishments* (e.g. 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 for 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*.

Some portion of establishments classified in the Retail Trade sector in the 1997 Economic Census was expected to be classified in the Wholesale Trade sector in the 2002 Economic Census. Because we wanted complete coverage of the Wholesale Trade sector as defined for the 2002 Economic Census, the 2002 CFS sampling frame also included establishments that were classified in particular retail industries (automotive parts and accessories, tires, floor coverings, building materials, nursery and garden, and office supplies) in the 1997 Economic Census and had characteristics indicating that they were likely to be classified as wholesale in the 2002 Economic Census. Of the establishments selected for the 2002 CFS from this set of establishments, only those that were classified as wholesale in the 2002 Economic Census were used in the production of estimates for this report.

Establishments classified in forestry, fishing, utilities, construction, transportation, services, and all other retail 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 760,000 establishments.

For each establishment we extracted sales, payroll, number of employees, a six-digit NAICS code, name and address, and a primary identifier. We also computed a measure of size for each establishment. The measure of size was designed to approximate an establishment's annual total value of shipments for the year 2000.

All of the establishments included on the sampling frame had state, county, and place geographic codes. We used these codes to assign each establishment to one of the 273 metropolitan areas (MAs) defined as a combination of the metropolitan statistical areas (MSAs) and consolidated metropolitan statistical areas (CMSAs). Establishments not located in an MA were assigned to MA 9999.

Stratification

We stratified the sampling frame by geography and industry. Geographic strata were defined by a combination of the 50 states, the District of Columbia, and the top 50 metropolitan areas (MAs) based on their population in Census 2000. If a particular MA was not one of the 50 largest, then it was collapsed with the remaining MAs and non-MAs within the state in which the particular MA resided. We refer to these collapsed strata as Rest of State (ROS) strata. When an MA crossed state boundaries, we considered the size of each part of the MA relative to the MAs total measure of size when determining whether or not to create strata in each state in which the MA was defined. The industry strata were determined as follows. Within each of the geographic strata, we started with a total of 45 industry groups based on 1997 NAICS: three mining (four-digit NAICS); 21 manufacturing (three-digit NAICS); 18 wholesale (four-digit NAICS); 1 retail (NAICS 4541); and 2 auxiliary (NAICS 4931 and 5511). We then implemented a rule that states a particular industry stratum will be defined within a geographic stratum if it contributes at least 2 percent to its corresponding state total measure of size or it contributes at least 2 percent to the national total measure of size for the industry. Industry groups not meeting these criteria were combined into at most 12 new collapsed industry strata using a clustering algorithm. Because of potential differences in shipping patterns between auxiliary and nonauxiliary establishments, we created two industry strata of auxiliary establishments in every geographic stratum. We refer to a particular geographic-by-industry combination as a *primary stratum.* Also note that a separate stratum was created at the national level for those Retail Trade sector establishments that we included in our sample.

Sample size and allocation

To reduce the sampling variability of the estimates, we used a stratified design with a certainty component. Within each primary stratum, a boundary (or cutoff) that divides the certainty establishments from the noncertainty establishments was determined using the Lavallee-Hidiroglou algorithm. If an establishment's measure of size was greater than the cutoff, the establishment was selected with certainty. Establishments selected with certainty were sure to be selected and represent only themselves (i.e., had a selection probability of one and a sampling weight of one).

Because the 2002 sample was about half the size of the 1997 CFS sample, we were concerned about the ability of the sample to capture less frequent types of shipments (e.g., air, water, rail, and hazardous materials). After considering several different alternatives, we felt the best approach was to identify those establishments which made the bulk of these types of shipments in 1997 and then select them with certainty. To identify these establishments, we proceeded as follows.

We identified all establishments in the 1997 CFS sample that reported shipments made by air, water, or rail. We also identified those establishments that reported shipments of hazardous materials. For each of these establishments, we computed the percentage of the establishment's total value and tonnage accounted for by each of these types of shipments. Next, we matched these establishments to the sampling frame for the 2002 CFS and identified each establishment with measure of size less than the certainty boundary. For both value and tons, we then looked to see what percent of the total volume of shipments for each type of shipment was captured by selecting with certainty the top 50, top 100, or all establishments. We considered the top 50 establishments as those establishments making the largest volume of each type of shipment (air, water, rail, hazardous). Once these establishments were identified, we grouped them into one file and unduplicated them. This procedure added a total of about 500 certainty establishments.

Establishments not selected with certainty made up the noncertainty frame. We further stratified the noncertainty establishments within each primary stratum using the measure of size previously described. We refer to these measure-of-size strata as *substrata* of the primary strata. The measure of size stratification increased the efficiency of the sample design. The Dalenius-Hodges

cumulative $\sqrt{f}$ rule was used to set the substratum boundaries. We then used optimum allocation to determine the sample size required within each substratum to meet a coefficient of variation constraint on an estimate of the total measure of size for the primary stratum. Within each substratum, a simple random sample of establishments was selected without replacement.

To arrive at the final sample size, we allocated additional establishments to some of the strata so that the minimum substratum sample size was two and the probability of selecting any establishment was no less than 1 in 100. In total, the first-stage sample comprised 51,005 establishments.

Second Stage

The frame for the second stage of sampling consisted of 52-weeks from January 6, 2002 to January 4, 2003. Each establishment selected into the 2002 CFS sample was systematically assigned to report for four reporting weeks-one in each quarter of the reference year. Each of the 4-weeks was in the same relative position of 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 (state x metropolitan area x industry) and measure-of-size.

Third Stage

For each of the four reporting weeks in which an establishment was asked to report, we requested the respondent 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. 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 reporting weeks. We mailed each establishment a questionnaire once every quarter of 2002. For a given establishment, we requested that the respondent provide the following information about each of the establishment's reported shipments: shipment identification number, the date on which the shipment was made, value, weight, commodity, mode(s) of transportation, domestic destination or port of exit, an indication of whether the shipment was an export, and the United Nations or North America (UN/NA) number for hazardous material shipments. 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*. For an export shipment, we also asked the respondent to provide the mode of export and the foreign destination city and country. See Appendix E for a copy of the questionnaire.

IMPUTATION OF SHIPMENT VALUE OR WEIGHT

To correct for nonresponse to *either* the value *or* weight item for a given shipment reported in the CFS, the missing value or value that failed edit is replaced by a predicted value obtained from an appropriate model. Such a shipment is considered a "recipient" if its commodity code is valid and the other item 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 is randomly selected from shipments that were reported in the CFS with:

- The same commodity code as the recipient.
- Both value and weight items reported greater than zero and passed edit.
- Origin and value for the item reported by the recipient similar to those of the recipient.

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 no donor is found, the median ratio for all shipments reported in the survey with the same commodity code as the recipient and with both value and weight items reported greater than zero is applied to the recipient's reported item. For either the value or weight item, about 3 percent of the shipment records input to the calculation of estimates have imputed data for the item.

ESTIMATION

Estimated totals (e.g., value of shipments, tons, ton-miles) are produced as the sum of weighted shipment data (reported or imputed). Percent 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. The annualized growth rate $\hat{A}$ for estimates from year y_1 to y_2 is computed as:

$$\hat{A} = 100 * \left(\left(\frac{\hat{X}_{y_2}}{\hat{X}_{y_1}} \right)^{1/(y_2 - y_1)} - 1 \right)$$

where $\hat{X}_{y_1}$ and $\hat{X}_{y_2}$ are estimates of the value of shipments, tons, ton-miles, or average miles per shipment for years y_1 and y_2, respectively. The annualized growth rate measures the annual rate of change between estimates from any 2 years by assuming a constant yearly rate of change.

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.*

Like establishments, we identified shipments as either certainty or noncertainty. (See the Nonsampling Error section in Appendix B 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 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, 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 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 to the total number of quarters (reporting weeks) for which we received usable shipment data from the establishment.

Using these four component weights, we computed an estimate of each establishment's value of shipments for the entire survey year. We then multiplied this estimate by a factor that adjusts the estimate using value of shipments and sales data obtained from other surveys and censuses conducted by the Census Bureau. This weight, the *establishment-level adjustment weight,* attempts to correct for any sampling or nonsampling errors 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 sample.

A final adjustment weight, the *industry-level adjustment weight,* uses information from other surveys and censuses conducted by the Census Bureau to account for establishments from which we did not receive a response (including establishments from which we did not receive any usable shipment data) and for changes in the population of establishments between the time the first-stage sampling frame was constructed (2001) and the year in which the data were collected (2002). Separate industry-level adjustment weights were determined for nonauxiliary and auxiliary establishments.

Appendix D.
Standard Classification of Transported Goods Code Information

The commodities shown in this report are classified using the Standard Classification of Transported Goods (SCTG) coding system. The SCTG coding system was created jointly by agencies of the United States and Canadian governments based on the Harmonized System of product classification that is used worldwide. The purpose of the SCTG coding system was to specifically address statistical needs in regard to products transported.

In 1993, Commodity Flow Survey (CFS) data were collected and reported using product classifications found in the Standard Transportation Commodity Classification (STCC) system. These classifications were developed in the early 1960s by the American Association of Railroads (AAR) to analyze commodity movements by rail. The original purpose of the STCC was for identification of commodities for purposes of assigning rates for Interstate Commerce Commission (ICC) regulated rail carriers. The STCC continues to be used by the AAR as a tariff mechanism.

At the time that the Commodity Transportation Survey (CTS) (the CTS—the predecessor of the CFS) was first conducted in 1963, STCC codes were still useful for analyzing most important aspects of the U.S. transportation system. Since then, many changes have taken place that have gradually made the STCC code less useful for tracking domestic product movements across all modes (although it remains perfectly functional for tracking rail-only movements). These include the deregulation of trucking, the enactment of North American Free Trade Agreement (NAFTA), changes in logistics practices, the emergence of plastics and composite materials to replace metals and glass, the obsolescence of many categories of wood products, and the very rapid recent development of high-tech electronic goods. Because the CFS is a shipper survey, the CFS collects information about shipments moving on all modes. As a consequence, STCC classifications frequently provide inadequate detail for identifying products that are significant for modes, such as truck and air. It is for these reasons that the Bureau of Transportation Statistics (BTS) has sponsored the development of a new product code to collect and report CFS data.

In 1997 and 2002, the CFS provided respondents with a listing of SCTG codes and descriptions at the five-digit level to use in assigning a commodity code for each shipment. For shipments of more than one commodity, we instructed respondents to use the five-digit code for the major commodity, defined as the commodity of greatest total weight in the shipment. For the data presented on this report, we aggregated the SCTG codes to the two-digit level.