

West Virginia

1997

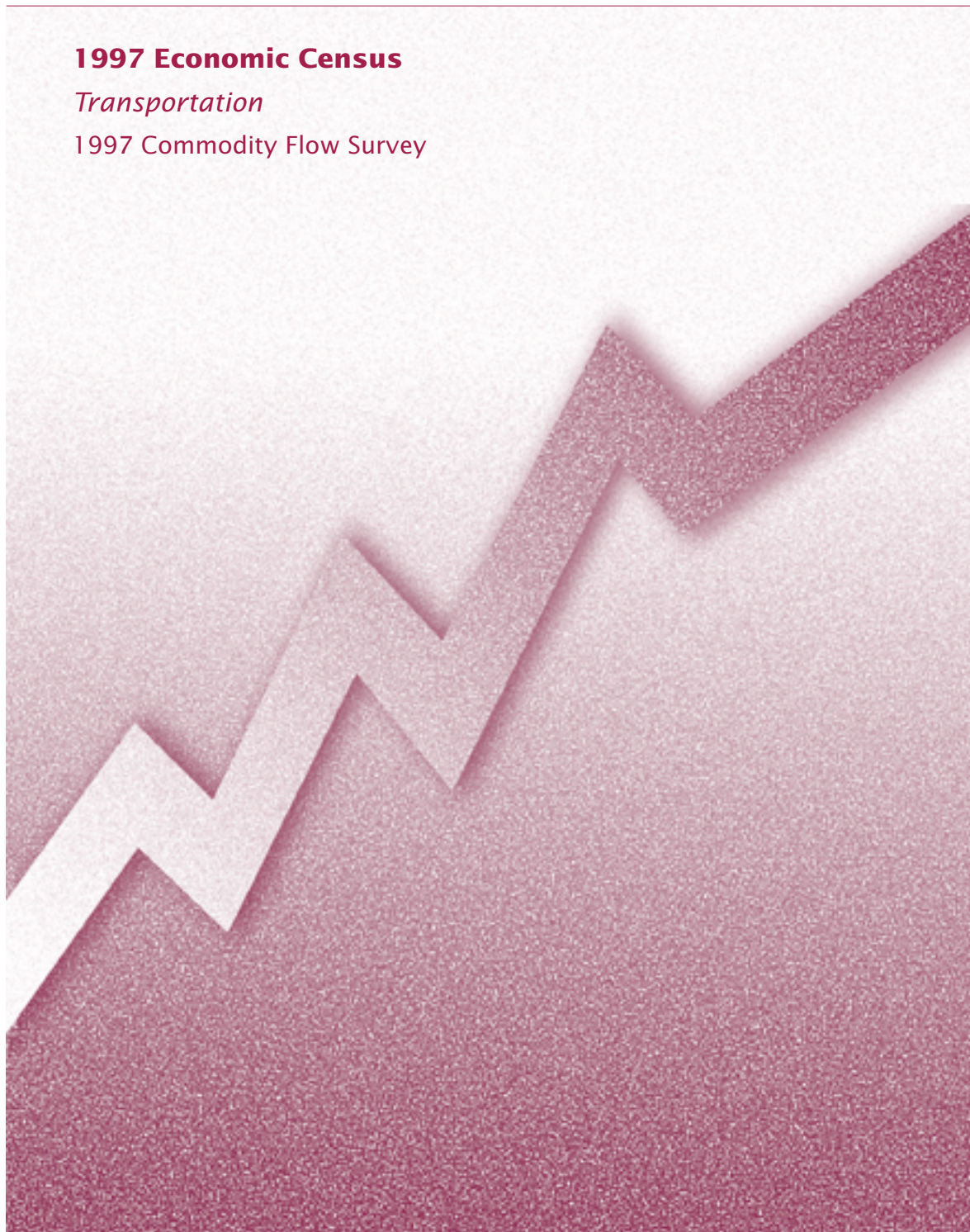
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EC97TCF-WV

1997 Economic Census

Transportation

1997 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



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Mortimer L. Downey,
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Director
Rick Kowalewski,
Deputy Director
Rolf R. Schmitt,
Associate Director for
Transportation Studies



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Deputy Secretary

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Robert J. Shapiro,
Under Secretary for
Economic Affairs

U.S. CENSUS BUREAU
Kenneth Prewitt,
Director



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Administration**

Robert J. Shapiro,
Under Secretary
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Deputy Director

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for Programs

Frederick T. Knickerbocker,
Associate Director
for Economic Programs

Thomas L. Mesenbourg,
Assistant Director
for Economic Programs

Carole A. Ambler,
Chief, Service Sector
Statistics Division



**BUREAU OF TRANSPORTATION
STATISTICS**

Dr. Ashish Sen,
Director

Rick Kowalewski,
Deputy Director

Rolf R. Schmitt,
Associate Director for
Transportation Studies

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Introduction to the Economic Census

PURPOSES AND USES OF THE ECONOMIC CENSUS

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

Reports in Print and Electronic Media

All results of the 1997 Economic Census are available on the Census Bureau Internet site (www.census.gov) and on compact discs (CD-ROM) for sale by the Census Bureau. Unlike previous censuses, only selected highlights are

published in printed reports. For more information, including a description of electronic and printed reports being issued, see the Internet site, or write to U.S. Census Bureau, Washington, DC 20233-8300, or call Customer Services at 301-457-4100.

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 covering 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, using consistent time periods, concepts, definitions, classifications, and reporting units. It was the first census to be taken by mail, using lists of firms provided by the administrative records of other Federal agencies. Since 1963, administrative records also have been used to provide basic statistics for very small firms, reducing or eliminating the need to send them census questionnaires.

The range of industries covered in the economic censuses expanded between 1967 and 1992. 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.

Printed statistical reports from the 1992 and earlier censuses provide historical figures for the study of long-term time series and are available in some large libraries. All of the census reports printed since 1967 are still available for sale on microfiche from the Census Bureau. CD-ROMs issued from the 1987 and 1992 Economic Censuses contain databases including 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 1997 Economic Census and Related Statistics* at www.census.gov/econguide. More information on the methodology, procedures, and history of the censuses will be published in the *History of the 1997 Economic Census* at www.census.gov/econ/www/history.html.

1997 Commodity Flow Survey

GENERAL

The 1997 Commodity Flow Survey (CFS) is undertaken through a partnership between the Bureau of the Census, U.S. Department of Commerce, and the Bureau of Transportation Statistics, 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 selected retail establishments. The CFS was last conducted in 1993. See the Comparability With the 1993 Commodity Flow Survey table (Appendix A) for a comparison between the 1997 and 1993 surveys. 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.

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 1997 CFS covers business establishments in mining, manufacturing, wholesale trade, and selected retail industries. The survey also covers selected auxiliary establishments (e.g., warehouses) of in-scope multiunit and retail companies. The survey coverage excludes establishments classified as farms, forestry, fisheries, governments, construction, transportation, foreign establishments, services, and most establishments in retail.

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

SIC code	Title
10, ex. 108	Metal mining (excluding metal mining services)
12, ex. 124	Coal mining (excluding coal mining services)
13	Oil and gas extraction ¹
14, ex. 148	Mining and quarrying of nonmetallic minerals, except fuels (excluding nonmetallic minerals services)
20	Food and kindred products
21	Tobacco products
22	Textile mill products
23	Apparel and other finished products made from fabrics and similar materials
24	Lumber and wood products, except furniture
25	Furniture and fixtures
26	Paper and allied products
27, ex. 279	Printing, publishing, and allied industries (excluding service industries for the printing trade)
28	Chemicals and allied products
29	Petroleum refining and related industries
30	Rubber and miscellaneous plastics products
31	Leather and leather products
32	Stone, clay, glass, and concrete products
33	Primary metal industries
34	Fabricated metal products, except machinery and transportation equipment
35	Industrial and commercial machinery and computer equipment
36	Electronic and other electrical equipment and components, except computer equipment
37	Transportation equipment
38	Measuring, analyzing, and controlling instruments; photographic, medical and optical goods; watches and clocks
39	Miscellaneous manufacturing industries
50	Wholesale trade—durable goods
51	Wholesale trade—nondurable goods
596	Catalog and mail-order houses

¹We included establishments classified in SIC 13, Oil and Gas Extraction, in the initial coverage of the 1997 CFS. However, because of unresolved industry-wide reporting issues, we have removed shipments from these establishments from our 1997 CFS tabulations. The data collected from these establishments will be used as input to a special report at a later date.

Similarly, because establishments in SIC 13 are responsible for the overwhelming number of shipments classified in SCTG 16, Crude Petroleum, we have removed all shipments with SCTG 16 from the 1997 CFS publication results.

SHIPMENT COVERAGE

The CFS captures data on shipments originating from selected types of business establishments located in the 50 states and the District of Columbia. The data do not cover shipments originating from business establishments located in Puerto Rico and other U.S. possessions and territories. Shipments traversing the U.S. from a foreign location to another foreign location (e.g., from Canada to Mexico) are not included, nor are shipments from a foreign location to a U.S. location. Imported products 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 port of exit from the U.S.

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

MILEAGE CALCULATIONS

To compute shipment mileages for the 1997 CFS, The Center for Transportation Analysis (CTA) at Oak Ridge National Laboratory (ORNL) developed an integrated, intermodal transportation network modeling system. A secure data site was setup at ORNL to process census-supplied files containing data elements for individual CFS shipment records. Each record contained the ZIP Code of shipment origin and destination, and the mode or mode sequence reported. Each record also contained information on the type of commodity moved, its weight, dollar value and whether containerized or a hazardous material. Export shipments were also identified on the records, along with data on U.S. port of exit and foreign destination city and country. Encrypted data files were transmitted and returned from ORNL after processing, with turnaround of most files on a week-by-week basis. In this manner many shipment-specific data problems encountered by ORNL in their routing procedures were reported back to census in a timely fashion, allowing census to call back some shippers and thereby confirm, correct, or recover missing or otherwise unusable data. The ORNL system computed mileages, by mode, for all single modes and for any reported

multimodal sequence. This was done for any origin-destination pair of domestic ZIP Code locations, and for any internal ZIP Code of origin, via U.S. export port, to foreign (export) destination. Mileages between origin-destination ZIP Code centroids were computed by finding the minimum impedance path over mathematical representations of the highway, rail, waterway, air, and pipeline networks and then summing the lengths of individual links on these paths. Impedance is computed as a weighted combination of distance, time, and cost factors.

The ORNL multimodal network database is composed of individual modal-specific networks representing each of the major transportation modes—highway, rail, waterway, air, and pipeline. The links of these specific modal networks are the representation of line-haul transportation facilities. The nodes represent intersections and interchanges, and the access points to the transportation network. 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 for the purpose of connecting 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 link characteristics for the highway network included speed impacting factors, such as the presence of divided or undivided roadway, the degree of access control, rural or urban setting, type of pavement, number of lanes, degree of urban congestion, and length of the link. Link impedance measures are also assigned to the local access links. Intermodal transfer link impedances are estimated in terms of the time it takes to move goods through such a transfer. In the case of rail and air freight, intercarrier transfer penalties are also considered in order to obtain proper route selections. A minimum 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 shipment distance. When rail was involved these shipment distances may be averaged over more than one path between an origin-destination pair.

Mileage Data for Pipeline Shipments

In the tables, we do not show ton-miles or average miles per shipment for pipeline shipments. For most of these shipments, the respondents reported the shipment

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

DISCLOSURE RULES

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

EXPLANATION OF TERMS

Average miles per shipment. For the 1993 CFS, we excluded shipments of 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 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 calculations for the 1997 CFS.

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 SCTG code for the major commodity contained in the shipment, defined as the commodity with the greatest weight in the total shipment.

Distance shipped. In some tables, 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 produced by Oak Ridge National Laboratories. (See the “Mileage Calculations” section for more details.)

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

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

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, 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 Intracoastal 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.** Parcel, U.S. Postal Service or courier shipments or 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

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

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.”
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 (see the “Mileage Calculations” section for more details).

Other Definitions and Terms

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

Standard 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 System to address statistical needs in regard to products transported.

Ton-miles. The weight times the mileage for a shipment. The respondents reported shipment weight in pounds, as described below. Mileage was calculated as the distance between the shipment origin and destination ZIP Codes. For shipments by truck, rail, or 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). Aggregated pound-miles were converted to ton-miles. The ton-miles data 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). The tons data are displayed in thousands.

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

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.

ABBREVIATIONS AND SYMBOLS

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

D	Denotes figures withheld to avoid disclosing data for individual companies.
–	Represents zero or less than 1 unit of measure.
S	Data do not meet publication standards due to high sampling variability or other reasons.
CFS	Commodity Flow Survey.
lb	Pounds.
n.e.c.	Not elsewhere classified.
NA	Not applicable.
n.o.s.	Not otherwise specified.

OTHER TRANSPORTATION DATA

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

Economic Census: Transportation Sector covers establishments that provide passenger and freight transportation to the general public, government, or other businesses.

Published data include kind of business, geographic location, total operating revenue, annual and first quarter payroll, and number of employees for pay period including March 12.

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 1997 and 1992 for most characteristics.

Transportation 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, total expenses and expenses percentage of motor carrier freight revenue by commodity type, size of shipments handled, length of haul, and vehicle fleet inventory.

All results of the 1997 Economic Census are available on the Census Bureau Internet site <http://www.census.gov> and on compact discs (CD-ROM).

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 301-457-4100.

Table 1a. Shipment Characteristics by Mode of Transportation for State of Origin: 1997

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

Mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
All modes	35 570	100.0	233 760	100.0	70 700	100.0	169
Single modes	33 395	93.9	214 624	91.8	62 940	89.0	116
Truck ¹	26 412	74.3	59 484	25.4	6 370	9.0	99
For-hire truck	16 634	46.8	27 353	11.7	4 743	6.7	378
Private truck	9 748	27.4	32 078	13.7	1 622	2.3	43
Rail	5 792	16.3	129 729	55.5	48 633	68.8	837
Water	923	2.6	25 160	10.8	7 932	11.2	481
Shallow draft	923	2.6	25 160	10.8	7 932	11.2	481
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	3	—	4	—	1 473
Pipeline ²	S	S	S	S	S	S	S
Multiple modes	1 396	3.9	7 807	3.3	6 048	8.6	655
Parcel, U.S. Postal Service or courier	900	2.5	28	—	18	—	647
Truck and rail	283	.8	221	—	590	.8	2 522
Truck and water	S	S	S	S	690	1.0	547
Rail and water	125	.4	5 013	2.1	2 963	4.2	372
Other multiple modes	26	—	1 019	.4	1 787	2.5	1 753
Other and unknown modes	779	2.2	11 330	4.8	1 712	2.4	23

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

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

S Data do not meet publication standards because of high sampling variability or other reasons. Some unpublished estimates can be derived from other data published in this table. However, figures obtained in this manner are subject to these same limitations.

¹"Truck" as a single mode includes shipments which went by private truck only, for-hire truck only, or a combination of private truck and for-hire truck.

²CFS data for pipeline exclude most shipments of crude oil. See "Mileage Calculations" section for details of CFS coverage.

Table 1b. Shipment Characteristics by Mode of Transportation for State of Origin: 1997 and 1993

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

Mode of transportation	Value			Tons			Ton-miles			Average miles per shipment		
	1997 (million dollars)	1993 (million dollars)	Percent change	1997 (thousands)	1993 (thousands)	Percent change	1997 (millions)	1993 (millions)	Percent change	1997	1993	Percent change
All modes	35 570	34 871	2.0	233 760	234 206	−.2	70 700	71 006	−.4	169	143	17.7
Single modes	33 395	29 514	13.2	214 624	201 707	6.4	62 940	55 144	14.1	116	S	S
Truck ¹	26 412	22 661	16.6	59 484	68 005	−12.5	6 370	6 510	−2.2	99	S	S
For-hire truck	16 634	13 774	20.8	27 353	41 171	−33.6	4 743	4 195	13.1	378	446	−15.2
Private truck	9 748	8 868	9.9	32 078	26 693	20.2	1 622	2 292	−29.2	43	22	99.9
Rail	5 792	4 876	18.8	129 729	101 450	27.9	48 633	38 081	27.7	837	699	19.7
Water	923	1 253	−26.3	25 160	30 609	−17.8	7 932	10 491	−24.4	481	590	−18.6
Shallow draft	923	1 253	−26.3	25 160	30 609	−17.8	7 932	10 491	−24.4	481	590	−18.6
Great Lakes	—	—	—	—	—	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—	—	—	—	—	—
Air (includes truck and air)	S	677	S	3	37	−91.3	4	S	S	1 473	1 247	18.1
Pipeline ²	S	S	S	S	S	S	S	S	S	S	S	S
Multiple modes	1 396	4 350	−67.9	7 807	19 382	−59.7	6 048	13 187	−54.1	655	256	155.7
Parcel, U.S. Postal Service or courier	900	3 422	−73.7	28	58	−51.2	18	26	−32.6	647	256	153.1
Truck and rail	283	S	S	221	2 028	−89.1	590	1 308	−54.9	2 522	1 968	28.1
Truck and water	S	241	S	S	8 946	S	690	4 960	−86.1	547	S	S
Rail and water	125	215	−41.6	5 013	7 401	−32.3	2 963	5 870	−49.5	372	920	−59.6
Other multiple modes	26	S	S	1 019	948	7.5	1 787	S	S	1 753	1 068	64.2
Other and unknown modes ...	779	1 007	−22.6	11 330	13 117	−13.6	1 712	2 675	−36.0	23	S	S

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

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

S Data do not meet publication standards because of high sampling variability or other reasons. Some unpublished estimates can be derived from other data published in this table. However, figures obtained in this manner are subject to these same limitations.

¹"Truck" as a single mode includes shipments which went by private truck only, for-hire truck only, or a combination of private truck and for-hire truck.

²CFS data for pipeline exclude most shipments of crude oil. See "Mileage Calculations" section for details of CFS coverage.

Table 1c. Shipment Characteristics by Mode of Transportation for State of Origin: Percent of Total for 1997 and 1993

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

Mode of transportation	Value (percent)		Tons (percent)		Ton-miles (percent)	
	1997	1993	1997	1993	1997	1993
All modes	100.0	100.0	100.0	100.0	100.0	100.0
Single modes	93.9	84.6	91.8	86.1	89.0	77.7
Truck ¹	74.3	65.0	25.4	29.0	9.0	9.2
For-hire truck	46.8	39.5	11.7	17.6	6.7	5.9
Private truck	27.4	25.4	13.7	11.4	2.3	3.2
Rail	16.3	14.0	55.5	43.3	68.8	53.6
Water	2.6	3.6	10.8	13.1	11.2	14.8
Shallow draft	2.6	3.6	10.8	13.1	11.2	14.8
Great Lakes	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—
Air (includes truck and air)	S	1.9	—	—	—	S
Pipeline ²	S	S	S	S	S	S
Multiple modes	3.9	12.5	3.3	8.3	8.6	18.6
Parcel, U.S. Postal Service or courier	2.5	9.8	—	—	—	—
Truck and rail .....	.8	S	—	.9	.8	1.8
Truck and water	S	.7	S	3.8	1.0	7.0
Rail and water .....	.4	.6	2.1	3.2	4.2	8.3
Other multiple modes	—	S	.4	.4	2.5	S
Other and unknown modes	2.2	2.9	4.8	5.6	2.4	3.8

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

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

S Data do not meet publication standards because of high sampling variability or other reasons. Some unpublished estimates can be derived from other data published in this table. However, figures obtained in this manner are subject to these same limitations.

¹"Truck" as a single mode includes shipments which went by private truck only, for-hire truck only, or a combination of private truck and for-hire truck.

²CFS data for pipeline exclude most shipments of crude oil. See "Mileage Calculations" section for details of CFS coverage.

Table 2. Shipment Characteristics by Total Modal Activity for State of Origin: 1997

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

Mode of transportation ¹	Ton-miles		Average miles per shipment
	Number (millions)	Percent	
Total	70 700	100.0	167
Truck	6 453	9.1	100
Rail	50 302	71.1	1 054
Shallow draft	10 745	15.2	490
Great Lakes	S	S	510
Deep draft	S	S	449
Air	4	—	1 250
Parcel, U.S. Postal Service or courier	18	—	647
Pipeline	S	S	S
Other and unknown modes	1 712	2.4	23

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

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

S Data do not meet publication standards because of high sampling variability or other reasons. Some unpublished estimates can be derived from other data published in this table. However, figures obtained in this manner are subject to these same limitations.

¹Data represent activity for a given mode across single and multiple mode shipments. For example, "Truck" ton-miles includes total ton-miles for shipments moving by truck only plus ton-miles for truck segments only of multiple mode shipments.

Table 3. Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1997

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

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent
All modes	35 570	100.0	233 760	100.0	70 700	100.0
Less than 50 miles	8 098	22.8	67 274	28.8	1 942	2.7
50 to 99 miles	3 617	10.2	25 203	10.8	2 700	3.8
100 to 249 miles	7 799	21.9	70 219	30.0	21 685	30.7
250 to 499 miles	9 549	26.8	62 676	26.8	32 526	46.0
500 to 749 miles	1 916	5.4	6 038	2.6	7 476	10.6
750 to 999 miles	1 388	3.9	1 124	.5	1 636	2.3
1,000 to 1,499 miles	1 653	4.6	448	.2	658	.9
1,500 to 1,999 miles	161	.5	116	—	245	.3
2,000 miles or more	1 389	3.9	665	.3	1 831	2.6
Single modes	33 395	100.0	214 624	100.0	62 940	100.0
Less than 50 miles	7 660	22.9	62 193	29.0	1 827	2.9
50 to 99 miles	3 513	10.5	24 424	11.4	2 601	4.1
100 to 249 miles	7 324	21.9	62 288	29.0	19 559	31.1
250 to 499 miles	9 195	27.5	60 027	28.0	31 166	49.5
500 to 749 miles	1 638	4.9	3 578	1.7	4 063	6.5
750 to 999 miles	1 296	3.9	1 122	.5	1 634	2.6
1,000 to 1,499 miles	1 554	4.7	432	.2	637	1.0
1,500 to 1,999 miles	140	.4	115	—	243	.4
2,000 miles or more	1 076	3.2	445	.2	1 211	1.9
Truck¹	26 412	100.0	59 484	100.0	6 370	100.0
Less than 50 miles	6 863	26.0	40 930	68.8	947	14.9
50 to 99 miles	2 983	11.3	6 650	11.2	648	10.2
100 to 249 miles	5 733	21.7	6 741	11.3	1 407	22.1
250 to 499 miles	6 699	25.4	3 738	6.3	1 724	27.1
500 to 749 miles	1 268	4.8	666	1.1	488	7.7
750 to 999 miles	724	2.7	310	.5	320	5.0
1,000 to 1,499 miles	1 264	4.8	232	.4	324	5.1
1,500 to 1,999 miles	122	.5	55	—	112	1.8
2,000 miles or more	757	2.9	161	.3	400	6.3
For-hire truck	16 634	100.0	27 353	100.0	4 743	100.0
Less than 50 miles	1 718	10.3	14 869	54.4	369	7.8
50 to 99 miles	1 141	6.9	3 049	11.1	305	6.4
100 to 249 miles	3 950	23.7	4 850	17.7	1 038	21.9
250 to 499 miles	6 000	36.1	3 298	12.1	1 534	32.3
500 to 749 miles	1 131	6.8	600	2.2	440	9.3
750 to 999 miles	666	4.0	274	1.0	282	5.9
1,000 to 1,499 miles	1 214	7.3	210	.8	295	6.2
1,500 to 1,999 miles	102	.6	49	.2	100	2.1
2,000 miles or more	711	4.3	153	.6	381	8.0
Private truck	9 748	100.0	32 078	100.0	1 622	100.0
Less than 50 miles	5 121	52.5	26 056	81.2	577	35.6
50 to 99 miles	1 836	18.8	3 553	11.1	339	20.9
100 to 249 miles	1 782	18.3	1 891	5.9	370	22.8
250 to 499 miles	699	7.2	440	1.4	190	11.7
500 to 749 miles	137	1.4	66	.2	48	3.0
750 to 999 miles	S	S	35	.1	38	2.3
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	46	.5	8	—	19	1.2
Rail	5 792	100.0	129 729	100.0	48 633	100.0
Less than 50 miles	530	9.2	13 187	10.2	490	1.0
50 to 99 miles	334	5.8	10 671	8.2	1 436	3.0
100 to 249 miles	1 426	24.6	49 233	38.0	16 204	33.3
250 to 499 miles	2 358	40.7	54 254	41.8	27 348	56.2
500 to 749 miles	286	4.9	1 518	1.2	1 490	3.1
750 to 999 miles	421	7.3	343	.3	448	.9
1,000 to 1,499 miles	179	3.1	181	.1	277	.6
1,500 to 1,999 miles	S	S	S	S	S	S
2,000 miles or more	243	4.2	S	S	S	S
Water	923	100.0	25 160	100.0	7 932	100.0
Less than 50 miles	206	22.3	7 828	31.1	390	4.9
50 to 99 miles	195	21.2	7 103	28.2	516	6.5
100 to 249 miles	152	16.4	6 314	25.1	1 948	24.6
250 to 499 miles	64	6.9	2 034	8.1	2 093	26.4
500 to 749 miles	59	6.4	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	—	—	—	—	—	—
Shallow draft	923	100.0	25 160	100.0	7 932	100.0
Less than 50 miles	206	22.3	7 828	31.1	390	4.9
50 to 99 miles	195	21.2	7 103	28.2	516	6.5
100 to 249 miles	152	16.4	6 314	25.1	1 948	24.6
250 to 499 miles	64	6.9	2 034	8.1	2 093	26.4
500 to 749 miles	59	6.4	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	—	—	—	—	—	—

See footnotes at end of table.

Table 3. Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1997—Con.

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

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (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)	S	S	3	100.0	4	100.0
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	S	S	—	4.5	S	S
250 to 499 miles	74	35.4	S	S	S	S
500 to 749 miles	25	12.1	S	S	S	S
750 to 999 miles	S	S	—	4.5	S	S
1,000 to 1,499 miles	S	S	S	S	S	S
1,500 to 1,999 miles	6	2.7	S	S	S	S
2,000 miles or more	S	S	1	23.4	2	45.6
Pipeline²	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	1 396	100.0	7 807	100.0	6 048	100.0
Less than 50 miles	126	9.0	S	S	S	S
50 to 99 miles	70	5.0	S	S	S	S
100 to 249 miles	269	19.3	2 854	36.6	1 139	18.8
250 to 499 miles	249	17.9	S	S	900	14.9
500 to 749 miles	227	16.3	2 437	31.2	3 397	56.2
750 to 999 miles	92	6.6	2	—	2	—
1,000 to 1,499 miles	42	3.0	S	S	—	—
1,500 to 1,999 miles	21	1.5	1	—	2	—
2,000 miles or more	299	21.4	205	2.6	582	9.6
Parcel, U.S. Postal Service or courier	900	100.0	28	100.0	18	100.0
Less than 50 miles	93	10.3	3	11.0	—	.8
50 to 99 miles	69	7.7	3	9.4	—	1.7
100 to 249 miles	189	21.1	7	24.1	2	9.8
250 to 499 miles	200	22.2	7	23.3	3	19.2
500 to 749 miles	163	18.1	4	13.8	3	18.5
750 to 999 miles	92	10.2	2	6.6	2	11.3
1,000 to 1,499 miles	35	3.9	1	3.7	1	7.9
1,500 to 1,999 miles	21	2.3	1	2.6	2	8.6
2,000 miles or more	38	4.2	2	5.5	4	22.2
Truck and rail	283	100.0	221	100.0	590	100.0
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	—	—	—	—	—	—
250 to 499 miles	S	S	S	S	S	S
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	261	92.0	203	92.1	578	98.1
Truck and water	S	S	S	S	690	100.0
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	S	S	S	S	S	S
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	6	10.1	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	—	—	—	—	—	—

See footnotes at end of table.

Table 3. Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1997—Con.

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

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent
Multiple modes—Con.						
Rail and water	125	100.0	5 013	100.0	2 963	100.0
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	57	45.7	2 134	42.6	823	27.8
250 to 499 miles	S	S	S	S	890	30.0
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	—	—	—	—	—	—
Other multiple modes	26	100.0	1 019	100.0	1 787	100.0
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	—	—	—	—	—	—
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	26	100.0	1 019	100.0	1 787	100.0
750 to 999 miles	—	—	—	—	—	—
1,000 to 1,499 miles	—	—	—	—	—	—
1,500 to 1,999 miles	—	—	—	—	—	—
2,000 miles or more	—	—	—	—	—	—
Other and unknown modes	779	100.0	11 330	100.0	1 712	100.0
Less than 50 miles	312	40.1	4 458	39.3	S	S
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	205	26.3	5 076	44.8	987	57.6
250 to 499 miles	105	13.5	S	S	S	S
500 to 749 miles	S	S	22	.2	16	.9
750 to 999 miles	—	—	—	—	—	—
1,000 to 1,499 miles	S	S	12	.1	16	.9
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.

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

S Data do not meet publication standards because of high sampling variability or other reasons. Some unpublished estimates can be derived from other data published in this table. However, figures obtained in this manner are subject to these same limitations.

¹"Truck" as a single mode includes shipments which went by private truck only, for-hire truck only, or a combination of private truck and for-hire truck.

²CFS data for pipeline exclude most shipments of crude oil. See "Mileage Calculations" section for details of CFS coverage.

Table 4. Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1997

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

Mode of transportation and shipment size	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
All modes	35 570	100.0	233 760	100.0	70 700	100.0	169
Less than 50 lb	1 815	5.1	64	—	15	—	212
50 to 99 lb	811	2.3	S	S	14	—	138
100 to 499 lb	2 448	6.9	462	.2	55	—	114
500 to 749 lb	766	2.2	226	.1	22	—	97
750 to 999 lb	555	1.6	172	—	25	—	143
1,000 to 9,999 lb	5 911	16.6	2 460	1.1	395	.6	137
10,000 to 49,999 lb	14 591	41.0	28 445	12.2	5 169	7.3	166
50,000 to 99,999 lb	1 305	3.7	16 649	7.1	1 019	1.4	60
100,000 lb or more	7 367	20.7	185 179	79.2	63 986	90.5	296
Single modes	33 395	100.0	214 624	100.0	62 940	100.0	116
Less than 50 lb	1 120	3.4	46	—	6	—	111
50 to 99 lb	687	2.1	S	S	S	S	109
100 to 499 lb	2 273	6.8	439	.2	50	—	107
500 to 749 lb	735	2.2	222	.1	21	—	96
750 to 999 lb	539	1.6	170	—	25	—	143
1,000 to 9,999 lb	5 725	17.1	2 413	1.1	383	.6	136
10,000 to 49,999 lb	14 181	42.5	28 045	13.1	4 587	7.3	150
50,000 to 99,999 lb	1 292	3.9	16 601	7.7	955	1.5	58
100,000 lb or more	6 843	20.5	166 592	77.6	56 903	90.4	285
Truck¹	26 412	100.0	59 484	100.0	6 370	100.0	99
Less than 50 lb	1 029	3.9	45	—	S	S	78
50 to 99 lb	670	2.5	S	S	S	S	105
100 to 499 lb	2 206	8.4	437	.7	48	.8	102
500 to 749 lb	706	2.7	222	.4	21	.3	94
750 to 999 lb	538	2.0	170	.3	25	.4	143
1,000 to 9,999 lb	5 626	21.3	2 403	4.0	367	5.8	128
10,000 to 49,999 lb	14 046	53.2	27 939	47.0	4 486	70.4	147
50,000 to 99,999 lb	1 204	4.6	16 373	27.5	854	13.4	53
100,000 lb or more	388	1.5	S	S	554	8.7	S
For-hire truck	16 634	100.0	27 353	100.0	4 743	100.0	378
Less than 50 lb	S	S	S	S	S	S	471
50 to 99 lb	S	S	11	—	S	S	485
100 to 499 lb	S	S	57	.2	25	.5	391
500 to 749 lb	341	2.0	26	—	13	.3	474
750 to 999 lb	S	S	S	S	S	S	713
1,000 to 9,999 lb	3 064	18.4	581	2.1	261	5.5	368
10,000 to 49,999 lb	10 995	66.1	12 370	45.2	3 547	74.8	301
50,000 to 99,999 lb	521	3.1	6 267	22.9	412	8.7	71
100,000 lb or more	239	1.4	S	S	458	9.7	S
Private truck	9 748	100.0	32 078	100.0	1 622	100.0	43
Less than 50 lb	778	8.0	38	.1	2	.1	32
50 to 99 lb	462	4.7	S	S	S	S	49
100 to 499 lb	1 485	15.2	380	1.2	23	1.4	57
500 to 749 lb	365	3.7	196	.6	8	.5	44
750 to 999 lb	243	2.5	145	.5	7	.4	47
1,000 to 9,999 lb	2 562	26.3	1 822	5.7	106	6.5	51
10,000 to 49,999 lb	3 027	31.1	15 560	48.5	938	57.9	51
50,000 to 99,999 lb	682	7.0	10 100	31.5	442	27.2	43
100,000 lb or more	144	1.5	S	S	S	S	67
Rail	5 792	100.0	129 729	100.0	48 633	100.0	837
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	S	S	S	S	S	S	2 568
10,000 to 49,999 lb	103	1.8	67	—	59	.1	918
50,000 to 99,999 lb	88	1.5	228	.2	101	.2	466
100,000 lb or more	5 505	95.0	129 427	99.8	48 457	99.6	687
Water	923	100.0	25 160	100.0	7 932	100.0	481
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	1 127
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	899	97.3	25 123	99.9	7 891	99.5	401
Shallow draft	923	100.0	25 160	100.0	7 932	100.0	481
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	1 127
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	899	97.3	25 123	99.9	7 891	99.5	401

See footnotes at end of table.

Table 4. Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1997—Con.

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

Mode of transportation and shipment size	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (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)	S	S	3	100.0	4	100.0	1 473
Less than 50 lb	91	43.8	—	10.4	—	10.1	1 490
50 to 99 lb	S	S	—	7.5	—	8.1	1 481
100 to 499 lb	66	32.0	S	—	2	47.0	1 236
500 to 749 lb	S	S	S	S	S	S	1 797
750 to 999 lb	S	S	S	S	S	S	404
1,000 to 9,999 lb	S	S	S	S	S	S	2 265
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
Pipeline²	S	S	S	S	S	S	S
Less than 50 lb	S	S	S	S	S	S	S
50 to 99 lb	S	S	S	S	S	S	S
100 to 499 lb	S	S	S	S	S	S	S
500 to 749 lb	S	S	S	S	S	S	S
750 to 999 lb	S	S	S	S	S	S	S
1,000 to 9,999 lb	S	S	2	7	S	S	S
10,000 to 49,999 lb	S	S	S	6	S	S	S
50,000 to 99,999 lb	S	S	S	S	S	S	S
100,000 lb or more	S	S	S	S	S	S	S
Multiple modes	1 396	100.0	7 807	100.0	6 048	100.0	655
Less than 50 lb	625	44.8	13	.2	9	.2	655
50 to 99 lb	111	7.9	6	—	4	—	613
100 to 499 lb	129	9.2	9	.1	4	—	521
500 to 749 lb	25	1.8	1	—	—	—	585
750 to 999 lb	S	S	S	S	S	S	578
1,000 to 9,999 lb	S	S	1	—	S	S	723
10,000 to 49,999 lb	267	19.1	185	2.4	491	8.1	2 648
50,000 to 99,999 lb	7	.5	29	.4	59	1.0	1 949
100,000 lb or more	219	15.7	7 563	96.9	5 477	90.6	949
Parcel, U.S. Postal Service or courier	900	100.0	28	100.0	18	100.0	647
Less than 50 lb	625	69.5	13	44.1	9	51.9	655
50 to 99 lb	111	12.3	6	20.4	4	19.9	613
100 to 499 lb	129	14.3	9	31.4	4	24.9	521
500 to 749 lb	25	2.8	1	2.8	—	2.5	585
750 to 999 lb	S	S	S	S	S	S	578
1,000 to 9,999 lb	S	S	S	S	S	S	130
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
Truck and rail	283	100.0	221	100.0	590	100.0	2 522
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	S	S	S	S	S	S	907
10,000 to 49,999 lb	267	94.0	182	82.5	491	83.2	2 705
50,000 to 99,999 lb	7	2.6	24	11.0	59	10.0	2 330
100,000 lb or more	S	S	S	S	S	S	2 912
Truck and water	S	S	S	S	690	100.0	547
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	231
50,000 to 99,999 lb	S	S	S	S	S	S	70
100,000 lb or more	S	S	S	S	688	99.8	698

See footnotes at end of table.

Table 4. **Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1997—Con.**

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

Mode of transportation and shipment size	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
Multiple modes—Con.							
Rail and water	125	100.0	5 013	100.0	2 963	100.0	372
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	125	100.0	5 013	100.0	2 963	100.0	372
Other multiple modes	26	100.0	1 019	100.0	1 787	100.0	1 753
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	26	100.0	1 019	100.0	1 787	100.0	1 753
Other and unknown modes	779	100.0	11 330	100.0	1 712	100.0	23
Less than 50 lb	69	8.9	6	—	—	—	14
50 to 99 lb	13	1.7	3	—	—	—	21
100 to 499 lb	47	6.0	15	.1	—	—	S
500 to 749 lb	6	.8	S	S	—	—	S
750 to 999 lb	S	S	S	S	S	S	190
1,000 to 9,999 lb	183	23.5	45	.4	10	.6	197
10,000 to 49,999 lb	144	18.4	215	1.9	91	5.3	447
50,000 to 99,999 lb	6	.7	S	S	S	S	218
100,000 lb or more	304	39.1	11 024	97.3	1 607	93.8	173

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

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

S Data do not meet publication standards because of high sampling variability or other reasons. Some unpublished estimates can be derived from other data published in this table. However, figures obtained in this manner are subject to these same limitations.

¹"Truck" as a single mode includes shipments which went by private truck only, for-hire truck only, or a combination of private truck and for-hire truck.

²CFS data for pipeline exclude most shipments of crude oil. See "Mileage Calculations" section for details of CFS coverage.

Table 5. Shipment Characteristics by Two-Digit Commodity for State of Origin: 1997

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

SCTG code	Commodity description	Value		Tons		Ton-miles		Average miles per shipment
		Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
	All commodities	35 570	100.0	233 760	100.0	70 700	100.0	169
01	Live animals and live fish	—	—	—	—	—	—	—
02	Cereal grains	—	—	—	—	—	—	—
03	Other agricultural products	S	S	S	S	S	S	S
04	Animal feed and products of animal origin, n.e.c.	129	.4	467	.2	39	—	S
05	Meat, fish, seafood, and their preparations	609	1.7	259	.1	91	.1	167
06	Milled grain products and preparations, and bakery products	29	—	14	—	1	—	81
07	Other prepared foodstuffs and fats and oils	223	.6	S	S	S	S	54
08	Alcoholic beverages	365	1.0	351	.2	8	—	22
09	Tobacco products	440	1.2	19	—	6	—	S
10	Monumental or building stone	S	S	S	S	S	S	54
11	Natural sands	32	—	793	.3	113	.2	115
12	Gravel and crushed stone	53	.1	5 667	2.4	81	.1	13
13	Nonmetallic minerals n.e.c.	S	S	S	S	S	S	68
14	Metallic ores and concentrates	S	S	S	S	S	S	44
15	Coal	4 943	13.9	187 835	80.4	59 622	84.3	S
17	Gasoline and aviation turbine fuel	393	1.1	S	S	S	S	32
18	Fuel oils	227	.6	964	.4	S	S	S
19	Coal and petroleum products, n.e.c.	532	1.5	3 335	1.4	S	S	S
20	Basic chemicals	3 918	11.0	5 152	2.2	3 272	4.6	S
21	Pharmaceutical products	1 996	5.6	S	S	17	—	150
22	Fertilizers	S	S	S	S	S	S	105
23	Chemical products and preparations, n.e.c.	1 512	4.3	946	.4	517	.7	S
24	Plastics and rubber	2 582	7.3	1 316	.6	837	1.2	123
25	Logs and other wood in the rough	370	1.0	5 627	2.4	309	.4	47
26	Wood products	900	2.5	3 869	1.7	832	1.2	149
27	Pulp, newsprint, paper, and paperboard	69	.2	108	—	54	—	S
28	Paper or paperboard articles	123	.3	87	—	14	—	55
29	Printed products	483	1.4	S	S	26	—	S
30	Textiles, leather, and articles of textiles or leather	S	S	S	S	S	S	587
31	Nonmetallic mineral products	937	2.6	5 007	2.1	395	.6	270
32	Base metal in primary or semifinished forms and in finished basic shapes	4 158	11.7	6 306	2.7	1 670	2.4	188
33	Articles of base metal	860	2.4	851	.4	141	.2	117
34	Machinery	2 109	5.9	187	—	111	.2	148
35	Electronic and other electrical equipment and components and office equipment	1 326	3.7	120	—	50	—	294
36	Motorized and other vehicles (including parts)	2 900	8.2	519	.2	308	.4	294
37	Transportation equipment, n.e.c.	320	.9	S	S	90	.1	768
38	Precision instruments and apparatus	234	.7	2	—	1	—	924
39	Furniture, mattresses and mattress supports, lamps, lighting fittings, and illuminated signs	159	.4	45	—	26	—	S
40	Miscellaneous manufactured products	692	1.9	134	—	36	—	216
41	Waste and scrap	S	S	S	S	S	S	109
43	Mixed freight	794	2.2	425	.2	27	—	24
--	Commodity unknown	99	.3	38	—	S	S	328

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

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

S Data do not meet publication standards because of high sampling variability or other reasons. Some unpublished estimates can be derived from other data published in this table. However, figures obtained in this manner are subject to these same limitations.

Note: Data exclude shipments of SCTG 16, Crude Petroleum. See the section "Industry Coverage" for additional information.

Table 6. Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
ALL COMMODITIES							
Total	35 570	100.0	233 760	100.0	70 700	100.0	169
Single modes	33 395	93.9	214 624	91.8	62 940	89.0	116
Truck ¹	26 412	74.3	59 484	25.4	6 370	9.0	99
For-hire truck	16 634	46.8	27 353	11.7	4 743	6.7	378
Private truck	9 748	27.4	32 078	13.7	1 622	2.3	43
Rail	5 792	16.3	129 729	55.5	48 633	68.8	837
Water	923	2.6	25 160	10.8	7 932	11.2	481
Shallow draft	923	2.6	25 160	10.8	7 932	11.2	481
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	3	—	4	—	1 473
Pipeline ²	S	S	S	S	S	S	S
Multiple modes	1 396	3.9	7 807	3.3	6 048	8.6	655
Parcel, U.S. Postal Service or courier	900	2.5	28	—	18	—	647
Truck and rail	283	.8	221	—	590	.8	2 522
Truck and water	S	S	S	S	690	1.0	547
Rail and water	125	.4	5 013	2.1	2 963	4.2	372
Other multiple modes	26	—	1 019	.4	1 787	2.5	1 753
Other and unknown modes	779	2.2	11 330	4.8	1 712	2.4	23
SCTG 01, LIVE ANIMALS AND LIVE FISH							
Total	—	—	—	—	—	—	—
Single modes	—	—	—	—	—	—	—
Truck ¹	—	—	—	—	—	—	—
For-hire truck	—	—	—	—	—	—	—
Private truck	—	—	—	—	—	—	—
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	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	—	—	—	—	—	—	—
Single modes	—	—	—	—	—	—	—
Truck ¹	—	—	—	—	—	—	—
For-hire truck	—	—	—	—	—	—	—
Private truck	—	—	—	—	—	—	—
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	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: 1997—Con.**

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
SCTG 03, OTHER AGRICULTURAL PRODUCTS							
Total	\$	\$	\$	\$	\$	\$	\$
Single modes	\$	\$	\$	\$	\$	\$	\$
Truck ¹	\$	\$	\$	\$	\$	\$	\$
For-hire truck	\$	\$	\$	\$	\$	\$	327
Private truck	\$	\$	\$	\$	\$	\$	\$
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	\$	\$	\$
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 04, ANIMAL FEED AND PRODUCTS OF ANIMAL ORIGIN, N.E.C.							
Total	129	100.0	467	100.0	39	100.0	\$
Single modes	129	99.8	467	100.0	39	99.7	\$
Truck ¹	111	86.2	458	98.1	25	63.0	35
For-hire truck	\$	\$	\$	\$	\$	\$	1 035
Private truck	88	68.2	445	95.3	11	28.5	22
Rail	\$	\$	\$	\$	14	36.7	1 257
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	\$	\$	\$
Multiple modes	\$	\$	\$	\$	\$	\$	1 087
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	\$	\$	\$	\$	\$	\$	1 087
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	\$	\$	\$	\$	\$	\$	866
SCTG 05, MEAT, FISH, SEAFOOD, AND THEIR PREPARATIONS							
Total	609	100.0	259	100.0	91	100.0	167
Single modes	602	98.9	252	97.2	82	89.4	170
Truck ¹	602	98.9	252	97.2	82	89.4	170
For-hire truck	124	20.3	\$	\$	\$	\$	1 029
Private truck	\$	\$	196	75.7	\$	\$	125
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	\$	\$	\$
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: 1997—Con.**

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
SCTG 06, MILLED GRAIN PRODUCTS AND PREPARATIONS, AND BAKERY PRODUCTS							
Total	29	100.0	14	100.0	1	100.0	81
Single modes	29	100.0	14	100.0	1	100.0	81
Truck ¹	29	100.0	14	100.0	1	100.0	81
For-hire truck	—	—	—	—	—	—	—
Private truck	29	100.0	14	100.0	1	100.0	81
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	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 07, OTHER PREPARED FOODSTUFFS AND FATS AND OILS							
Total	223	100.0	S	S	S	S	54
Single modes	223	99.9	S	S	S	S	54
Truck ¹	223	99.9	S	S	S	S	54
For-hire truck	S	S	S	S	S	S	175
Private truck	216	96.9	S	S	S	S	54
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	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	6
SCTG 08, ALCOHOLIC BEVERAGES							
Total	365	100.0	351	100.0	8	100.0	22
Single modes	364	99.8	351	99.8	8	99.8	22
Truck ¹	364	99.8	351	99.8	8	99.8	22
For-hire truck	S	S	S	S	S	S	15
Private truck	342	93.7	330	93.8	8	96.1	22
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	23
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	S	S	S	S	S	S	23
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: 1997—Con.**

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
SCTG 09, TOBACCO PRODUCTS							
Total	440	100.0	19	100.0	6	100.0	S
Single modes	367	83.5	13	70.3	3	51.5	95
Truck ¹	367	83.5	13	70.3	3	51.5	95
For-hire truck	57	12.9	5	25.1	3	42.6	661
Private truck	311	70.6	9	45.2	1	8.9	58
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	25	5.7	2	8.8	1	14.8	711
Parcel, U.S. Postal Service or courier	25	5.7	2	8.8	1	14.8	711
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	190
SCTG 10, MONUMENTAL OR BUILDING STONE							
Total	S	S	S	S	S	S	54
Single modes	S	S	S	S	S	S	54
Truck ¹	S	S	S	S	S	S	54
For-hire truck	—	—	—	—	—	—	—
Private truck	S	S	S	S	S	S	54
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	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	32	100.0	793	100.0	113	100.0	115
Single modes	32	100.0	793	100.0	113	100.0	115
Truck ¹	28	88.0	667	84.2	86	76.0	111
For-hire truck	23	72.1	400	50.5	68	60.8	219
Private truck	5	15.9	267	33.7	17	15.2	S
Rail	4	12.0	125	15.8	27	24.0	222
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	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: 1997—Con.**

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
SCTG 12, GRAVEL AND CRUSHED STONE							
Total	53	100.0	5 667	100.0	81	100.0	13
Single modes	53	100.0	5 667	100.0	81	100.0	13
Truck ¹	53	100.0	5 667	100.0	81	100.0	13
For-hire truck	13	24.1	1 528	27.0	34	42.0	21
Private truck	40	75.9	S	S	S	S	11
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	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 13, NONMETALLIC MINERALS N.E.C.							
Total	S	S	S	S	S	S	68
Single modes	S	S	S	S	S	S	68
Truck ¹	S	S	S	S	S	S	68
For-hire truck	—	—	—	—	—	—	—
Private truck	S	S	S	S	S	S	68
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	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 14, METALLIC ORES AND CONCENTRATES							
Total	S	S	S	S	S	S	44
Single modes	S	S	S	S	S	S	44
Truck ¹	S	S	S	S	S	S	44
For-hire truck	S	S	S	S	S	S	297
Private truck	S	S	S	S	S	S	42
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	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: 1997—Con.**

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
SCTG 15, COAL							
Total	4 943	100.0	187 835	100.0	59 622	100.0	S
Single modes	4 443	89.9	169 268	90.1	52 579	88.2	S
Truck ¹	S	S	S	S	672	1.1	31
For-hire truck	S	S	S	S	473	.8	37
Private truck	S	S	S	S	S	S	25
Rail	3 345	67.7	124 382	66.2	44 616	74.8	370
Water	630	12.7	24 676	13.1	7 291	12.2	312
Shallow draft	630	12.7	24 676	13.1	7 291	12.2	312
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	212	4.3	7 555	4.0	5 437	9.1	703
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	—	—	—	—	—	—	—
Truck and water	S	S	S	S	687	1.2	535
Rail and water	125	2.5	5 013	2.7	2 963	5.0	372
Other multiple modes	26	.5	1 019	.5	1 787	3.0	1 753
Other and unknown modes	288	5.8	11 012	5.9	1 606	2.7	181
SCTG 17, GASOLINE AND AVIATION TURBINE FUEL							
Total	393	100.0	S	S	S	S	32
Single modes	393	100.0	S	S	S	S	32
Truck ¹	393	100.0	S	S	S	S	32
For-hire truck	22	5.6	89	5.8	S	S	73
Private truck	371	94.4	S	S	S	S	31
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	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	8
SCTG 18, FUEL OILS							
Total	227	100.0	964	100.0	S	S	S
Single modes	224	99.0	955	99.1	S	S	S
Truck ¹	224	99.0	955	99.1	S	S	S
For-hire truck	S	S	S	S	S	S	37
Private truck	216	95.5	914	94.8	S	S	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	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	2	1.0	9	.9	S	S	11

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
SCTG 19, COAL AND PETROLEUM PRODUCTS, N.E.C.							
Total	532	100.0	3 335	100.0	S	S	S
Single modes	528	99.4	3 330	99.8	S	S	S
Truck ¹	293	55.2	867	26.0	128	7.2	S
For-hire truck	185	34.8	660	19.8	S	S	260
Private truck	108	20.3	207	6.2	18	1.0	S
Rail	214	40.2	S	S	S	S	537
Water	S	S	S	S	S	S	915
Shallow draft	S	S	S	S	S	S	915
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	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	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	3	.5	5	.2	S	S	S
SCTG 20, BASIC CHEMICALS							
Total	3 918	100.0	5 152	100.0	3 272	100.0	S
Single modes	3 709	94.7	5 075	98.5	3 139	95.9	S
Truck ¹	2 583	65.9	2 572	49.9	964	29.5	S
For-hire truck	1 800	45.9	1 629	31.6	750	22.9	464
Private truck	783	20.0	943	18.3	214	6.6	S
Rail	934	23.8	2 056	39.9	1 813	55.4	834
Water	S	S	S	S	S	S	1 822
Shallow draft	S	S	S	S	S	S	1 822
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	1 411
Pipeline ²	S	S	S	S	S	S	S
Multiple modes	S	S	S	S	S	S	S
Parcel, U.S. Postal Service or courier	S	S	1	—	—	—	S
Truck and rail	S	S	S	S	S	S	2 773
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	114	2.9	S	S	S	S	S
SCTG 21, PHARMACEUTICAL PRODUCTS							
Total	1 996	100.0	S	S	17	100.0	150
Single modes	1 996	100.0	S	S	17	100.0	150
Truck ¹	1 996	100.0	S	S	17	100.0	150
For-hire truck	527	26.4	S	S	S	S	461
Private truck	S	S	S	S	S	S	149
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	771
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	99
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	99
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: 1997—Con.**

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
SCTG 22, FERTILIZERS							
Total	\$	\$	\$	\$	\$	\$	105
Single modes	\$	\$	\$	\$	\$	\$	105
Truck¹	\$	\$	\$	\$	\$	\$	105
For-hire truck	\$	\$	\$	\$	\$	\$	123
Private truck	\$	\$	\$	\$	\$	\$	104
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline²	—	—	—	—	\$	\$	\$
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 23, CHEMICAL PRODUCTS AND PREPARATIONS, N.E.C.							
Total	1 512	100.0	946	100.0	517	100.0	\$
Single modes	1 507	99.7	945	99.8	517	100.0	\$
Truck¹	1 157	76.5	626	66.1	173	33.4	\$
For-hire truck	844	55.8	391	41.3	143	27.6	342
Private truck	289	19.1	230	24.3	30	5.8	\$
Rail	350	23.1	\$	\$	\$	\$	1 025
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	\$	\$	\$	\$	\$	\$	890
Pipeline²	—	—	—	—	\$	\$	\$
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 24, PLASTICS AND RUBBER							
Total	2 582	100.0	1 316	100.0	837	100.0	123
Single modes	2 414	93.5	1 175	89.3	484	57.9	110
Truck¹	2 117	82.0	875	66.5	362	43.3	105
For-hire truck	1 833	71.0	740	56.2	352	42.1	521
Private truck	284	11.0	135	10.3	\$	\$	35
Rail	297	11.5	300	22.8	\$	\$	\$
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	\$	\$	\$	\$	\$	\$	2 291
Pipeline²	—	—	—	—	\$	\$	\$
Multiple modes	148	5.7	131	9.9	348	41.6	562
Parcel, U.S. Postal Service or courier	17	.6	1	—	—	—	309
Truck and rail	132	5.1	130	9.9	348	41.6	2 688
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	20	.8	\$	\$	\$	\$	—

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
SCTG 25, LOGS AND OTHER WOOD IN THE ROUGH							
Total	370	100.0	5 627	100.0	309	100.0	47
Single modes	363	98.1	5 550	98.6	294	95.1	S
Truck ¹	363	98.1	5 550	98.6	294	95.1	S
For-hire truck	99	26.7	S	S	S	S	S
Private truck	264	71.4	4 812	85.5	210	68.0	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	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	196
SCTG 26, WOOD PRODUCTS							
Total	900	100.0	3 869	100.0	832	100.0	149
Single modes	866	96.2	3 741	96.7	681	81.8	143
Truck ¹	862	95.8	3 734	96.5	661	79.4	142
For-hire truck	596	66.2	2 234	57.8	475	57.1	202
Private truck	266	29.6	1 500	38.8	186	22.3	106
Rail	S	S	S	S	S	S	2 723
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	22	2.5	49	1.3	143	17.2	S
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	294
Truck and rail	21	2.3	49	1.3	143	17.2	2 947
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	12	1.3	S	S	9	1.1	S
SCTG 27, PULP, NEWSPRINT, PAPER, AND PAPERBOARD							
Total	69	100.0	108	100.0	54	100.0	S
Single modes	67	96.3	106	98.0	52	97.6	S
Truck ¹	67	96.3	106	98.0	52	97.6	S
For-hire truck	20	29.6	44	40.2	31	57.3	445
Private truck	46	66.7	63	57.8	22	40.4	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	213
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	213
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	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: 1997—Con.**

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
SCTG 28, PAPER OR PAPERBOARD ARTICLES							
Total	123	100.0	87	100.0	14	100.0	55
Single modes	122	99.8	87	99.9	14	100.0	53
Truck ¹	122	99.8	87	99.9	14	100.0	53
For-hire truck	\$	\$	\$	\$	\$	\$	214
Private truck	79	64.8	\$	\$	\$	\$	47
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	\$	\$	\$	\$	\$	\$	827
Pipeline ²	—	—	—	—	\$	\$	\$
Multiple modes	\$	\$	\$	\$	\$	\$	157
Parcel, U.S. Postal Service or courier	\$	\$	\$	\$	\$	\$	157
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	\$	\$	\$	\$	\$	\$	11
SCTG 29, PRINTED PRODUCTS							
Total	483	100.0	\$	\$	26	100.0	\$
Single modes	459	95.0	\$	\$	26	98.3	\$
Truck ¹	459	95.0	\$	\$	26	98.3	\$
For-hire truck	\$	\$	\$	\$	23	87.2	\$
Private truck	178	36.8	130	43.1	3	11.1	22
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	\$	\$	\$	\$	\$	\$	1 022
Pipeline ²	—	—	—	—	\$	\$	\$
Multiple modes	\$	\$	\$	\$	\$	\$	557
Parcel, U.S. Postal Service or courier	\$	\$	\$	\$	\$	\$	557
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	\$	\$	\$	\$	\$	\$	30
SCTG 30, TEXTILES, LEATHER, AND ARTICLES OF TEXTILES OR LEATHER							
Total	\$	\$	\$	\$	\$	\$	587
Single modes	\$	\$	\$	\$	\$	\$	596
Truck ¹	\$	\$	\$	\$	\$	\$	596
For-hire truck	\$	\$	\$	\$	\$	\$	774
Private truck	178	22.8	\$	\$	\$	\$	\$
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	\$	\$	\$	\$	\$	\$	215
Pipeline ²	—	—	—	—	\$	\$	\$
Multiple modes	28	3.6	1	1.9	—	1.2	536
Parcel, U.S. Postal Service or courier	28	3.6	1	1.9	—	1.2	536
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	\$	\$	\$	\$	\$	\$	29

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
SCTG 31, NONMETALLIC MINERAL PRODUCTS							
Total	937	100.0	5 007	100.0	395	100.0	270
Single modes	873	93.2	4 994	99.7	391	98.9	S
Truck ¹	871	93.0	4 994	99.7	391	98.8	S
For-hire truck	523	55.8	881	17.6	218	55.2	572
Private truck	348	37.2	4 113	82.1	173	43.6	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	1 290
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	38	4.1	3	—	3	.8	1 024
Parcel, U.S. Postal Service or courier	37	4.0	3	—	2	.6	1 022
Truck and rail	S	S	S	S	S	S	2 781
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	10	.2	S	S	S
SCTG 32, BASE METAL IN PRIMARY OR SEMIFINISHED FORMS AND IN FINISHED BASIC SHAPES							
Total	4 158	100.0	6 306	100.0	1 670	100.0	188
Single modes	4 120	99.1	6 282	99.6	1 656	99.2	189
Truck ¹	3 912	94.1	6 161	97.7	1 536	92.0	184
For-hire truck	3 492	84.0	4 462	70.8	1 354	81.1	320
Private truck	414	10.0	S	S	S	S	58
Rail	68	1.6	48	.8	34	2.1	743
Water	S	S	S	S	S	S	1 224
Shallow draft	S	S	S	S	S	S	1 224
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	S	S	6	.1	11	.6	S
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	221
Truck and rail	S	S	3	—	8	.5	2 887
Truck and water	S	S	S	S	S	S	1 254
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	19	.5	18	.3	S	S	S
SCTG 33, ARTICLES OF BASE METAL							
Total	860	100.0	851	100.0	141	100.0	117
Single modes	811	94.4	838	98.5	135	96.1	101
Truck ¹	811	94.3	838	98.5	135	96.1	92
For-hire truck	226	26.3	550	64.7	119	84.2	493
Private truck	585	68.0	288	33.8	17	11.8	59
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	1 033
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	254
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	254
Truck and rail	S	S	S	S	S	S	501
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	18	2.1	7	.8	S	S	—

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
SCTG 34, MACHINERY							
Total	2 109	100.0	187	100.0	111	100.0	148
Single modes	1 856	88.0	181	97.1	109	98.1	S
Truck ¹	1 774	84.1	178	95.5	101	90.7	S
For-hire truck	1 152	54.6	116	62.0	96	86.3	312
Private truck	622	29.5	63	33.5	5	4.4	53
Rail	S	S	S	S	S	S	2 971
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	29	1.4	S	S	S	S	1 249
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	226	10.7	4	2.2	2	1.7	380
Parcel, U.S. Postal Service or courier	221	10.5	4	2.0	2	1.4	380
Truck and rail	S	S	S	S	S	S	1 045
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	27	1.3	1	.8	S	S	S
SCTG 35, ELECTRONIC AND OTHER ELECTRICAL EQUIPMENT AND COMPONENTS AND OFFICE EQUIPMENT							
Total	1 326	100.0	120	100.0	50	100.0	294
Single modes	1 130	85.2	113	94.5	47	93.2	141
Truck ¹	1 127	85.0	113	94.2	47	92.3	135
For-hire truck	825	62.2	72	60.1	42	84.2	430
Private truck	302	22.8	S	S	4	8.1	23
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	991
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	161	12.1	S	S	S	S	768
Parcel, U.S. Postal Service or courier	157	11.8	S	S	S	S	768
Truck and rail	S	S	S	S	S	S	3 145
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	14
SCTG 36, MOTORIZED AND OTHER VEHICLES (INCLUDING PARTS)							
Total	2 900	100.0	519	100.0	308	100.0	294
Single modes	2 724	93.9	491	94.7	299	96.9	131
Truck ¹	2 567	88.5	346	66.7	184	59.8	121
For-hire truck	2 333	80.4	319	61.5	182	59.0	368
Private truck	234	8.1	27	5.2	3	.8	14
Rail	142	4.9	S	S	113	36.5	1 344
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	921
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	112	3.9	9	1.8	8	2.7	1 052
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	1 052
Truck and rail	S	S	S	S	S	S	1 058
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	1	.4	S

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
SCTG 37, TRANSPORTATION EQUIPMENT, N.E.C.							
Total	320	100.0	S	S	90	100.0	768
Single modes	308	96.3	S	S	89	98.9	696
Truck ¹	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	341
Rail	132	41.2	67	38.8	69	76.3	1 111
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	1 371
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	988
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	988
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	1 066
SCTG 38, PRECISION INSTRUMENTS AND APPARATUS							
Total	234	100.0	2	100.0	1	100.0	924
Single modes	104	44.4	1	39.7	S	S	1 185
Truck ¹	34	14.3	1	32.6	S	S	S
For-hire truck	16	6.8	S	S	S	S	367
Private truck	S	S	—	20.6	—	1.8	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	—	7.1	—	20.5	1 596
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	108	46.4	1	42.4	—	27.9	665
Parcel, U.S. Postal Service or courier	108	46.4	1	42.4	—	27.9	665
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	S
SCTG 39, FURNITURE, MATTRESSES AND MATTRESS SUPPORTS, LAMPS, LIGHTING FITTINGS, AND ILLUMINATED SIGNS							
Total	159	100.0	45	100.0	26	100.0	S
Single modes	133	84.0	43	95.7	26	98.8	S
Truck ¹	133	84.0	43	95.7	26	98.8	S
For-hire truck	62	39.1	15	32.3	17	65.2	762
Private truck	71	44.8	28	63.4	S	S	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	1 058
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	550
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	550
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: 1997—Con.**

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
SCTG 40, MISCELLANEOUS MANUFACTURED PRODUCTS							
Total	692	100.0	134	100.0	36	100.0	216
Single modes	541	78.2	S	S	29	79.3	S
Truck ¹	308	44.5	S	S	19	52.3	S
For-hire truck	S	S	S	S	S	S	785
Private truck	232	33.6	S	S	S	S	51
Rail	S	S	S	S	S	S	509
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	977
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	132	19.1	5	3.6	S	S	506
Parcel, U.S. Postal Service or courier	121	17.6	3	2.2	S	S	505
Truck and rail	S	S	S	S	S	S	2 856
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	19	2.7	3	1.9	S	S	S
SCTG 41, WASTE AND SCRAP							
Total	S	S	S	S	S	S	109
Single modes	S	S	S	S	S	S	109
Truck ¹	S	S	S	S	S	S	109
For-hire truck	S	S	S	S	S	S	179
Private truck	S	S	S	S	S	S	50
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	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 43, MIXED FREIGHT							
Total	794	100.0	425	100.0	27	100.0	24
Single modes	788	99.3	422	99.3	27	99.5	25
Truck ¹	788	99.3	422	99.3	27	99.5	25
For-hire truck	356	44.9	196	46.0	13	50.1	71
Private truck	S	S	S	S	S	S	24
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	68
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	68
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	10

See footnotes at end of table.

Table 6. **Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
COMMODITY UNKNOWN							
Total	99	100.0	38	100.0	S	S	328
Single modes	86	87.1	37	98.0	S	S	S
Truck ¹	79	79.7	37	97.7	S	S	S
For-hire truck	S	S	S	S	S	S	1 028
Private truck	S	S	S	S	S	S	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	2 683
Pipeline ²	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	—	1.2	609
Parcel, U.S. Postal Service or courier	S	S	S	S	—	1.2	609
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	30

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

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

S Data do not meet publication standards because of high sampling variability or other reasons. Some unpublished estimates can be derived from other data published in this table. However, figures obtained in this manner are subject to these same limitations.

¹"Truck" as a single mode includes shipments which went by private truck only, for-hire truck only, or a combination of private truck and for-hire truck.

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

Note: Data exclude shipments of SCTG 16, Crude Petroleum. See the section "Industry Coverage" for additional information.

Table 7. Shipment Characteristics by State of Destination for State of Origin: 1997

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

State of destination	Value		Tons		Ton-miles	
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent
Total	35 570	100.0	233 760	100.0	70 700	100.0
NEW ENGLAND STATES						
Connecticut	141	.4	S	S	S	S
Maine	S	S	S	S	S	S
Massachusetts	482	1.4	S	S	S	S
New Hampshire	S	S	S	S	S	S
Rhode Island	17	—	S	S	S	S
Vermont	S	S	S	S	S	S
MIDDLE ATLANTIC STATES						
New Jersey	904	2.5	725	.3	S	S
New York	1 661	4.7	10 471	4.5	5 656	8.0
Pennsylvania	2 396	6.7	19 346	8.3	4 283	6.1
EAST NORTH CENTRAL STATES						
Illinois	970	2.7	1 449	.6	787	1.1
Indiana	653	1.8	2 762	1.2	1 301	1.8
Michigan	1 611	4.5	6 669	2.9	3 586	5.1
Ohio	4 256	12.0	37 651	16.1	9 127	12.9
Wisconsin	264	.7	896	.4	742	1.0
WEST NORTH CENTRAL STATES						
Iowa	S	S	46	—	37	—
Kansas	61	.2	20	—	20	—
Minnesota	184	.5	155	—	152	.2
Missouri	320	.9	237	.1	172	.2
Nebraska	37	.1	31	—	31	—
North Dakota	19	—	2	—	3	—
South Dakota	S	S	S	S	S	S
SOUTH ATLANTIC STATES						
Delaware	S	S	183	—	77	.1
District of Columbia	S	S	S	S	S	S
Florida	375	1.1	2 000	.9	3 081	4.4
Georgia	788	2.2	5 130	2.2	3 090	4.4
Maryland	1 334	3.7	17 344	7.4	5 249	7.4
North Carolina	1 664	4.7	14 982	6.4	4 862	6.9
South Carolina	147	.4	150	—	68	.1
Virginia	1 913	5.4	28 717	12.3	11 064	15.6
West Virginia	8 336	23.4	66 249	28.3	2 493	3.5
EAST SOUTH CENTRAL STATES						
Alabama	289	.8	2 725	1.2	2 239	3.2
Kentucky	1 119	3.1	8 515	3.6	2 878	4.1
Mississippi	72	.2	21	—	18	—
Tennessee	609	1.7	1 966	.8	1 507	2.1
WEST SOUTH CENTRAL STATES						
Arkansas	75	.2	79	—	69	.1
Louisiana	241	.7	S	S	S	S
Oklahoma	32	—	S	S	S	S
Texas	2 037	5.7	925	.4	1 364	1.9
MOUNTAIN STATES						
Arizona	62	.2	36	—	77	.1
Colorado	S	S	S	S	S	S
Idaho	S	S	S	S	S	S
Montana	9	S	S	S	S	S
Nevada	S	S	S	S	21	—
New Mexico	S	S	S	S	S	S
Utah	26	S	S	S	S	S
Wyoming	19	—	S	S	S	S
PACIFIC STATES						
Alaska	S	S	—	—	S	S
California	994	2.8	528	.2	1 453	2.1
Hawaii	S	S	S	S	S	S
Oregon	16	—	S	S	S	S
Washington	239	.7	119	—	331	.5

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

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

S Data do not meet publication standards because of high sampling variability or other reasons. Some unpublished estimates can be derived from other data published in this table. However, figures obtained in this manner are subject to these same limitations.

Table 8. Inbound Shipment Characteristics by State of Origin for State of Destination: 1997

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

State of origin	Value		Tons		Ton-miles	
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent
Total	33 291	100.0	110 049	100.0	14 463	100.0
NEW ENGLAND STATES						
Connecticut	91	.3	15	—	S	S
Maine	23	—	20	—	18	.1
Massachusetts	130	.4	19	—	13	—
New Hampshire	S	S	S	S	S	S
Rhode Island	19	—	1	—	—	—
Vermont	34	.1	16	—	11	—
MIDDLE ATLANTIC STATES						
New Jersey	S	S	S	S	S	S
New York	628	1.9	326	.3	160	1.1
Pennsylvania	3 727	11.2	6 027	5.5	609	4.2
EAST NORTH CENTRAL STATES						
Illinois	762	2.3	289	.3	155	1.1
Indiana	508	1.5	2 681	2.4	1 022	7.1
Michigan	933	2.8	736	.7	299	2.1
Ohio	4 360	13.1	8 985	8.2	1 135	7.8
Wisconsin	297	.9	60	—	42	.3
WEST NORTH CENTRAL STATES						
Iowa	133	.4	S	S	S	S
Kansas	102	.3	23	—	21	.1
Minnesota	128	.4	35	—	32	.2
Missouri	379	1.1	S	S	S	S
Nebraska	41	.1	S	S	S	S
North Dakota	3	—	—	—	1	—
South Dakota	7	—	S	S	S	S
SOUTH ATLANTIC STATES						
Delaware	S	S	S	S	S	S
District of Columbia	S	S	S	S	S	S
Florida	209	.6	103	—	98	.7
Georgia	582	1.7	672	.6	344	2.4
Maryland	960	2.9	5 255	4.8	215	1.5
North Carolina	1 046	3.1	1 016	.9	361	2.5
South Carolina	304	.9	226	.2	104	.7
Virginia	1 546	4.6	3 706	3.4	429	3.0
West Virginia	8 336	25.0	66 249	60.2	2 493	17.2
EAST SOUTH CENTRAL STATES						
Alabama	584	1.8	318	.3	220	1.5
Kentucky	1 831	5.5	8 899	8.1	1 180	8.2
Mississippi	207	.6	130	.1	133	.9
Tennessee	668	2.0	376	.3	148	1.0
WEST SOUTH CENTRAL STATES						
Arkansas	83	.2	70	—	63	.4
Louisiana	453	1.4	510	.5	651	4.5
Oklahoma	56	.2	S	S	S	S
Texas	1 526	4.6	1 618	1.5	2 735	18.9
MOUNTAIN STATES						
Arizona	93	.3	S	S	S	S
Colorado	34	.1	2	—	3	—
Idaho	29	—	18	—	39	.3
Montana	5	—	S	S	S	S
Nevada	18	—	3	—	—	—
New Mexico	S	S	S	S	S	S
Utah	44	.1	S	S	S	S
Wyoming	S	S	S	S	S	S
PACIFIC STATES						
Alaska	—	—	—	—	—	—
California	442	1.3	82	—	219	1.5
Hawaii	—	—	—	—	—	—
Oregon	58	.2	9	—	25	.2
Washington	59	.2	S	S	S	S

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Appendix A.

Comparability With the 1993 Commodity Flow Survey

The Commodity Flow Survey (CFS) restores a data program on commodity flows that the Census Bureau conducted as a part of its 5-year economic census program from 1963 through 1977. The CFS was first conducted in

1993. For the 1997 CFS, the Census Bureau incorporated improvements identified from the evaluation of previous surveys and additional research. The following table shows a comparison of the 1993 and 1997 surveys.

Item	1993	1997
1. Industry coverage	Manufacturers (minor exceptions) Mining (except mining services and oil and gas extraction) All wholesale Video tape distributors Catalog mail-order houses Auxiliaries (e.g., warehouses)	Manufacturers (minor exceptions) Mining (except mining services) All wholesale Catalog mail-order houses Auxiliaries (e.g., warehouses)
2. Commodity classification system	Standard Transportation Commodity Classification (STCC), developed by the American Association of Railroads (AAR).	Standard Classification of Transported Goods (SCTG).
3. Sample size	Approximately 200,000 establishments were selected from a universe of about 800,000 in-scope establishments on the 1992 Standard Statistical Establishment List (SSEL).	Approximately 100,000 establishments were selected from a universe of about 800,000 in-scope establishments on the 1995 Standard Statistical Establishment List (SSEL).
4. Survey methodology	Respondents took a sample of their individual outbound shipments for a 2-week period during each of the four calendar quarters of 1993. Respondents reported key characteristics for each sampled shipment.	Respondents took a sample of their individual outbound shipments for a 1-week period during each of the four calendar quarters of 1997. Respondents reported key characteristics for each sampled shipment.
5. Reported mode of transportation	Rail For-hire truck Private truck Air Inland water and/or Great Lakes Deep sea water Pipeline Parcel, U.S. Postal Service, or courier Other Unknown	Rail For-hire truck Private truck Air Shallow draft vessel Deep draft vessel Pipeline Parcel, U.S. Postal Service, or courier Other Unknown

Item	1993	1997
6. Data items requested on questionnaire	<p>For each shipment:</p> <p>Total value</p> <p>Total weight</p> <p>Major commodity (STCC)</p> <p>All modes of transportation</p> <p>Multiple origins (respondents specifically requested to report all shipment origins for the sampled establishment and report the appropriate origin for each shipment; assumed to always be the mailing address if no other origins listed).</p> <p>Destination</p> <p>Containerized (Y/N)</p> <p>Hazardous material (Y/N)</p> <p>Export (Y/N)</p> <p>If export, mode of export, foreign country, and city of destination.</p>	<p>For each shipment:</p> <p>Total value</p> <p>Total weight</p> <p>Major commodity (SCTG)</p> <p>All modes of transportation</p> <p>Single origin (assumed to be the mailing address unless the respondent provided a different physical location address).</p> <p>Destination</p> <p>Containerized (Y/N)</p> <p>Hazardous material (UN/NA codes)</p> <p>Export (Y/N)</p> <p>If export, mode of export, foreign country, and city of destination.</p>

Appendix B. Reliability of the Estimates

An estimate based on a sample survey potentially contains two types of errors—sampling and nonsampling. Sampling error occurs because characteristics differ among sampling units and because only a subset of the entire population is measured in a sample survey. Nonsampling error encompasses all other factors that contribute to the total error of a sample survey estimate. The accuracy of a survey result may be affected by these two types of errors.

Sampling and nonsampling errors are often measured by the quantities, bias and variance. The bias of an estimator of an unknown population value is the difference, averaged over all possible samples of the same size and design, between the estimator and the unknown population value. Any systematic error, or inaccuracy that affects all samples of a specified design in a similar way, may bias the resulting estimates. Variance is the squared difference, averaged over all possible samples of the same size and design, between an estimator and its average value. Descriptions of sampling and nonsampling errors for the 1997 Commodity Flow Survey (CFS) are provided in the following sections.

SAMPLING ERROR

Because the estimates are based on a sample, exact agreement with the results that would be obtained from a complete enumeration of all the shipments made in 1997 from all establishments included on the CFS sampling frame 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 and design that could have been selected. If all possible samples had been surveyed, under the same conditions, an estimate of an unknown population value could have been obtained from each sample. The estimates obtained from these samples give rise to a distribution of estimates for the unknown population value. A statistical measure of the variability among these estimates is the standard error, which can be approximated from any one sample. The coefficient of variation (or relative standard error) of an estimate is the standard error of the estimate divided by the estimate. Measures of sampling variability, such as the standard error or 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, we have omitted this detail for the sake of brevity.) It is important to note that the standard error and coefficient of variation only measure sampling variability. They do not measure any biases in the estimates. All coefficients of variation are expressed as percents. Standard errors for the corresponding percentage estimates are also provided.

An estimate of an unknown population value and its approximate standard error can be used to construct a confidence interval. A confidence interval is a range about a given estimator that has a specified probability, or confidence, of containing the unknown population value. If, for each possible sample, an estimate of an unknown population value and the estimate's approximate standard error were obtained, then:

1. For approximately 90 percent of the possible samples, the interval from 1.65 standard errors below to 1.65 standard errors above the estimate would include the unknown population value.
2. For approximately 95 percent of the possible samples, the interval from two standard errors below to two standard errors above the estimate would include the unknown population value.

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: (1) nonresponse, (2) response errors, (3) differences in the interpretation of the questions, (4) mistakes in coding or keying the data obtained, and (5) other errors of collection, response, coverage, and processing. Although no direct measurement of the potential biases because of 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 its influence.

A potentially large source of bias in the estimates is due to nonresponse. Nonresponse is defined as the inability to obtain all the intended measurements or responses from all the selected establishments. 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. Item nonresponse is corrected by imputation. (Imputation is the procedure by which a missing value is replaced by a predicted value obtained from an appropriate model.) Shipment, quarter, and establishment nonresponse are used to describe the inability to obtain sufficient information about a sampled shipment, quarter, or establishment, respectively, that prevents it from contributing to tabulations. Shipment and quarter nonresponse are corrected during the estimation procedure 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 SIC-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 67 percent of the sampled establishments provided at least one quarter of data that contributed to tabulations.

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 contacted respondents who reported shipments having atypically 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.)

Table B–1a. Measures of Reliability for Shipment Characteristics by Mode of Transportation for State of Origin: 1997

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

Mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
All modes	2.6	—	11.8	—	12.1	—	12.7
Single modes	2.9	.5	12.9	1.4	12.8	1.4	11.4
Truck	4.3	2.9	17.3	3.6	6.5	1.3	10.8
For-hire truck	6.9	3.5	21.4	2.0	8.0	.9	11.9
Private truck	10.2	2.7	15.9	2.0	9.1	.5	11.7
Rail	15.8	2.5	16.9	3.2	13.6	2.5	10.2
Water	25.0	.6	28.2	2.8	29.2	2.8	23.4
Shallow draft	25.0	.6	28.2	2.8	29.2	2.8	23.4
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	35.4	—	28.6	—	5.7
Pipeline	S	S	S	S	S	S	S
Multiple modes	12.4	.6	23.3	.9	19.5	1.6	11.1
Parcel, U.S. Postal Service or courier	14.9	.4	20.6	—	28.4	—	11.1
Truck and rail	28.7	.3	26.1	—	27.1	.3	5.5
Truck and water	S	S	S	S	41.2	.4	42.4
Rail and water	34.6	.1	35.1	.9	34.8	1.7	31.1
Other multiple modes	44.6	—	44.4	.2	44.1	1.0	25.8
Other and unknown modes	12.1	.3	21.2	1.3	25.1	.9	43.2

— Represents data cell equal to zero or less than 1 unit of measure.
D Denotes figures withheld to avoid disclosing data for individual companies.
S Data do not meet publication standards because of high sampling variability or other reasons.

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

Table B–1b. Measures of Reliability for Shipment Characteristics by Mode of Transportation for State of Origin: 1997 and 1993

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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		Standard error of percent change
	1997	1993		1997	1993		1997	1993		1997	1993	
All modes	2.6	9.8	10.4	11.8	4.4	12.6	12.1	7.0	13.9	12.7	34.3	43.1
Single modes	2.9	9.7	11.5	12.9	5.1	14.8	12.8	6.7	16.5	11.4	S	S
Truck	4.3	11.6	14.5	17.3	10.3	17.6	6.5	5.4	8.3	10.8	S	S
For-hire truck	6.9	16.6	21.7	21.4	16.4	17.9	8.0	6.7	11.8	11.9	14.0	15.6
Private truck	10.2	6.4	13.3	15.9	14.7	26.0	9.1	15.3	12.6	11.7	37.3	78.2
Rail	15.8	9.1	21.7	16.9	11.9	26.4	13.6	11.0	22.4	10.2	12.2	19.0
Water	25.0	25.5	26.3	28.2	28.4	32.9	29.2	29.2	31.2	23.4	13.0	21.8
Shallow draft	25.0	25.5	26.3	28.2	28.4	32.9	29.2	29.2	31.2	23.4	13.0	21.8
Great Lakes	—	—	—	—	—	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—	—	—	—	—	—
Air (includes truck and air)	S	31.3	S	35.4	48.1	5.2	28.6	S	S	5.7	11.7	15.4
Pipeline	S	S	S	S	S	S	S	S	S	S	S	S
Multiple modes	12.4	33.0	11.3	23.3	19.5	12.2	19.5	23.5	14.0	11.1	43.1	113.7
Parcel, U.S. Postal Service or courier	14.9	43.1	12.0	20.6	29.9	17.7	28.4	20.8	23.8	11.1	42.8	111.9
Truck and rail	28.7	S	S	26.1	42.4	5.4	27.1	40.1	21.8	5.5	15.2	20.7
Truck and water	S	22.6	S	S	28.2	S	41.2	22.4	6.5	42.4	S	S
Rail and water	34.6	28.2	26.0	35.1	30.9	31.7	34.8	38.7	26.3	31.1	18.8	14.7
Other multiple modes	44.6	S	S	44.4	42.1	65.7	44.1	S	S	25.8	33.5	69.4
Other and unknown modes ...	12.1	12.9	13.7	21.2	24.3	27.9	25.1	47.4	34.4	43.2	S	S

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S Data do not meet publication standards because of high sampling variability or other reasons.

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

Table B-1c. **Standard Error of Percentage for Shipment Characteristics by Mode of Transportation for State of Origin: Percent of Total for 1997 and 1993**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

Mode of transportation	Value (percent)		Tons (percent)		Ton-miles (percent)	
	1997	1993	1997	1993	1997	1993
All modes	—	—	—	—	—	—
Single modes .....	.5	2.7	1.4	1.9	1.4	3.1
Truck	2.9	2.8	3.6	2.5	1.3	.9
For-hire truck	3.5	3.5	2.0	2.3	.9	.5
Private truck	2.7	1.8	2.0	1.8	.5	.6
Rail	2.5	1.4	3.2	5.2	2.5	4.5
Water .....	.6	.9	2.8	3.2	2.8	4.0
Shallow draft .....	.6	.9	2.8	3.2	2.8	4.0
Great Lakes	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—
Air (includes truck and air)	S	.5	—	—	—	S
Pipeline	S	S	S	S	S	S
Multiple modes .....	.6	2.9	.9	1.9	1.6	3.6
Parcel, U.S. Postal Service or courier .....	.4	3.1	—	—	—	—
Truck and rail .....	.3	S	—	.4	.3	.9
Truck and water	S	.1	S	1.2	.4	1.5
Rail and water .....	.1	.2	.9	1.0	1.7	2.5
Other multiple modes	—	S	.2	.2	1.0	S
Other and unknown modes .....	.3	.6	1.3	1.3	.9	1.6

— Represents data cell equal to zero or less than 1 unit of measure.
D Denotes figures withheld to avoid disclosing data for individual companies.
S Data do not meet publication standards because of high sampling variability or other reasons.

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

Table B-2. **Measures of Reliability for Shipment Characteristics by Total Modal Activity for the State of Origin: 1997**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

Mode of transportation	Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	
Total	12.1	—	12.6
Truck	6.3	1.3	10.6
Rail	13.2	2.7	13.4
Shallow draft	24.7	3.1	19.2
Great Lakes	S	S	28.1
Deep draft	S	S	26.1
Air	28.8	—	6.0
Parcel, U.S. Postal Service or courier	28.4	—	11.1
Pipeline	S	S	S
Other and unknown modes	25.1	.9	43.2

— Represents data cell equal to zero or less than 1 unit of measure.
D Denotes figures withheld to avoid disclosing data for individual companies.
S Data do not meet publication standards because of high sampling variability or other reasons.

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

Table B-3. Measures of Reliability for Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1997

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
All modes	2.6	—	11.8	—	12.1	—
Less than 50 miles	5.8	1.2	16.4	3.3	15.5	.5
50 to 99 miles	10.2	1.2	20.3	2.5	23.6	1.2
100 to 249 miles	7.6	1.7	16.8	4.0	16.2	4.1
250 to 499 miles	10.5	2.4	17.6	2.5	14.5	3.8
500 to 749 miles	13.4	.7	26.8	.5	29.2	2.6
750 to 999 miles	21.7	.8	28.1	.1	33.8	.7
1,000 to 1,499 miles	32.5	1.7	20.6	—	20.9	.1
1,500 to 1,999 miles	18.2	—	40.2	—	41.4	.2
2,000 miles or more	20.8	.7	24.0	—	24.7	.8
Single modes	2.9	—	12.9	—	12.8	—
Less than 50 miles	6.3	1.2	18.0	3.5	16.1	.6
50 to 99 miles	10.1	1.3	20.7	2.6	24.1	1.2
100 to 249 miles	8.1	1.8	17.7	3.9	17.5	4.4
250 to 499 miles	10.5	2.6	18.3	2.5	14.9	3.9
500 to 749 miles	14.9	.6	25.4	.3	30.2	1.5
750 to 999 miles	22.1	.8	28.1	.1	33.8	.7
1,000 to 1,499 miles	34.6	1.8	21.1	—	21.3	.2
1,500 to 1,999 miles	18.1	—	40.5	—	41.7	.2
2,000 miles or more	27.6	.8	31.6	—	33.1	.7
Truck	4.3	—	17.3	—	6.5	—
Less than 50 miles	7.0	1.4	27.7	6.8	32.6	4.6
50 to 99 miles	12.2	1.4	20.7	3.9	19.5	1.9
100 to 249 miles	10.2	1.8	17.8	2.8	15.9	3.2
250 to 499 miles	10.5	2.7	9.7	.8	10.3	1.8
500 to 749 miles	18.8	.8	15.1	.2	16.1	1.1
750 to 999 miles	24.8	.7	23.1	.2	23.7	1.3
1,000 to 1,499 miles	45.4	2.1	21.3	.2	20.7	1.1
1,500 to 1,999 miles	20.3	—	15.4	—	15.4	.3
2,000 miles or more	34.6	.9	27.6	.1	27.7	1.9
For-hire truck	6.9	—	21.4	—	8.0	—
Less than 50 miles	15.5	1.7	42.0	7.5	48.8	3.9
50 to 99 miles	19.1	1.1	21.7	3.1	21.4	1.2
100 to 249 miles	11.4	1.9	19.7	4.1	16.7	3.2
250 to 499 miles	11.8	4.4	11.5	2.4	12.1	2.7
500 to 749 miles	19.2	1.1	18.0	.4	19.1	1.2
750 to 999 miles	26.9	1.1	25.6	.4	26.4	1.4
1,000 to 1,499 miles	47.5	2.6	24.6	.3	23.8	1.4
1,500 to 1,999 miles	20.2	.1	17.7	—	17.6	.4
2,000 miles or more	35.4	1.2	27.3	.3	27.4	2.3
Private truck	10.2	—	15.9	—	9.1	—
Less than 50 miles	8.7	3.3	21.9	7.1	26.9	7.0
50 to 99 miles	14.8	2.0	26.7	5.0	24.5	4.2
100 to 249 miles	22.3	2.3	23.8	3.2	22.0	5.2
250 to 499 miles	30.9	1.5	21.2	.6	20.7	3.0
500 to 749 miles	31.6	.3	36.6	—	38.6	1.2
750 to 999 miles	S	S	48.1	—	48.2	1.1
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	49.8	.2	40.3	—	38.7	.6
Rail	15.8	—	16.9	—	13.6	—
Less than 50 miles	27.8	2.3	30.6	2.2	21.7	.3
50 to 99 miles	27.1	1.4	30.4	2.5	37.4	1.3
100 to 249 miles	16.6	3.2	18.4	5.1	17.3	4.7
250 to 499 miles	19.0	3.2	20.2	3.8	17.3	4.6
500 to 749 miles	26.6	1.3	32.1	.5	33.6	1.3
750 to 999 miles	29.0	2.2	27.0	—	28.0	.2
1,000 to 1,499 miles	43.8	.9	49.9	—	49.4	.2
1,500 to 1,999 miles	S	S	S	S	S	S
2,000 miles or more	41.1	1.7	S	S	S	S
Water	25.0	—	28.2	—	29.2	—
Less than 50 miles	32.3	4.6	32.8	3.9	45.7	1.0
50 to 99 miles	36.2	5.6	35.5	5.5	34.2	1.4
100 to 249 miles	37.1	9.7	37.0	9.3	46.3	9.6
250 to 499 miles	37.9	1.8	33.9	6.3	37.9	8.8
500 to 749 miles	48.1	1.7	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	—	—	—	—	—	—
Shallow draft	25.0	—	28.2	—	29.2	—
Less than 50 miles	32.3	4.6	32.8	3.9	45.7	1.0
50 to 99 miles	36.2	5.6	35.5	5.5	34.2	1.4
100 to 249 miles	37.1	9.7	37.0	9.3	46.3	9.6
250 to 499 miles	37.9	1.8	33.9	6.3	37.9	8.8
500 to 749 miles	48.1	1.7	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	—	—	—	—	—	—

See footnotes at end of table.

Table B-3. Measures of Reliability for Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1997—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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)	S	S	35.4	—	28.6	—
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	S	S	S	—	S	S
100 to 249 miles	S	S	44.4	4.3	S	S
250 to 499 miles	45.9	9.1	S	S	S	S
500 to 749 miles	39.9	7.7	S	S	S	S
750 to 999 miles	S	S	47.7	4.9	S	S
1,000 to 1,499 miles	S	S	S	S	S	S
1,500 to 1,999 miles	49.1	1.1	S	S	S	S
2,000 miles or more	S	S	44.2	8.5	44.1	11.5
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	12.4	—	23.3	—	19.5	—
Less than 50 miles	34.4	1.8	S	S	S	S
50 to 99 miles	24.2	1.6	S	S	S	S
100 to 249 miles	21.2	3.7	32.2	9.5	33.2	7.2
250 to 499 miles	15.8	3.0	S	S	47.1	5.9
500 to 749 miles	29.8	3.9	38.4	10.8	37.1	12.9
750 to 999 miles	33.1	1.8	33.5	.2	32.8	.1
1,000 to 1,499 miles	37.8	1.2	S	S	S	S
1,500 to 1,999 miles	35.7	.5	33.9	.2	35.0	.2
2,000 miles or more	25.9	6.2	27.8	11.0	27.6	12.0
Parcel, U.S. Postal Service or courier	14.9	—	20.6	—	28.4	—
Less than 50 miles	25.4	2.7	24.9	2.9	30.0	.8
50 to 99 miles	24.7	2.5	38.0	1.9	41.5	.9
100 to 249 miles	21.0	2.9	31.9	3.5	31.3	3.7
250 to 499 miles	20.6	3.6	22.3	3.9	27.6	3.6
500 to 749 miles	31.7	3.9	46.8	2.7	49.5	2.5
750 to 999 miles	33.2	2.5	33.8	1.1	33.1	1.1
1,000 to 1,499 miles	30.2	.9	36.5	1.0	35.7	1.7
1,500 to 1,999 miles	35.7	.6	33.9	.8	35.0	2.3
2,000 miles or more	31.3	1.1	45.3	1.5	45.1	4.6
Truck and rail	28.7	—	26.1	—	27.1	—
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	—	—	—	—	—	—
250 to 499 miles	S	S	S	S	S	S
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	30.2	5.8	27.8	3.7	27.7	1.4
Truck and water	S	S	S	S	41.2	—
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	S	S	S	S	S	S
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	41.5	16.4	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	—	—	—	—	—	—

See footnotes at end of table.

Table B-3. Measures of Reliability for Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1997—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	34.6	—	35.1	—	34.8	—
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	44.6	10.8	43.2	10.8	43.8	11.7
250 to 499 miles	S	S	S	S	47.8	8.0
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	—	—	—	—	—	—
Other multiple modes	44.6	—	44.4	—	44.1	—
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	—	—	—	—	—	—
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	44.6	—	44.4	—	44.1	—
750 to 999 miles	—	—	—	—	—	—
1,000 to 1,499 miles	—	—	—	—	—	—
1,500 to 1,999 miles	—	—	—	—	—	—
2,000 miles or more	—	—	—	—	—	—
Other and unknown modes	12.1	—	21.2	—	25.1	—
Less than 50 miles	19.2	8.2	45.5	13.6	S	S
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	25.2	4.8	35.8	10.8	29.7	12.0
250 to 499 miles	27.2	4.1	S	S	S	S
500 to 749 miles	S	S	45.7	—	45.1	1.1
750 to 999 miles	—	—	—	—	—	—
1,000 to 1,499 miles	S	S	48.1	—	47.4	1.3
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.

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

S Data do not meet publication standards because of high sampling variability or other reasons.

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

Table B-4. Measures of Reliability for Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1997

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

Mode of transportation and shipment size	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
All modes	2.6	—	11.8	—	12.1	—	12.7
Less than 50 lb	12.4	.6	10.7	—	28.6	—	22.9
50 to 99 lb	16.4	.4	S	S	43.7	—	15.7
100 to 499 lb	17.2	1.3	26.2	—	27.6	—	13.1
500 to 749 lb	23.5	.5	29.8	—	20.4	—	23.8
750 to 999 lb	34.8	.6	29.2	—	40.1	—	16.9
1,000 to 9,999 lb	14.9	2.3	11.3	.2	17.5	.1	21.0
10,000 to 49,999 lb	10.0	4.5	12.2	2.2	9.6	1.3	11.0
50,000 to 99,999 lb	20.1	.7	39.6	2.4	17.9	.4	22.9
100,000 lb or more	15.0	3.0	14.2	2.8	13.2	1.5	31.3
Single modes	2.9	—	12.9	—	12.8	—	11.4
Less than 50 lb	19.0	.6	14.4	—	47.9	—	32.2
50 to 99 lb	18.4	.4	S	S	S	S	11.6
100 to 499 lb	18.0	1.3	27.6	—	29.3	—	9.5
500 to 749 lb	24.3	.6	29.7	—	21.1	—	23.5
750 to 999 lb	36.2	.7	29.4	—	40.7	—	16.9
1,000 to 9,999 lb	15.1	2.4	11.3	.2	18.0	.1	21.0
10,000 to 49,999 lb	10.1	4.5	12.3	2.4	10.5	1.3	10.4
50,000 to 99,999 lb	20.4	.7	39.7	2.5	20.5	.4	23.2
100,000 lb or more	16.0	3.2	15.7	3.0	14.0	1.5	34.4
Truck	4.3	—	17.3	—	6.5	—	10.8
Less than 50 lb	18.4	.6	14.5	—	S	S	36.5
50 to 99 lb	19.2	.5	S	S	S	S	12.9
100 to 499 lb	18.8	1.9	27.5	.4	29.1	.2	10.2
500 to 749 lb	25.7	.7	29.7	.2	21.5	—	23.6
750 to 999 lb	36.3	.9	29.4	.2	40.7	.2	16.9
1,000 to 9,999 lb	15.1	2.7	11.3	.9	17.1	1.4	20.9
10,000 to 49,999 lb	10.3	5.1	12.3	7.1	10.6	4.6	10.5
50,000 to 99,999 lb	22.0	.9	40.3	5.0	22.3	2.6	24.2
100,000 lb or more	39.8	.6	S	S	37.0	3.3	S
For-hire truck	6.9	—	21.4	—	8.0	—	11.9
Less than 50 lb	S	S	S	S	S	S	17.2
50 to 99 lb	S	S	41.3	—	S	S	13.2
100 to 499 lb	S	S	34.8	—	38.8	.2	20.9
500 to 749 lb	40.2	1.1	32.7	—	24.8	—	27.3
750 to 999 lb	S	S	S	S	S	S	12.9
1,000 to 9,999 lb	20.4	3.1	11.3	.4	22.7	1.6	17.6
10,000 to 49,999 lb	12.5	5.8	13.6	7.9	12.3	5.0	7.0
50,000 to 99,999 lb	22.1	.7	29.8	3.0	17.6	1.1	23.7
100,000 lb or more	47.8	.9	S	S	43.1	4.2	S
Private truck	10.2	—	15.9	—	9.1	—	11.7
Less than 50 lb	23.2	1.1	10.5	—	12.4	—	19.2
50 to 99 lb	19.1	1.0	S	S	S	S	20.6
100 to 499 lb	15.9	1.9	28.7	1.0	29.0	.6	14.6
500 to 749 lb	22.4	.6	31.6	.5	23.8	.2	21.5
750 to 999 lb	12.2	.4	26.8	.2	6.6	—	32.4
1,000 to 9,999 lb	18.5	2.3	14.2	1.5	14.8	1.0	17.0
10,000 to 49,999 lb	17.7	4.3	18.6	8.4	12.2	6.5	20.5
50,000 to 99,999 lb	36.4	2.6	49.1	8.5	34.3	7.6	27.2
100,000 lb or more	39.2	.7	S	S	S	S	28.4
Rail	15.8	—	16.9	—	13.6	—	10.2
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	S	S	S	S	S	S	30.2
10,000 to 49,999 lb	27.8	.6	27.1	—	25.7	—	21.0
50,000 to 99,999 lb	36.3	.6	42.5	.1	32.8	—	34.2
100,000 lb or more	16.8	2.2	16.9	.1	13.7	.1	10.4
Water	25.0	—	28.2	—	29.2	—	23.4
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	31.6
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	24.9	1.5	28.3	1.2	29.5	1.5	31.9
Shallow draft	25.0	—	28.2	—	29.2	—	23.4
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	31.6
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	24.9	1.5	28.3	1.2	29.5	1.5	31.9

See footnote at end of table.

Table B-4. Measures of Reliability for Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1997—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

Mode of transportation and shipment size	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
Single modes—Con.							
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)	S	S	35.4	—	28.6	—	5.7
Less than 50 lb	49.5	10.8	21.2	10.0	22.9	11.0	8.1
50 to 99 lb	S	S	33.6	3.5	32.5	5.6	17.6
100 to 499 lb	50.0	8.4	S	S	47.3	10.1	22.1
500 to 749 lb	S	S	S	S	S	S	27.7
750 to 999 lb	S	S	S	S	S	S	31.6
1,000 to 9,999 lb	S	S	S	S	S	S	29.1
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
Pipeline	S	S	S	S	S	S	S
Less than 50 lb	S	S	S	S	S	S	S
50 to 99 lb	S	S	S	S	S	S	S
100 to 499 lb	S	S	S	S	S	S	S
500 to 749 lb	S	S	S	S	S	S	S
750 to 999 lb	S	S	S	S	S	S	S
1,000 to 9,999 lb	S	S	46.9	3.2	S	S	S
10,000 to 49,999 lb	S	S	S	S	S	S	S
50,000 to 99,999 lb	S	S	S	S	S	S	S
100,000 lb or more	S	S	S	S	S	S	S
Multiple modes	12.4	—	23.3	—	19.5	—	11.1
Less than 50 lb	14.4	4.0	20.4	1.0	32.5	.3	11.3
50 to 99 lb	22.1	1.1	24.3	.4	33.4	.1	13.8
100 to 499 lb	32.3	2.5	29.2	1.2	28.6	.4	14.3
500 to 749 lb	42.2	.8	39.4	.3	43.7	.1	19.7
750 to 999 lb	S	S	S	S	S	S	27.3
1,000 to 9,999 lb	S	S	47.5	.4	S	S	46.7
10,000 to 49,999 lb	30.5	6.7	29.8	10.9	32.1	11.7	7.9
50,000 to 99,999 lb	36.4	.2	44.4	.3	46.5	.9	26.5
100,000 lb or more	25.9	4.6	24.3	12.6	22.1	12.6	22.2
Parcel, U.S. Postal Service or courier	14.9	—	20.6	—	28.4	—	11.1
Less than 50 lb	14.4	4.1	20.4	5.2	32.5	5.0	11.3
50 to 99 lb	22.1	1.7	24.3	2.2	33.4	2.6	13.8
100 to 499 lb	32.3	3.7	29.2	5.3	28.6	4.4	14.3
500 to 749 lb	42.2	1.0	39.4	1.2	43.7	1.4	19.7
750 to 999 lb	S	S	S	S	S	S	27.3
1,000 to 9,999 lb	S	S	S	S	S	S	42.1
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
Truck and rail	28.7	—	26.1	—	27.1	—	5.5
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	S	S	S	S	S	S	43.2
10,000 to 49,999 lb	30.5	7.7	30.8	8.4	32.2	9.5	6.0
50,000 to 99,999 lb	36.3	1.6	39.6	5.7	46.4	6.2	25.6
100,000 lb or more	S	S	S	S	S	S	27.9
Truck and water	S	S	S	S	41.2	—	42.4
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	31.6
50,000 to 99,999 lb	S	S	S	S	S	S	31.6
100,000 lb or more	S	S	S	S	41.2	—	37.4

See footnote at end of table.

Table B-4. Measures of Reliability for Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1997—Con.

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

Mode of transportation and shipment size	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
Multiple modes—Con.							
Rail and water	34.6	—	35.1	—	34.8	—	31.1
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	34.6	—	35.1	—	34.8	—	31.1
Other multiple modes	44.6	—	44.4	—	44.1	—	25.8
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	44.6	—	44.4	—	44.1	—	25.8
Other and unknown modes	12.1	—	21.2	—	25.1	—	43.2
Less than 50 lb	29.4	3.3	29.1	.2	24.0	—	27.3
50 to 99 lb	34.0	.7	23.3	—	29.9	—	23.8
100 to 499 lb	35.2	1.8	28.2	.5	41.8	—	S
500 to 749 lb	31.6	.3	S	S	44.9	—	S
750 to 999 lb	S	S	S	S	S	S	29.4
1,000 to 9,999 lb	24.7	5.0	22.9	2.0	26.5	2.2	33.0
10,000 to 49,999 lb	33.1	5.0	37.9	4.8	46.1	8.2	27.2
50,000 to 99,999 lb	49.9	.3	S	S	S	S	28.5
100,000 lb or more	20.6	4.5	21.6	7.5	26.6	10.4	21.3

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

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

S Data do not meet publication standards because of high sampling variability or other reasons.

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

Table B–5. Measures of Reliability for Shipment Characteristics by Two-Digit Commodity for State of Origin: 1997

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	
	All commodities	2.6	—	11.8	—	12.1	—	12.7
01	Live animals and live fish	—	—	—	—	—	—	—
02	Cereal grains	—	—	—	—	—	—	—
03	Other agricultural products	S	S	S	S	S	S	S
04	Animal feed and products of animal origin, n.e.c.	33.7	.1	40.0	—	31.9	—	S
05	Meat, fish, seafood, and their preparations	47.2	.7	28.5	—	45.5	—	31.4
06	Milled grain products and preparations, and bakery products	38.4	—	35.7	—	38.2	—	16.8
07	Other prepared foodstuffs and fats and oils	48.0	.3	S	S	S	S	21.1
08	Alcoholic beverages	35.3	.4	35.1	—	41.4	—	13.8
09	Tobacco products	20.6	.2	28.2	—	42.5	—	S
10	Monumental or building stone	S	S	S	S	S	S	31.6
11	Natural sands	40.3	—	40.3	.1	41.2	—	25.1
12	Gravel and crushed stone	38.3	—	41.5	.8	35.4	—	32.5
13	Nonmetallic minerals n.e.c.	S	S	S	S	S	S	27.9
14	Metallic ores and concentrates	S	S	S	S	S	S	43.6
15	Coal	13.6	1.8	14.5	3.2	12.9	1.7	S
17	Gasoline and aviation turbine fuel	48.6	.5	S	S	S	S	22.0
18	Fuel oils	37.7	.2	39.3	.2	S	S	S
19	Coal and petroleum products, n.e.c.	19.2	.3	36.7	.6	S	S	S
20	Basic chemicals	25.3	2.7	26.5	.4	34.9	1.1	S
21	Pharmaceutical products	43.2	2.4	S	S	46.6	—	17.0
22	Fertilizers	S	S	S	S	S	S	23.8
23	Chemical products and preparations, n.e.c.	15.7	.7	19.4	—	40.8	.3	S
24	Plastics and rubber	28.5	1.9	19.4	—	35.9	.4	43.0
25	Logs and other wood in the rough	39.2	.4	43.4	1.3	43.8	.3	47.1
26	Wood products	20.4	.5	12.7	.3	15.6	.2	15.3
27	Pulp, newsprint, paper, and paperboard	28.0	—	34.1	—	40.1	—	S
28	Paper or paperboard articles	34.6	.1	49.2	—	45.0	—	44.0
29	Printed products	45.0	.6	S	S	44.1	—	S
30	Textiles, leather, and articles of textiles or leather	S	S	S	S	S	S	20.1
31	Nonmetallic mineral products	18.0	.4	35.1	1.0	22.4	.2	32.5
32	Base metal in primary or semifinished forms and in finished basic shapes	31.5	3.7	43.9	1.6	35.5	1.1	14.7
33	Articles of base metal	21.6	.6	30.1	.1	33.6	—	17.8
34	Machinery	16.2	1.0	21.0	—	28.7	—	37.5
35	Electronic and other electrical equipment and components and office equipment	29.0	1.2	23.7	—	29.3	—	16.4
36	Motorized and other vehicles (including parts)	20.1	1.7	30.0	—	30.5	.1	29.3
37	Transportation equipment, n.e.c.	35.8	.3	S	S	33.8	—	24.1
38	Precision instruments and apparatus	28.5	.2	29.1	—	32.2	—	20.1
39	Furniture, mattresses and mattress supports, lamps, lighting fittings, and illuminated signs	29.3	.1	30.9	—	28.6	—	S
40	Miscellaneous manufactured products	32.7	.7	47.2	—	38.1	—	31.7
41	Waste and scrap	S	S	S	S	S	S	43.2
43	Mixed freight	32.1	.8	35.6	.1	39.1	—	42.0
—	Commodity unknown	38.1	.1	47.3	—	S	S	39.2

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

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

S Data do not meet publication standards because of high sampling variability or other reasons.

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

Table B-6. Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	2.6	—	11.8	—	12.1	—	12.7
Single modes	2.9	.5	12.9	1.4	12.8	1.4	11.4
Truck	4.3	2.9	17.3	3.6	6.5	1.3	10.8
For-hire truck	6.9	3.5	21.4	2.0	8.0	.9	11.9
Private truck	10.2	2.7	15.9	2.0	9.1	.5	11.7
Rail	15.8	2.5	16.9	3.2	13.6	2.5	10.2
Water	25.0	.6	28.2	2.8	29.2	2.8	23.4
Shallow draft	25.0	.6	28.2	2.8	29.2	2.8	23.4
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	35.4	—	28.6	—	5.7
Pipeline	S	S	S	S	S	S	S
Multiple modes	12.4	.6	23.3	.9	19.5	1.6	11.1
Parcel, U.S. Postal Service or courier	14.9	.4	20.6	—	28.4	—	11.1
Truck and rail	28.7	.3	26.1	—	27.1	.3	5.5
Truck and water	S	S	S	S	41.2	.4	42.4
Rail and water	34.6	.1	35.1	.9	34.8	1.7	31.1
Other multiple modes	44.6	—	44.4	.2	44.1	1.0	25.8
Other and unknown modes	12.1	.3	21.2	1.3	25.1	.9	43.2
SCTG 01, LIVE ANIMALS AND LIVE FISH							
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 02, CEREAL GRAINS							
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	—	—	—	—	—	—	—

See footnote at end of table.

Table B-6. **Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	\$	\$	\$	\$	\$	\$	\$
Single modes	\$	\$	\$	\$	\$	\$	\$
Truck	\$	\$	\$	\$	\$	\$	\$
For-hire truck	\$	\$	\$	\$	\$	\$	31.6
Private truck	\$	\$	\$	\$	\$	\$	\$
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	\$	\$	\$
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 04, ANIMAL FEED AND PRODUCTS OF ANIMAL ORIGIN, N.E.C.							
Total	33.7	—	40.0	—	31.9	—	\$
Single modes	33.8	—	40.0	—	31.9	.2	\$
Truck	39.2	9.6	40.9	10.6	46.8	9.9	27.2
For-hire truck	\$	\$	\$	\$	\$	\$	28.1
Private truck	40.6	10.6	41.3	14.2	41.6	11.6	36.7
Rail	\$	\$	\$	\$	45.2	9.9	31.9
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	\$	\$	\$
Multiple modes	\$	\$	\$	\$	\$	\$	31.6
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	\$	\$	\$	\$	\$	\$	31.6
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	\$	\$	\$	\$	\$	\$	31.6
SCTG 05, MEAT, FISH, SEAFOOD, AND THEIR PREPARATIONS							
Total	47.2	—	28.5	—	45.5	—	31.4
Single modes	47.8	.7	28.7	1.4	49.5	5.4	30.5
Truck	47.8	.7	28.7	1.4	49.5	5.4	30.5
For-hire truck	46.4	6.7	\$	\$	\$	\$	30.8
Private truck	\$	\$	29.8	6.8	\$	\$	26.6
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	\$	\$	\$
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. **Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	38.4	—	35.7	—	38.2	—	16.8
Single modes	38.4	—	35.7	—	38.2	—	16.8
Truck	38.4	—	35.7	—	38.2	—	16.8
For-hire truck	—	—	—	—	—	—	—
Private truck	38.4	—	35.7	—	38.2	—	16.8
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 07, OTHER PREPARED FOODSTUFFS AND FATS AND OILS							
Total	48.0	—	S	S	S	S	21.1
Single modes	48.0	—	S	S	S	S	21.0
Truck	48.0	—	S	S	S	S	21.0
For-hire truck	S	S	S	S	S	S	31.2
Private truck	49.5	2.6	S	S	S	S	20.9
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	S	S	S	S	S	S	31.6
SCTG 08, ALCOHOLIC BEVERAGES							
Total	35.3	—	35.1	—	41.4	—	13.8
Single modes	35.3	—	35.1	—	41.3	—	13.8
Truck	35.3	—	35.1	—	41.3	—	13.8
For-hire truck	S	S	S	S	S	S	28.1
Private truck	36.7	10.1	36.4	10.1	42.6	10.3	17.9
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	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	—	—	—	—	—	—	—

See footnote at end of table.

Table B–6. **Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	20.6	—	28.2	—	42.5	—	S
Single modes	24.5	11.8	27.1	12.0	40.7	13.4	17.6
Truck	24.5	11.8	27.1	12.0	40.7	13.4	17.6
For-hire truck	47.5	6.3	48.8	8.5	48.6	13.5	26.1
Private truck	26.9	12.8	25.1	14.2	25.0	19.2	15.4
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	S	S	S
Multiple modes	40.4	10.1	42.9	9.8	44.3	9.6	16.7
Parcel, U.S. Postal Service or courier	40.4	10.1	42.9	9.8	44.3	9.6	16.7
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	36.8
SCTG 10, MONUMENTAL OR BUILDING STONE							
Total	S	S	S	S	S	S	31.6
Single modes	S	S	S	S	S	S	31.6
Truck	S	S	S	S	S	S	31.6
For-hire truck	—	—	—	—	—	—	—
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 11, NATURAL SANDS							
Total	40.3	—	40.3	—	41.2	—	25.1
Single modes	40.3	—	40.3	—	41.2	—	25.1
Truck	40.4	2.8	40.6	3.7	41.9	5.4	25.1
For-hire truck	44.6	15.3	46.5	10.9	46.6	13.1	26.1
Private truck	31.2	17.8	41.9	14.5	38.7	18.0	S
Rail	44.0	2.8	44.7	3.7	43.8	5.4	29.2
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. **Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	38.3	—	41.5	—	35.4	—	32.5
Single modes	38.3	—	41.5	—	35.4	—	32.5
Truck	38.3	—	41.5	—	35.4	—	32.5
For-hire truck	48.0	11.5	46.9	12.5	49.4	12.8	26.2
Private truck	45.3	11.5	S	S	S	S	39.7
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 13, NONMETALLIC MINERALS N.E.C.							
Total	S	S	S	S	S	S	27.9
Single modes	S	S	S	S	S	S	27.9
Truck	S	S	S	S	S	S	27.9
For-hire truck	—	—	—	—	—	—	—
Private truck	S	S	S	S	S	S	27.9
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 14, METALLIC ORES AND CONCENTRATES							
Total	S	S	S	S	S	S	43.6
Single modes	S	S	S	S	S	S	43.6
Truck	S	S	S	S	S	S	43.6
For-hire truck	S	S	S	S	S	S	31.6
Private truck	S	S	S	S	S	S	29.1
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	—	—	—	—	—	—	—

See footnote at end of table.

Table B–6. **Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	13.6	—	14.5	—	12.9	—	S
Single modes	15.1	1.6	16.2	1.9	13.7	1.7	S
Truck	S	S	S	S	48.8	.5	35.5
For-hire truck	S	S	S	S	46.1	.3	32.8
Private truck	S	S	S	S	S	S	41.8
Rail	16.1	5.1	17.4	5.4	14.0	4.0	4.5
Water	29.1	3.3	29.0	3.5	32.6	3.7	20.3
Shallow draft	29.1	3.3	29.0	3.5	32.6	3.7	20.3
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	S	S	S
Multiple modes	27.2	1.2	24.3	1.3	22.2	2.0	28.7
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	—	—	—	—	—	—	—
Truck and water	S	S	S	S	41.5	.4	42.3
Rail and water	34.6	1.2	35.1	1.3	34.8	1.9	31.1
Other multiple modes	44.6	.2	44.4	.2	44.1	1.2	25.8
Other and unknown modes	21.5	1.6	21.6	1.6	26.6	1.1	20.7
SCTG 17, GASOLINE AND AVIATION TURBINE FUEL							
Total	48.6	—	S	S	S	S	22.0
Single modes	48.6	—	S	S	S	S	22.0
Truck	48.6	—	S	S	S	S	22.0
For-hire truck	43.6	2.4	45.5	3.1	S	S	32.4
Private truck	49.9	2.4	S	S	S	S	22.0
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	S	S	S	S	S	S	30.0
SCTG 18, FUEL OILS							
Total	37.7	—	39.3	—	S	S	S
Single modes	37.9	.6	39.4	.6	S	S	S
Truck	37.9	.6	39.4	.6	S	S	S
For-hire truck	S	S	S	S	S	S	29.2
Private truck	39.9	9.5	42.0	9.7	S	S	S
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	37.1	.6	35.9	.6	S	S	34.2

See footnote at end of table.

Table B-6. **Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	19.2	—	36.7	—	S	S	S
Single modes	19.2	.2	36.7	.8	S	S	S
Truck	19.4	10.8	30.3	15.6	44.5	17.2	S
For-hire truck	29.9	12.3	37.4	12.7	S	S	32.6
Private truck	33.9	9.6	40.0	10.0	45.9	10.0	S
Rail	35.9	10.6	S	S	S	S	24.5
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	S	S	S	S	S	S	S
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	S
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	40.3	.1	42.5	.8	S	S	S
SCTG 20, BASIC CHEMICALS							
Total	25.3	—	26.5	—	34.9	—	S
Single modes	25.4	1.6	26.4	.8	35.7	3.8	S
Truck	24.4	4.8	26.5	8.6	35.2	9.4	S
For-hire truck	31.7	7.0	43.2	6.2	47.3	5.1	8.9
Private truck	37.9	7.6	43.5	10.4	30.7	9.9	S
Rail	37.0	4.5	36.4	7.6	42.0	9.9	14.4
Water	S	S	S	S	S	S	29.8
Shallow draft	S	S	S	S	S	S	29.8
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	28.5
Pipeline	S	S	S	S	S	S	S
Multiple modes	S	S	S	S	S	S	S
Parcel, U.S. Postal Service or courier	S	S	38.2	—	43.8	—	S
Truck and rail	S	S	S	S	S	S	28.2
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	49.9	1.1	S	S	S	S	S
SCTG 21, PHARMACEUTICAL PRODUCTS							
Total	43.2	—	S	S	46.6	—	17.0
Single modes	43.2	.6	S	S	46.6	.7	17.0
Truck	43.2	.6	S	S	46.6	.7	17.0
For-hire truck	45.5	17.3	S	S	S	S	20.6
Private truck	S	S	S	S	S	S	18.1
Rail	—	—	—	—	—	—	—
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	40.9
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	40.9
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. **Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	S	S	S	S	S	S	23.8
Single modes	S	S	S	S	S	S	23.8
Truck	S	S	S	S	S	S	23.8
For-hire truck	S	S	S	S	S	S	31.6
Private truck	S	S	S	S	S	S	23.8
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 23, CHEMICAL PRODUCTS AND PREPARATIONS, N.E.C.							
Total	15.7	—	19.4	—	40.8	—	S
Single modes	15.7	.2	19.4	—	40.8	—	S
Truck	19.6	8.6	18.7	9.7	13.2	13.9	S
For-hire truck	13.7	7.0	10.6	7.8	17.7	10.0	16.8
Private truck	47.6	5.3	41.3	7.5	35.0	6.7	S
Rail	45.2	8.5	S	S	S	S	19.5
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	32.1
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	40.4	—	S
Parcel, U.S. Postal Service or courier	S	S	S	S	40.4	—	S
Truck and rail	—	—	—	—	—	—	—
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	28.5	—	19.4	—	35.9	—	43.0
Single modes	28.5	1.6	18.6	3.3	37.4	10.8	29.3
Truck	29.7	4.4	22.9	6.0	34.3	11.8	28.5
For-hire truck	34.1	7.2	27.9	7.7	35.3	9.5	7.0
Private truck	23.5	4.1	42.6	4.1	S	S	36.0
Rail	35.0	5.3	26.4	8.4	S	S	S
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	29.3
Pipeline	—	—	—	—	S	S	S
Multiple modes	35.9	1.6	38.6	3.3	39.5	10.8	39.2
Parcel, U.S. Postal Service or courier	37.5	.4	27.8	—	23.8	.2	42.6
Truck and rail	38.8	1.7	38.8	3.3	39.5	10.9	23.6
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	48.2	.3	S	S	S	S	S

See footnote at end of table.

Table B-6. **Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	39.2	—	43.4	—	43.8	—	47.1
Single modes	39.4	.7	43.8	.7	43.5	1.5	S
Truck	39.4	.7	43.8	.7	43.5	1.5	S
For-hire truck	48.0	11.7	S	S	S	S	S
Private truck	46.2	11.8	48.9	13.3	47.6	13.0	S
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	S	S	S	S	S	S	29.0
SCTG 26, WOOD PRODUCTS							
Total	20.4	—	12.7	—	15.6	—	15.3
Single modes	20.7	.9	12.7	.9	15.1	3.5	15.2
Truck	20.7	.8	12.8	.9	15.8	1.9	15.2
For-hire truck	23.8	4.2	25.9	9.0	19.9	5.9	14.5
Private truck	18.4	4.0	23.6	8.5	24.5	4.4	20.7
Rail	S	S	S	S	S	S	28.0
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	S	S	S
Multiple modes	24.7	.6	25.0	.3	25.0	3.4	S
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	49.9
Truck and rail	24.8	.6	25.0	.3	25.0	3.4	14.9
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	44.5	.6	S	S	46.3	.6	S
SCTG 27, PULP, NEWSPRINT, PAPER, AND PAPERBOARD							
Total	28.0	—	34.1	—	40.1	—	S
Single modes	27.9	10.2	33.9	10.4	40.2	10.3	S
Truck	27.9	10.2	33.9	10.4	40.2	10.3	S
For-hire truck	38.0	7.1	41.0	9.2	41.2	12.6	29.2
Private truck	28.7	10.1	32.5	10.6	47.5	12.4	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	33.0
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	33.0
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. **Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	34.6	—	49.2	—	45.0	—	44.0
Single modes	34.7	.3	49.2	.2	45.0	.2	45.8
Truck	34.7	.3	49.2	.2	45.0	.2	46.0
For-hire truck	S	S	S	S	S	S	21.0
Private truck	49.4	12.9	S	S	S	S	28.5
Rail	—	—	—	—	—	—	—
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	37.4
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	37.4
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	30.0
SCTG 29, PRINTED PRODUCTS							
Total	45.0	—	S	S	44.1	—	S
Single modes	44.4	15.2	S	S	43.9	17.9	S
Truck	44.4	15.2	S	S	43.9	17.9	S
For-hire truck	S	S	S	S	48.2	18.8	S
Private truck	45.3	11.4	43.1	11.7	48.6	10.5	20.5
Rail	—	—	—	—	—	—	—
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	20.5
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	20.5
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	29.1
SCTG 30, TEXTILES, LEATHER, AND ARTICLES OF TEXTILES OR LEATHER							
Total	S	S	S	S	S	S	20.1
Single modes	S	S	S	S	S	S	20.5
Truck	S	S	S	S	S	S	20.5
For-hire truck	S	S	S	S	S	S	23.0
Private truck	30.1	17.5	S	S	S	S	S
Rail	—	—	—	—	—	—	—
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	42.9	3.2	36.5	3.7	46.4	9.7	21.4
Parcel, U.S. Postal Service or courier	42.9	3.2	36.5	3.7	46.4	9.7	21.4
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	35.8

See footnote at end of table.

Table B-6. **Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	18.0	—	35.1	—	22.4	—	32.5
Single modes	18.7	2.7	35.2	1.1	22.6	.9	S
Truck	18.8	2.7	35.2	1.2	22.6	1.0	S
For-hire truck	25.0	8.4	30.6	15.8	25.3	10.3	11.2
Private truck	33.2	7.9	43.0	16.5	39.1	10.6	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	26.6
Pipeline	—	—	—	—	S	S	S
Multiple modes	38.1	2.3	33.4	—	34.8	.2	20.6
Parcel, U.S. Postal Service or courier	39.2	2.3	34.7	—	35.9	.2	19.6
Truck and rail	S	S	S	S	S	S	29.8
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	48.8	1.1	S	S	S
SCTG 32, BASE METAL IN PRIMARY OR SEMIFINISHED FORMS AND IN FINISHED BASIC SHAPES							
Total	31.5	—	43.9	—	35.5	—	14.7
Single modes	31.8	.5	44.1	.8	35.8	1.3	16.4
Truck	32.0	4.4	44.7	5.6	35.5	4.7	17.1
For-hire truck	31.5	3.9	38.3	6.4	33.2	4.4	20.1
Private truck	42.5	2.0	S	S	S	S	27.7
Rail	44.2	4.6	41.3	4.0	37.8	3.4	26.6
Water	S	S	S	S	S	S	30.8
Shallow draft	S	S	S	S	S	S	30.8
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	40.4	.1	30.3	.7	S
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	26.5
Truck and rail	S	S	34.6	.1	34.2	.7	23.6
Truck and water	S	S	S	S	S	S	31.6
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	33.1	.4	38.2	.7	S	S	S
SCTG 33, ARTICLES OF BASE METAL							
Total	21.6	—	30.1	—	33.6	—	17.8
Single modes	22.2	1.8	30.7	1.0	34.1	1.6	17.1
Truck	22.2	1.8	30.7	1.0	34.1	1.6	15.2
For-hire truck	23.1	5.9	37.8	9.9	36.0	6.0	19.3
Private truck	24.9	6.2	24.9	9.3	29.7	5.2	13.1
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	30.1
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	37.0
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	37.1
Truck and rail	S	S	S	S	S	S	31.6
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	30.4	1.4	31.3	.9	S	S	S

See footnote at end of table.

Table B-6. **Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	16.2	—	21.0	—	28.7	—	37.5
Single modes	17.0	2.5	21.3	2.9	29.1	3.9	S
Truck	18.0	4.0	21.9	3.6	31.6	6.5	S
For-hire truck	24.9	8.1	23.7	7.6	32.5	10.0	31.8
Private truck	28.3	7.7	30.8	7.7	29.1	5.6	42.4
Rail	S	S	S	S	S	S	31.6
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	46.7	1.5	S	S	S	S	26.3
Pipeline	—	—	—	—	S	S	S
Multiple modes	26.7	2.3	29.0	2.5	41.1	3.9	29.2
Parcel, U.S. Postal Service or courier	27.8	2.4	31.9	2.6	47.4	1.9	29.2
Truck and rail	S	S	S	S	S	S	31.6
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	30.5	.4	37.5	.8	S	S	S
SCTG 35, ELECTRONIC AND OTHER ELECTRICAL EQUIPMENT AND COMPONENTS AND OFFICE EQUIPMENT							
Total	29.0	—	23.7	—	29.3	—	16.4
Single modes	27.9	3.7	24.1	2.6	30.8	3.7	24.8
Truck	27.9	3.6	24.1	2.6	30.5	3.7	25.4
For-hire truck	36.8	10.4	30.9	9.1	32.3	4.9	8.7
Private truck	33.4	11.1	S	S	37.4	3.1	30.5
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	26.1
Pipeline	—	—	—	—	S	S	S
Multiple modes	45.5	2.4	S	S	S	S	17.2
Parcel, U.S. Postal Service or courier	47.0	2.5	S	S	S	S	17.2
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	29.4
SCTG 36, MOTORIZED AND OTHER VEHICLES (INCLUDING PARTS)							
Total	20.1	—	30.0	—	30.5	—	29.3
Single modes	22.0	3.5	31.8	3.6	31.3	10.0	37.2
Truck	22.7	3.7	24.6	6.8	29.8	10.3	37.6
For-hire truck	25.5	11.1	27.2	8.6	30.4	10.1	19.9
Private truck	29.3	9.5	24.5	7.7	37.4	1.9	47.6
Rail	35.1	1.6	S	S	44.7	9.7	27.6
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	36.0
Pipeline	—	—	—	—	S	S	S
Multiple modes	47.4	2.3	49.3	.8	35.8	2.7	17.8
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	17.8
Truck and rail	S	S	S	S	S	S	38.6
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	46.6	9.8	S

See footnote at end of table.

Table B-6. **Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	35.8	—	S	S	33.8	—	24.1
Single modes	34.9	3.8	S	S	34.5	7.7	27.5
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	31.6
Rail	43.6	15.1	43.6	15.3	43.1	16.8	26.6
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	29.8
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	29.8
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 38, PRECISION INSTRUMENTS AND APPARATUS							
Total	28.5	—	29.1	—	32.2	—	20.1
Single modes	48.4	11.1	27.3	10.1	S	S	27.3
Truck	50.0	7.3	27.7	9.6	S	S	S
For-hire truck	43.9	3.5	S	S	S	S	49.0
Private truck	S	S	24.0	8.2	33.3	2.2	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	46.2	5.5	49.4	9.7	24.6
Pipeline	—	—	—	—	S	S	S
Multiple modes	37.6	10.1	49.3	8.8	41.6	9.9	17.4
Parcel, U.S. Postal Service or courier	37.6	10.1	49.3	8.8	41.6	9.9	17.4
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	S
SCTG 39, FURNITURE, MATTRESSES AND MATTRESS SUPPORTS, LAMPS, LIGHTING FITTINGS, AND ILLUMINATED SIGNS							
Total	29.3	—	30.9	—	28.6	—	S
Single modes	32.4	6.4	31.9	3.0	29.1	1.3	S
Truck	32.4	6.4	31.9	3.0	29.1	1.3	S
For-hire truck	38.7	10.3	29.8	10.0	33.0	11.3	21.6
Private truck	42.5	11.7	39.6	11.3	S	S	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	31.0
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	34.2
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	34.2
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. **Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	32.7	—	47.2	—	38.1	—	31.7
Single modes	42.5	8.2	S	S	39.9	6.3	S
Truck	30.9	10.6	S	S	41.3	10.2	S
For-hire truck	S	S	S	S	S	S	20.9
Private truck	36.7	8.8	S	S	S	S	45.9
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	27.8
Pipeline	—	—	—	—	S	S	S
Multiple modes	29.1	7.4	38.6	4.6	S	S	16.9
Parcel, U.S. Postal Service or courier	33.4	7.7	38.6	4.8	S	S	16.4
Truck and rail	S	S	S	S	S	S	31.6
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	37.4	1.3	35.4	2.9	S	S	S
SCTG 41, WASTE AND SCRAP							
Total	S	S	S	S	S	S	43.2
Single modes	S	S	S	S	S	S	43.2
Truck	S	S	S	S	S	S	43.2
For-hire truck	S	S	S	S	S	S	33.0
Private truck	S	S	S	S	S	S	32.4
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 43, MIXED FREIGHT							
Total	32.1	—	35.6	—	39.1	—	42.0
Single modes	32.0	.2	35.3	.2	38.9	.2	40.1
Truck	32.0	.2	35.3	.2	38.9	.2	40.1
For-hire truck	41.3	13.9	41.1	14.2	41.5	15.3	26.0
Private truck	S	S	S	S	S	S	34.8
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	29.9
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	29.9
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	32.3

See footnote at end of table.

Table B-6. **Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 1997—Con.**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	38.1	—	47.3	—	S	S	39.2
Single modes	41.6	12.2	48.6	13.2	S	S	S
Truck	45.0	12.7	48.8	14.6	S	S	S
For-hire truck	S	S	S	S	S	S	26.6
Private truck	S	S	S	S	S	S	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	30.9
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	48.8	9.5	33.3
Parcel, U.S. Postal Service or courier	S	S	S	S	48.8	9.5	33.3
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.

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

S Data do not meet publication standards because of high sampling variability or other reasons.

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

Table B-7. **Measures of Reliability for Shipment Characteristics by State of Destination for State of Origin: 1997**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	2.6	—	11.8	—	12.1	—
NEW ENGLAND STATES						
Connecticut	26.6	.1	S	S	S	S
Maine	S	S	S	S	S	S
Massachusetts	35.6	.5	S	S	S	S
New Hampshire	S	S	S	S	S	S
Rhode Island	47.7	—	S	S	S	S
Vermont	S	S	S	S	S	S
MIDDLE ATLANTIC STATES						
New Jersey	26.9	.7	40.0	.2	S	S
New York	15.8	.7	14.4	.7	20.1	1.9
Pennsylvania	3.7	.3	13.7	1.7	24.7	2.6
EAST NORTH CENTRAL STATES						
Illinois	13.7	.4	26.1	.1	26.7	.2
Indiana	18.6	.3	35.5	.4	32.4	.6
Michigan	24.5	1.0	38.2	.7	36.3	1.3
Ohio	16.3	1.9	37.9	4.0	43.3	3.3
Wisconsin	15.7	.1	44.7	.2	49.5	.5
WEST NORTH CENTRAL STATES						
Iowa	S	S	40.1	—	40.4	—
Kansas	26.0	—	20.9	—	20.4	—
Minnesota	30.9	.1	23.3	—	21.8	—
Missouri	33.8	.3	47.1	—	46.5	—
Nebraska	30.5	—	41.4	—	41.4	—
North Dakota	38.9	—	39.3	—	38.6	—
South Dakota	S	S	S	S	S	S
SOUTH ATLANTIC STATES						
Delaware	S	S	41.0	—	43.2	—
District of Columbia	S	S	S	S	S	S
Florida	21.3	.2	28.2	.2	30.7	1.2
Georgia	18.1	.4	20.0	.7	21.5	1.5
Maryland	18.8	.8	36.4	2.4	41.5	2.6
North Carolina	9.9	.5	37.2	2.1	35.7	2.0
South Carolina	14.0	—	23.9	—	24.6	—
Virginia	8.0	.5	11.3	1.9	13.4	2.7
West Virginia	5.2	1.1	15.1	2.6	10.8	.4
EAST SOUTH CENTRAL STATES						
Alabama	16.8	.1	34.1	.5	42.2	1.6
Kentucky	10.3	.3	25.9	1.0	44.1	1.9
Mississippi	47.3	—	45.3	—	45.9	—
Tennessee	11.3	.2	26.0	.2	38.8	.8
WEST SOUTH CENTRAL STATES						
Arkansas	28.5	—	39.7	—	41.6	—
Louisiana	17.8	.1	S	S	S	S
Oklahoma	28.8	—	S	S	S	S
Texas	25.8	1.7	25.8	—	26.9	.3
MOUNTAIN STATES						
Arizona	35.5	—	45.4	—	45.9	—
Colorado	S	S	S	S	S	S
Idaho	S	S	S	S	S	S
Montana	46.8	—	S	S	S	S
Nevada	S	S	35.0	—	36.5	—
New Mexico	S	S	S	S	S	S
Utah	32.6	—	S	S	S	S
Wyoming	44.5	—	S	S	S	S
PACIFIC STATES						
Alaska	S	S	48.7	—	S	S
California	24.8	.6	29.5	—	30.2	.7
Hawaii	S	S	S	S	S	S
Oregon	37.5	—	S	S	S	S
Washington	25.6	.2	33.8	—	34.7	.2

— Represents data cell equal to zero or less than 1 unit of measure.
D Denotes figures withheld to avoid disclosing data for individual companies.
S Data do not meet publication standards because of high sampling variability or other reasons.

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

Table B-8. **Measures of Reliability for Inbound Shipment Characteristics by State of Origin for State of Destination: 1997**

[For explanation of terms and meaning of abbreviations and symbols, see introductory text]

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	6.2	—	7.0	—	10.4	—
NEW ENGLAND STATES						
Connecticut	18.3	—	48.7	—	S	S
Maine	36.5	—	37.4	—	35.5	—
Massachusetts	26.2	.1	43.4	—	45.0	—
New Hampshire	S	S	S	S	S	S
Rhode Island	44.3	—	45.4	—	44.4	—
Vermont	49.4	—	43.6	—	44.2	—
MIDDLE ATLANTIC STATES						
New Jersey	S	S	S	S	S	S
New York	12.6	.3	20.3	—	23.2	.3
Pennsylvania	21.0	1.4	16.2	1.1	15.0	.8
EAST NORTH CENTRAL STATES						
Illinois	31.7	.7	18.4	—	18.1	.2
Indiana	28.2	.5	22.2	.7	26.9	1.4
Michigan	21.3	.4	39.6	.3	34.6	.8
Ohio	11.0	1.2	12.3	1.0	14.6	2.4
Wisconsin	19.1	.2	14.7	—	14.3	—
WEST NORTH CENTRAL STATES						
Iowa	41.2	.1	S	S	S	S
Kansas	39.0	.1	42.9	—	41.3	—
Minnesota	17.6	—	40.1	—	39.4	—
Missouri	34.2	.4	S	S	S	S
Nebraska	35.7	—	S	S	S	S
North Dakota	33.0	—	35.0	—	34.3	—
South Dakota	32.5	—	S	S	S	S
SOUTH ATLANTIC STATES						
Delaware	S	S	S	S	S	S
District of Columbia	S	S	S	S	S	S
Florida	20.4	.1	28.3	—	28.9	.2
Georgia	13.5	.2	17.7	.1	15.9	.4
Maryland	13.2	.4	27.5	1.2	19.4	.5
North Carolina	9.1	.3	23.9	.2	28.2	.5
South Carolina	32.0	.3	37.0	—	44.2	.4
Virginia	8.6	.4	23.8	.9	21.8	.8
West Virginia	5.2	1.8	15.1	4.7	10.8	3.3
EAST SOUTH CENTRAL STATES						
Alabama	32.2	.5	23.2	—	21.7	.4
Kentucky	23.0	1.4	33.8	3.1	34.4	2.2
Mississippi	29.0	.2	40.1	—	47.1	.5
Tennessee	15.0	.4	9.3	—	10.6	.2
WEST SOUTH CENTRAL STATES						
Arkansas	19.1	—	32.0	—	33.8	.2
Louisiana	40.2	.5	30.1	.2	32.5	1.4
Oklahoma	29.6	—	S	S	S	S
Texas	26.9	1.1	34.2	.6	36.7	5.1
MOUNTAIN STATES						
Arizona	45.4	.1	S	S	S	S
Colorado	28.0	—	41.0	—	42.2	—
Idaho	29.5	—	43.8	—	44.5	.1
Montana	47.8	—	S	S	S	S
Nevada	38.6	—	46.5	—	46.0	—
New Mexico	S	S	S	S	S	S
Utah	44.2	—	S	S	S	S
Wyoming	S	S	S	S	S	S
PACIFIC STATES						
Alaska	—	—	—	—	—	—
California	17.7	.3	46.0	—	49.0	.5
Hawaii	—	—	—	—	—	—
Oregon	24.4	—	37.1	—	36.9	—
Washington	26.2	—	S	S	S	S

— Represents data cell equal to zero or less than 1 unit of measure.
D Denotes figures withheld to avoid disclosing data for individual companies.
S Data do not meet publication standards because of high sampling variability or other reasons.

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

Appendix C.

Sample Design, Data Collection, and Estimation

INTRODUCTION

The primary goal for the 1997 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 detailed description of the sample design for the 1997 CFS is provided below.

SAMPLE DESIGN

The sample for the 1997 CFS is selected using a stratified three-stage design in which the first-stage sampling units are establishments, the second-stage sampling units are groups of four 1-week periods (reporting weeks) within the survey year, and the third-stage sampling units are shipments.

First Stage

To create the first-stage sampling frame, we extracted a subset of establishment records from the 1995 Standard Statistical Establishment List (SSEL). The SSEL is a database, maintained by the Bureau of the Census, that contains a record for each establishment with employees. (An establishment is a single physical location where business transactions take place.) Establishments having nonzero payroll in 1994 and classified in the mining, manufacturing, wholesale, or selected retail industries, as defined by the 1987 Standard Industrial Classification (SIC) Manual, are included on the sampling frame. Auxiliary establishments (e.g. warehouses and central administrative offices) with shipping activity are also included. 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 contained on the sampling frame are referred to as nonauxiliary establishments. For each establishment we extracted sales, payroll, number of employees, name and address information, as well as a primary identifier. We also computed a measure of size for each establishment. The measure of size for a particular establishment is designed to approximate the establishment's total value of shipments for 1994.

To reduce the amount of sampling variability and because estimates are desired for each commodity, we used a stratified design with a certainty component for each three-digit SIC. To accomplish this, each establishment on the sampling frame is classified into a three-digit

SIC grouping. For each group of establishments, a boundary (or cutoff) that divides the certainty establishments from the noncertainty establishments is determined using the Lavallee-Hidiroglou algorithm. If an establishment's measure of size is greater than the cutoff, the establishment is selected "with certainty". Establishments selected "with certainty" were assured of being selected and represented only themselves (i.e., have a selection probability of one and a sampling weight of one). No certainty cutoffs are set for auxiliary establishments because they only make up a small portion of the estimated total value of shipments for all establishments on the sampling frame.

Establishments not selected with certainty make up the noncertainty universe. We stratify the noncertainty universe by SIC recode, National Transportation Analysis Region (NTAR), and a flag used to differentiate auxiliary establishments from nonauxiliary establishments. Each SIC recode is constructed from a group of related three-digit SIC codes. The NTARs, developed by the Department of Transportation as combinations of Bureau of Economic Analysis (BEA) Areas, collectively provide a mutually exclusive and exhaustive coverage of the United States. Finally, the auxiliary stratification came about because establishments with different types of operation may have different shipping practices. We refer to a particular SIC recode-NTAR-auxiliary flag combination as a primary stratum.

We further stratify 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 increases the efficiency of the sample design. The Dalenius-Hodges cumulative rule is used to set the substratum boundaries. We then use Neyman allocation to determine the sample size required within each substratum to meet a coefficient of variation constraint on the primary stratum total measure of size. Within each substratum, a simple random sample of establishments is selected without replacement.

To arrive at the final sample size, we allocated additional establishments to some of the strata so that the probability of selecting any establishment is no less than 1 in 100. In total, the first-stage sample comprises 102,739 establishments.

Second Stage

The frame for the second stage of sampling consists of 52 one-week reporting periods (reporting weeks) during the interval from December 29, 1996, to December 26,

1997. Each establishment selected for the 1997 CFS was systematically assigned to report for a group of four reporting weeks throughout the survey year. The four reporting weeks in a given group are separated by 12 weeks. For example, an establishment might be requested to report data for the 5th, 18th, 31st, and 44th weeks of the survey year.

Third Stage

For each of the four reporting weeks in which an establishment is asked to report, we request the respondent to construct a sampling frame that consists of all shipments made by their establishment in each particular reporting week. For any particular reporting week, if an establishment makes 40 or fewer shipments during that week, we ask the respondent to provide information about all of their establishment's shipments from that week, i.e., no sampling is required. For establishments making more than 40 shipments in a given reporting week, we ask the respondent to select a systematic sample of these shipments and to provide us with information only about the selected shipments. The size of a particular respondent's sample for a given reporting week should be between 20 and 40 shipments, depending on the total number of shipments the establishment made during that reporting week.

DATA COLLECTION

Each establishment selected into the CFS sample is mailed a questionnaire for each of its four reporting weeks. For a given establishment, we request the respondent to provide the following information about their establishment's shipments: domestic destination or port of exit, commodity, value, weight, mode(s) of transportation, the date on which the shipment was made, and an indication of whether the shipment was an export, hazardous material, or containerized. For shipments that include more than one commodity, respondents are instructed to report the commodity that makes up the greatest percentage of the shipment's weight. For exports, we also ask the respondent to provide the mode of export and the foreign destination city and country.

We used two versions of the questionnaire to collect data from the sampled establishments—the CFS-1000 and the CFS-2000. Each establishment received the CFS-1000 in each of its first three reporting weeks. However, for the fourth reporting week, a subsample of approximately 25,000 establishments received the CFS-2000, while the remaining establishments received the CFS-1000. The CFS-2000 requests the respondent to provide additional information about their establishment's access to on-site and off-site shipping facilities, as well as transportation equipment. See Appendix E for a copy of each questionnaire.

ESTIMATION

Each shipment has associated with it a single tabulation weight, that is used in computing all estimates to which

the shipment contributes. The tabulation weight is a product of seven different weights. A description of each weight follows.

CFS respondents provide data for a sample of shipments made by their respective establishments in the survey year. For each establishment, we produce an estimate of that establishment's total value of shipments for the entire survey year. To do this, we use four different weights, the shipment weight, the shipment nonresponse weight, the quarter weight, and the quarter nonresponse weight.

Like establishments, we identify shipments as either certainty or noncertainty. (See the Nonsampling Error section in Appendix B for a description of how certainty shipments are identified.) For noncertainty shipments, the shipment weight is defined as the ratio of the total number of noncertainty shipments (as reported by the respondent) made by an establishment in a reporting week to the number of sampled noncertainty shipments for the same week. This weight uses the data from the sampled shipments to represent all the establishment's shipments made in the reporting week. However, some respondents fail to provide sufficient information about a sampled shipment. For example, a respondent may not be able to provide value, weight, or a destination ZIP Code for some of the sampled shipments. If these data items cannot be imputed, then these shipments would not contribute to tabulations and are 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 apply 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 and shipment nonresponse weight for certainty shipments from a particular establishment's reporting week are both 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 is 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 would be one. For each establishment, the quarterly estimates are added to produce an estimate of the establishment's value of shipments for the entire survey year. Whenever an establishment does not provide the Census Bureau with a response for each of its four reporting weeks, we compute 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 compute an estimate of each establishment's value of shipments for the entire survey year. We then multiply this estimate by a weight that adjusts the estimate using value of shipments and sales data obtained from other Census Bureau surveys and preliminary results of the 1997 Economic Census. This weight, called 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 is then weighted by the establishment weight. This weight is equal to the inverse of the establishment's probability of being selected into the sample.

A final adjustment weight, called the SIC-level adjustment weight, uses preliminary results of the 1997 Economic Census 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 (1995) and the year in which the data were collected (1997). Separate SIC-level adjustment weights are 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 (HS) of product classification which is used worldwide. The purpose of the SCTG coding system was to specifically address statistical needs in regard to products transported.

In the past, Commodity Flow Survey (CFS) data have been 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 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.

Additional information on the SCTG system can be found on the Internet through the BTS web page at <http://www.bts.gov>. Comments or questions on the SCTG should be directed to [http://cfs@bts.gov](mailto:cfs@bts.gov).

Appendix E.

Sample Report Forms and Instructions

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

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

1997 COMMODITY FLOW SURVEY
CENSUS OF TRANSPORTATION**Reporting period:****Please return by:****RETURN TO****BUREAU OF THE CENSUS**
1201 East 10th Street
Jeffersonville IN 47132-0001

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

BEFORE COMPLETING YOUR REPORT, please read the accompanying instruction guide. If book figures are not available for requested data, please provide estimates. If you have any questions, please call 1-800-772-7851.

Through this survey, we are requesting data on a representative sample of your outbound shipments, to help us produce key statistics used by transportation planners and managers. We greatly appreciate your assistance in this program.

Item A Is the establishment name shown in the mailing address correct?

- 1 ☐ Yes
- 2 ☐ No — Enter correct name. ↗

Item B Mark (X) the **ONE** box which best describes this establishment during the one-week period shown above.

- 1 ☐ In operation
- 2 ☐ Temporarily or seasonally inactive
- 3 ☐ Ceased operation — Give date →

Month	Day	Year

Item C Is this establishment's physical location the same as the address shown in the label? (PO boxes or rural routes are not physical locations.)

- 1 ☐ Yes
- 2 ☐ No — Enter physical location below. ↗

Number and street

City, town, village, etc.

State

ZIP Code

NOTE — The rest of this questionnaire requests information about shipments (or deliveries) from the establishment located at the address in the mailing label.

If you entered a different address in item C — Please complete the form for shipments originating from the location listed in item C.

Item D Please enter the **total number** of outbound shipments (or deliveries), including customer pick-up, for the one-week reporting period shown above. If book figures are not available, please provide your best estimate.

--

This number should reflect all shipments and deliveries leaving this location during the one-week reporting period. Please see *Instruction Guide* for a definition of "shipment."**DO NOT PROCEED UNTIL YOU HAVE COMPLETED ITEM D.****YOUR RESPONSE IS REQUIRED BY LAW.** Title 13, United States Code, requires businesses and other organizations that receive this questionnaire to answer the questions and return the report to the Census Bureau. By the same law, **YOUR CENSUS REPORT IS CONFIDENTIAL.** It may be seen only by Census Bureau employees and may be used only for statistical purposes. Further, copies retained in respondents' files are immune from legal process.

Item E SAMPLING INSTRUCTIONS

Our goal in this section is to identify a sample of your shipments that you will provide data on. Through the use of a sample, we can avoid asking you for information on all of your shipments, while still obtaining statistically accurate information.

FINDING YOUR SELECTION RATE

If you reported 40 or fewer shipments in item D, please enter "1" as your selection rate in the box below, then go directly to item F and enter the information for each of your shipments.

If you reported 41 or more shipments in item D, we will now ask you to select and report on a sample of your shipments. Following the steps below will result in a sample of 20 to 40 shipments to report on in item F.

In the table at right, identify the selection rate that corresponds to the number you entered in item D, and enter it in the box below.

Please enter your selection rate. →

Number of shipments entered in item D	Selection rate
1— 40	1
41— 80	2
81— 100	3
101— 200	5
201— 400	10
401— 800	20
801— 1600	40
1601— 3200	80
3201— 6400	160
6401—12800	320
More than 12800	Call Census at 1-800-772-7851

CONTINUE ON NEXT PAGE. →

Item F SHIPMENT CHARACTERISTICS

Line No. (a)	Shipment ID Number (b)	Shipment date (c)		Shipment value (excluding shipping costs) in whole dollars (d)	Shipment weight in pounds (e)	Commodity code from SCTG Manual (f)	Commodity description (g)	If a hazardous material, enter the "UN" or "NA" number (h)
		Month	Day					
0	123-5	4	26	4,235	140	3 5 1 2 0	Electrical transformers	| | | |
00	402H	4	26	125,300	626,500	1 7 1 0 0	Gasoline	1 2 0 3
1						| | | |		| | | |
2						| | | |		| | | |
3						| | | |		| | | |
4						| | | |		| | | |
5						| | | |		| | | |
6						| | | |		| | | |
7						| | | |		| | | |
8						| | | |		| | | |
9						| | | |		| | | |

Mode of transport codes for columns (k) and (n)

1 — Parcel delivery, courier, or U.S. Postal Service

2 — Private truck
3 — For-hire truck

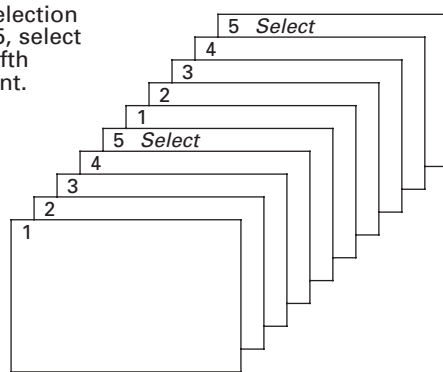
4 — Railroad
Continued →

SELECTING YOUR SAMPLE OF SHIPMENTS

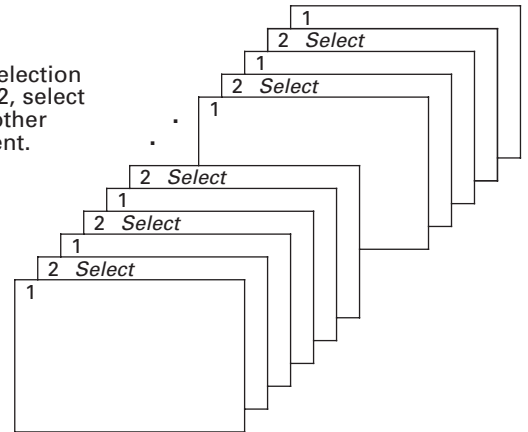
1. Use the file or combination of files that best reflects your full range of outbound shipping activities.
2. Begin with the first shipment. Count the shipments until you reach your selection rate. Select this shipment to report on in item F.
3. Continue counting with the next shipment. Count this shipment as 1 and continue until you reach the selection rate again. Select this shipment to report on in item F.
4. Repeat step 3 until you reach the last shipment for the one-week period. If the last shipment is counted as the selection rate, select this shipment to report on in item F. If the last shipment is not counted as the selection rate, do not report this shipment.

In the following examples, each rectangle represents one shipment.

If the selection rate is 5, select every fifth shipment.



If the selection rate is 2, select every other shipment.



Once you have selected your sample of shipments, please proceed to item F and enter the requested information for each selected shipment. Examples of completed lines for two shipments are provided on lines "0" and "00" below.

If you have difficulties constructing a file of shipments or have questions about how to select the sample of your shipments, please call our toll-free number for assistance: 1-800-772-7851.

Containerized? (Y/N)	U.S. destination (Complete for all shipments.)			Mode(s) of transport to U.S. destination Enter all that apply in order used. Use codes below.	Export? (Y/N)	Foreign destination (for export shipments only) Note: In column (j) enter the U.S. port, airport, or border crossing of exit.		Export mode	Line No.
	(i)	(j)				(k)	(l)			(m)		(n)	(o)
	City	State	ZIP Code			City	Country		
N	Los Angeles	C A	9 0 0 4 0	2, 4, 3	N				0
N	New York	N Y	1 0 4 5 4	5	Y	London	England	6	00
									1
									2
									3
									4
									5
									6
									7
									8
									9

5 — Shallow draft vessel

6 — Deep draft vessel

7 — Pipeline

8 — Air

9 — Other mode

0 — Unknown

Item F SHIPMENT CHARACTERISTICS — Continued

Line No. (a)	Shipment ID Number (b)	Shipment date (c)		Shipment value (excluding shipping costs) in whole dollars (d)	Shipment weight in pounds (e)	Commodity code from SCTG Manual (f)	Commodity description (g)	If a hazardous material, enter the "UN" or "NA" number (h)
		Month	Day					
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
32								
33								
34								

Mode of transport codes for columns (k) and (n)


1 — Parcel delivery, courier, or U.S. Postal Service

2 — Private truck
3 — For-hire truck

4 — Railroad
Continued


Containerized? (Y/N)	U.S. destination (Complete for all shipments.) (j)			Mode(s) of transport to U.S. destination Enter all that apply in order used. Use codes below. (k)	Export? (Y/N) (l)	Foreign destination (for export shipments only) Note: In column (j) enter the U.S. port, airport, or border crossing of exit. (m)		Export mode (n)	Line No. (o)
	City	State	ZIP Code			City	Country		
									10
									11
									12
									13
									14
									15
									16
									17
									18
									19
									20
									21
									22
									23
									24
									25
									26
									27
									28
									29
									30
									31
									32
									33
									34

5 — Shallow draft vessel
6 — Deep draft vessel

7 — Pipeline
8 — Air

9 — Other mode
0 — Unknown

Item F SHIPMENT CHARACTERISTICS — Continued

Line No. (a)	Shipment ID Number (b)	Shipment date (c)		Shipment value (excluding shipping costs) in whole dollars (d)	Shipment weight in pounds (e)	Commodity code from SCTG Manual (f)	Commodity description (g)	If a hazardous material, enter the "UN" or "NA" number (h)
		Month	Day					
35								
36								
37								
38								
39								
40								

Mode of transport codes for columns (k) and (n)


1 — Parcel delivery, courier, or U.S. Postal Service

2 — Private truck
3 — For-hire truck

4 — Railroad
Continued
Item G
1. Do this establishment's outbound shipments leave more than one site within this physical location?

☐ Yes

☐ No

2. Are the records for outbound shipments from this location maintained in a number of separate files (e.g., separate files for each commodity, or for each shipping site) at this location?

☐ Yes

☐ No

If yes to item G1 or item G2:
3. Would it be easier to receive a separate questionnaire for each file or each shipment site?

☐ Yes

☐ No

Item H

Enter the total value of shipments for the one-week reporting period. This figure should represent all products leaving this establishment for the one-week period. An estimate is acceptable.

Total value in whole dollars

Item I

In the last three months did this location have any individual shipments with a value over \$2,000,000?

☐ Yes

☐ No

Item J CERTIFICATION

Name of person to contact regarding this report — *Please print*

Telephone number — *Include area code*

Date

Signature

Title

1997 COMMODITY FLOW SURVEY
CENSUS OF TRANSPORTATION**Reporting period:****Please return by:****RETURN TO****BUREAU OF THE CENSUS**
1201 East 10th Street
Jeffersonville IN 47132-0001

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

BEFORE COMPLETING YOUR REPORT, please read the accompanying instruction guide. If book figures are not available for requested data, please provide estimates. If you have any questions, please call 1-800-772-7851.

Through this survey, we are requesting data on a representative sample of your outbound shipments, to help us produce key statistics used by transportation planners and managers. We greatly appreciate your assistance in this program.

Item A Is the establishment name shown in the mailing address correct?

- 1
- ☐
- Yes
-
- 2
- ☐
- No — Enter correct name. ↗

Item B Mark (X) the **ONE** box which best describes this establishment during the one-week period shown above.

- 1
- ☐
- In operation
-
- 2
- ☐
- Temporarily or seasonally inactive
-
- 3
- ☐
- Ceased operation — Give date —→

Month	Day	Year

Item C Is this establishment's physical location the same as the address shown in the label? (PO boxes or rural routes are not physical locations.)

- 1
- ☐
- Yes
-
- 2
- ☐
- No — Enter physical location below. ↗

Number and street

City, town, village, etc.

State

ZIP Code

NOTE — The rest of this questionnaire requests information about shipments (or deliveries) from the establishment located at the address in the mailing label.

If you entered a different address in item C — Please complete the form for shipments originating from the location listed in item C.

Item D Please enter the **total number** of outbound shipments (or deliveries), including customer pick-up, for the one-week reporting period shown above. If book figures are not available, please provide your best estimate.

--

This number should reflect all shipments and deliveries leaving this location during the one-week reporting period. Please see Instruction Guide for a definition of "shipment."

DO NOT PROCEED UNTIL YOU HAVE COMPLETED ITEM D.**YOUR RESPONSE IS REQUIRED BY LAW.** Title 13, United States Code, requires businesses and other organizations that receive this questionnaire to answer the questions and return the report to the Census Bureau. By the same law, **YOUR CENSUS REPORT IS CONFIDENTIAL.** It may be seen only by Census Bureau employees and may be used only for statistical purposes. Further, copies retained in respondents' files are immune from legal process.

Item E SAMPLING INSTRUCTIONS

Our goal in this section is to identify a sample of your shipments that you will provide data on. Through the use of a sample, we can avoid asking you for information on all of your shipments, while still obtaining statistically accurate information.

FINDING YOUR SELECTION RATE

If you reported 40 or fewer shipments in item D, please enter "1" as your selection rate in the box below, then go directly to item F and enter the information for each of your shipments.

If you reported 41 or more shipments in item D, we will now ask you to select and report on a sample of your shipments. Following the steps below will result in a sample of 20 to 40 shipments to report on in item F.

In the table at right, identify the selection rate that corresponds to the number you entered in item D, and enter it in the box below.

Please enter your selection rate. →

Number of shipments entered in item D	Selection rate
1— 40	1
41— 80	2
81— 100	3
101— 200	5
201— 400	10
401— 800	20
801— 1600	40
1601— 3200	80
3201— 6400	160
6401—12800	320
More than 12800	Call Census at 1-800-772-7851

CONTINUE ON NEXT PAGE. →

Item F SHIPMENT CHARACTERISTICS

Line No. (a)	Shipment ID Number (b)	Shipment date (c)		Shipment value (excluding shipping costs) in whole dollars (d)	Shipment weight in pounds (e)	Commodity code from SCTG Manual (f)	Commodity description (g)	If a hazardous material, enter the "UN" or "NA" number (h)
		Month	Day					
0	123-5	4	26	4,235	140	3 5 1 2 0	Electrical transformers	| | | |
00	402H	4	26	125,300	626,500	1 7 1 0 0	Gasoline	1 2 0 3
1						| | | |		| | | |
2						| | | |		| | | |
3						| | | |		| | | |
4						| | | |		| | | |
5						| | | |		| | | |
6						| | | |		| | | |
7						| | | |		| | | |
8						| | | |		| | | |
9						| | | |		| | | |

Mode of transport codes for columns (k) and (n)

1 — Parcel delivery, courier, or U.S. Postal Service

2 — Private truck
3 — For-hire truck

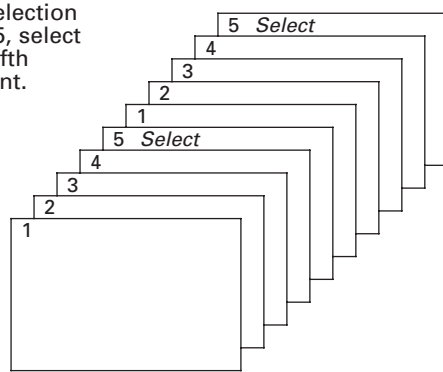
4 — Railroad
Continued →

SELECTING YOUR SAMPLE OF SHIPMENTS

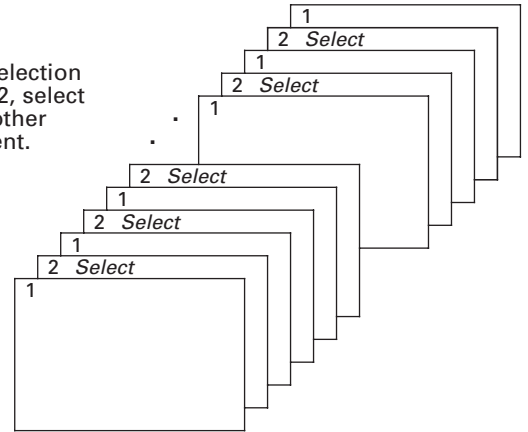
1. Use the file or combination of files that best reflects your full range of outbound shipping activities.
2. Begin with the first shipment. Count the shipments until you reach your selection rate. Select this shipment to report on in item F.
3. Continue counting with the next shipment. Count this shipment as 1 and continue until you reach the selection rate again. Select this shipment to report on in item F.
4. Repeat step 3 until you reach the last shipment for the one-week period. If the last shipment is counted as the selection rate, select this shipment to report on in item F. If the last shipment is not counted as the selection rate, do not report this shipment.

In the following examples, each rectangle represents one shipment.

If the selection rate is 5, select every fifth shipment.



If the selection rate is 2, select every other shipment.



Once you have selected your sample of shipments, please proceed to item F and enter the requested information for each selected shipment. Examples of completed lines for two shipments are provided on lines "0" and "00" below.

If you have difficulties constructing a file of shipments or have questions about how to select the sample of your shipments, please call our toll-free number for assistance: 1-800-772-7851.

Containerized? (Y/N)	U.S. destination <i>(Complete for all shipments.)</i>			Mode(s) of transport to U.S. destination <i>Enter all that apply in order used. Use codes below.</i>	Export? (Y/N)	Foreign destination (for export shipments only) Note: In column (j) enter the U.S. port, airport, or border crossing of exit.		Export mode	Line No.
	(j)					(m)			
(i)	City	State	ZIP Code	(k)	(l)	City	Country	(n)	(o)
N	Los Angeles	C A	9 0 0 4 0	2, 4, 3	N				0
N	New York	N Y	1 0 4 5 4	5	Y	London	England	6	00
									1
									2
									3
									4
									5
									6
									7
									8
									9

5 — Shallow draft vessel
6 — Deep draft vessel

7 — Pipeline
8 — Air

9 — Other mode
0 — Unknown

Item F SHIPMENT CHARACTERISTICS — Continued

Line No. (a)	Shipment ID Number (b)	Shipment date (c)		Shipment value (excluding shipping costs) in whole dollars (d)	Shipment weight in pounds (e)	Commodity code from SCTG Manual (f)	Commodity description (g)	If a hazardous material, enter the "UN" or "NA" number (h)
		Month	Day					
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
32								
33								
34								

 Mode of transport codes
for columns (k) and (n)

1 — Parcel delivery, courier, or U.S.
Postal Service

2 — Private truck
3 — For-hire truck

4 — Railroad
Continued


Containerized? (Y/N)	U.S. destination (Complete for all shipments.) (j)			Mode(s) of transport to U.S. destination Enter all that apply in order used. Use codes below. (k)	Export? (Y/N)	Foreign destination (for export shipments only) Note: In column (j) enter the U.S. port, airport, or border crossing of exit. (m)		Export mode (n)	Line No. (o)
	City	State	ZIP Code			City	Country		
									10
									11
									12
									13
									14
									15
									16
									17
									18
									19
									20
									21
									22
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									24
									25
									26
									27
									28
									29
									30
									31
									32
									33
									34

5 — Shallow draft vessel
6 — Deep draft vessel

7 — Pipeline
8 — Air

9 — Other mode
0 — Unknown

Item F SHIPMENT CHARACTERISTICS — Continued

Line No. (a)	Shipment ID Number (b)	Shipment date (c)		Shipment value (excluding shipping costs) in whole dollars (d)	Shipment weight in pounds (e)	Commodity code from SCTG Manual (f)	Commodity description (g)	If a hazardous material, enter the "UN" or "NA" number (h)
		Month	Day					
35								
36								
37								
38								
39								
40								

Mode of transport codes for columns (k) and (n)

1 — Parcel delivery, courier, or U.S. Postal Service

2 — Private truck
3 — For-hire truck

4 — Railroad
Continued
Item G

Enter the total dollar value of **all** shipments for the one-week reporting period. This figure should represent all products leaving this establishment for the one-week period. An estimate is acceptable.

Total value in whole dollars

Item H

In the last three months did this location have any individual shipments with a value over \$2,000,000?

☐ Yes

☐ No

Item I
AVAILABILITY AND USE OF ON-SITE SHIPPING FACILITIES

In column (b), check "Yes" or "No" for each type of shipping facility to indicate whether or not this type of facility existed **on-site** during 1997. For each "Yes" in column (b), check "Yes" or "No" in column (c) to indicate whether or not you used the facility on your premises for **outbound shipments** during 1997.

Type of shipping facility (a)	Was a shipping facility of this type on your premises during 1997? (b)	Did you use this facility on your premises for outbound shipments during 1997? (c)
1. Rail siding	1 <input type="checkbox"/> Yes —→ 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No
2. Dock on the Great Lakes	1 <input type="checkbox"/> Yes —→ 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No
3. Dock on inland water	1 <input type="checkbox"/> Yes —→ 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No
4. Dock on deep sea water	1 <input type="checkbox"/> Yes —→ 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No
5. Airport/landing strip capable of handling your shipments	1 <input type="checkbox"/> Yes —→ 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No
6. Pipeline terminal	1 <input type="checkbox"/> Yes —→ 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No

Containerized? (Y/N)	U.S. destination (Complete for all shipments.)			Mode(s) of transport to U.S. destination <i>Enter all that apply in order used. Use codes below.</i>	Export? (Y/N)	Foreign destination (for export shipments only) Note: In column (j) enter the U.S. port, airport, or border crossing of exit.		Export mode	Line No.
	(i)	(j)				(k)	(l)			(m)		(n)	(o)
	City	State	ZIP Code			City	Country		
									35
									36
									37
									38
									39
									40

5 — Shallow draft vessel
6 — Deep draft vessel

7 — Pipeline
8 — Air

9 — Other mode
0 — Unknown

Item J **USE OF OFF-SITE SHIPPING FACILITIES**

In column (b), check "Yes" or "No" for each type of shipping facility to indicate whether or not you used an **off-site** facility of that type for **outbound shipments** during 1997. For each "Yes", enter the miles to that off-site facility in column (c), and the mode of transport used to reach that facility in column (d). The modes are listed below.

Type of shipping facility (a)	Did you use this type of off-site facility for outbound shipments during 1997? (b)	Distance to the off-site facility of this type that you used most in 1997 (Report in miles – estimates are acceptable) (c)	Mode of transport used to reach that facility (Enter a code from the list below) (d)
1. Rail siding	1 <input type="checkbox"/> Yes —————→ 2 <input type="checkbox"/> No		
2. Dock on the Great Lakes	1 <input type="checkbox"/> Yes —————→ 2 <input type="checkbox"/> No		
3. Dock on inland water	1 <input type="checkbox"/> Yes —————→ 2 <input type="checkbox"/> No		
4. Dock on deep sea water	1 <input type="checkbox"/> Yes —————→ 2 <input type="checkbox"/> No		
5. Airport/landing strip capable of handling your shipments	1 <input type="checkbox"/> Yes —————→ 2 <input type="checkbox"/> No		
6. Pipeline terminal	1 <input type="checkbox"/> Yes —————→ 2 <input type="checkbox"/> No		

1 – Trailer on Flat Car (TOFC)
2 – Private Truck

3 – For-Hire Truck
4 – Rail

5 – Water
6 – Pipeline

7 – Air
8 – Other

PLEASE CONTINUE ON PAGE 8.

Item K USE AND AVAILABILITY OF TRANSPORTATION EQUIPMENT

During 1997, did this location use any of the following types of equipment for outbound shipments? Please check "Yes" or "No." For rail cars reported in number 1 below, enter the approximate percentage of your total outbound rail shipments that used that type of rail car. These percentages should add to 100%. If you had no rail shipments, leave the percentages blank.

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

Item L TRANSPORTATION DECISIONS

During 1997, who generally decided on the mode of transportation for your outbound shipments? *Check the appropriate box.*

1 ☐ Your company2 ☐ Receiver of shipment3 ☐ Other

Remarks

Item M CERTIFICATIONName of person to contact regarding this report – *Please print*Telephone number – *Include area code*

Date

Signature

Title

Instructions for Completing the Commodity Flow Survey

TIPS FOR COMPLETING THE CFS QUESTIONNAIRE

Please read all instructions.

You may use estimates if book figures are not readily available.

If you have questions about completing the survey, a Census Bureau representative will be glad to assist you. You can call us at 1-800-772-7851.

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

PART I – GENERAL INFORMATION

Frequently Asked Questions About the Commodity Flow Survey (CFS)

Why are you conducting the CFS?

The CFS produces valuable measures of the demands on the nation's transportation system.

The results of the CFS are used by transportation policy makers to analyze future transportation needs.

Who reports in the CFS?

The CFS covers a sample of establishments in the mining, manufacturing, wholesale, and selected retail industries.

Why is my participation important?

Your establishment was selected as part of a sample designed to represent a wide range of industries and geographic regions.

Your report helps ensure quality results.

Is this survey mandatory?

Yes. The CFS is mandatory under the authority of Title 13, United States Code (USC).

Will my data be kept confidential?

Yes. The same law that requires your participation, Title 13, USC, also guarantees your data will be kept strictly confidential.

The reports you provide the Census Bureau cannot be used for purposes of taxation, regulation, or investigation.

Your report is used only to develop summary data that do not reveal the activities of individual firms or establishments.

How often must I report?

You will be sent four questionnaires in all: one during each quarter of 1997.

The CFS will not be conducted again until 2002.

PART II – INSTRUCTIONS FOR COMPLETING YOUR QUESTIONNAIRE

Items A – C

Please enter the information requested on your establishment's name, operational status, and physical location.

Item D

Enter in the space provided your total number of outbound shipments **for the one week reporting period** on the front of the questionnaire.

Please include in this count any materials picked up by the customer ("customer pick-up").

What we mean by a "shipment":

For the purposes of this survey, a shipment is a single movement of goods, commodities, products, etc. from your location to a customer or to another location of your company.

"Commodities" refer to items that your location produces, sells, or distributes, *not* to items that are considered by-products of your location's operation.

What we don't mean by a "shipment":

Do *not* include as shipments items such as inter-office memos, payroll checks, business correspondence, etc.

Do *not* include as shipments items such as refuse, scrap paper, waste, and recyclable materials **unless** your location is in the business of selling or providing these materials to others.

A special note about "shipments":

A full, or partial, truckload should be counted as a single shipment only if all the commodities on the truck are destined for one location.

If a truck makes multiple deliveries on a route, **please count each stop as one shipment.**

Item E: Sampling Instructions

If you reported 40 or fewer shipments in Item D, complete Item F (Shipment Characteristics) for all of your shipments covered by the one-week reporting period.

If you reported more than 40 shipments in Item D, follow the instructions in Item E in order to select a sample of shipments on which to report in Item F.

By asking you to select a sample of your shipments for the one-week reporting period, we avoid asking you for information on all your shipments, while still obtaining statistically accurate information.

Reminder: The files you are sampling from should reflect the full range of your location's shipping activities in terms of modes of transportation used, commodities shipped, and destinations.

We're here to answer your questions! If you have questions about the sampling process (or any part of the questionnaire) please call us at 1-800-772-7851.

PART II – INSTRUCTIONS FOR COMPLETING YOUR QUESTIONNAIRE – Continued

Item F: Shipment Characteristics

- **Shipment ID Number (column b)** – Enter the invoice number, shipment number, or some other unique identification number that your establishment could use to find this particular shipping document if questions arise regarding your report.
- **Shipment Date (column c)** – Enter the month and day of the shipment. If shipment date is not available, use the invoice/shipping document date. Use numbers only.
- **Shipment Value (column d)** – Enter the dollar value, in whole dollars, of the entire shipment. The value should not include freight charges or excise taxes (i.e., report the net selling value, f.o.b. plant). If the value is not readily available from your records, please estimate.
- **Shipment Weight (column e)** – Enter the weight of the total shipment in whole pounds. If weight is not readily available from your records, please estimate.
- **Commodity Code (column f)** – Please use the list of Standard Classification of Transported Goods (SCTG) Codes in the enclosed SCTG Manual to select the proper code. For shipments with more than one commodity, enter only the code for the commodity with the greatest weight.
- **Commodity Description (column g)** – Enter a brief description of the commodity shipped. For shipments with more than one commodity, describe only the commodity with the greatest weight. Do not use trade names, catalog numbers, or other codes not familiar to persons outside your business.

Item F SHIPMENT CHARACTERISTICS							
Line No. (a)	Shipment ID Number (b)	Shipment date (c)		Shipment value (excluding shipping costs) in whole dollars (d)	Shipment weight in pounds (e)	Commodity code from SCTG Manual (f)	Commodity description (g)
		Month	Day				
0	123-5	4	26	4,235	140	3 6 1 2 0	Electrical transformers
00	123-6	4	26	125,300	626,500	1 7 1 0 0	Gasoline
1						| | | |	
2						| | | |	
3						| | | |	
4						| | | |	

Mode of transport codes for columns (k) and (n) ▶

1 — Parcel delivery, courier, or U.S. Postal Service

2 — Private truck
3 — For-hire truck

4 — Railroad
Continued →

PART II – INSTRUCTIONS FOR COMPLETING YOUR QUESTIONNAIRE – Continued

Item F: Shipment Characteristics – Continued

- **For Hazardous Materials (column h)** – If shipment is a hazardous material, enter the 4-digit United Nations or North American number.
- **Containerized (column i)** – Indicate whether or not the shipment was containerized by entering "Y" or "N" (yes or no). Containerized means that the shipment **left your establishment** in an intermodal container or stackable tank without permanently attached wheels. These containers typically vary from 20 to 53 feet in length, and are carried on truck chassis, trains, and ships.
- **U.S. Destination: City, State, and ZIP Code (column j)** – For domestic shipments, enter the city, state, and 5-digit ZIP Code of the buyer/receiver as it appears on the shipping document. Use the **"ship to"** address. Use the two letter state abbreviation shown in Part IV.

For **export shipments**, report the U.S. **port of exit** as the destination city. The port of exit is the port or airport from which the shipment left the country. In case of land shipments into Mexico or Canada, it is the border crossing.
- **Mode(s) of Transport (column k)** – Enter the code(s) for **all** modes of transport used for the shipment to its U.S. destination (i.e., the destination reported in column j). Codes are located on the bottom of pages 2, 3, 4, and 5 of the questionnaire. Enter in the sequence used, all that apply. See Part III for definitions of each mode.

For Customer Pick-up: Report the mode(s) of transportation used, if known. Otherwise, report mode as "0" (unknown).

For Export Shipments: List only the mode(s) of transport used to reach the port, airport, or border crossing of exit.

If a hazardous material, enter the "UN" or "NA" number (h)	Containerized? (Y/N) (i)	U.S. destination (j)			Mode(s) of transport to U.S. destination Enter all that apply using codes shown below. (k)
		City	State	ZIP Code	
	N	Los Angeles	CA	90040	2, 4, 3
	N	New York	NY	10454	5

PART II – INSTRUCTIONS FOR COMPLETING YOUR QUESTIONNAIRE – Continued

Item F: Shipment Characteristics – Continued

- **Export Shipment (column l)** – Indicate whether or not the shipment is intended for export outside of the United States, by entering a "Y" or "N" (yes or no). For purposes of this survey, shipments to Puerto Rico and U.S. territories and possessions are considered exports.
- **Foreign Destination: City and Country (column m)** – If the shipment is an export, enter the foreign city and country of destination. **For U.S. Destination (column j),** enter the U.S. port, airport, or border crossing of exit. **In column (k),** enter the mode of transport used to the U.S. destination.
- **Export Mode (column n)** – If the shipment is an export, enter the code for the mode of transport by which the shipment left the country. Codes are located at the bottom of pages 2, 3, 4, and 5 of the questionnaire.

Export? (Y/N) (l)	Foreign destination (for export shipments only) Note: In column (j) enter the U.S. port, airport, or border crossing of exit. (m)		Export mode (n)	Line No. (o)
	City	Country		
N				0
Y	London	England	6	00
				1
				2
				3
				4
				5

Items G – I

Please enter the information requested.

Item J: Certification

Please enter the name and telephone number of the person to contact in the event that we have a question about your report.

PART III – MODE DEFINITIONS

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

Private truck – Trucks operated by a temporary or permanent employee of this establishment or the buyer/receiver of the shipment.

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

Railroad – Any common carrier or private railroad.

Shallow draft vessel – Barges, ships, or ferries operating primarily on rivers and canals; in harbors, the Great Lakes, the Saint Lawrence Seaway; the Intracoastal Waterway, the Inside Passage to Alaska, major bays and inlets; or in the ocean close to the shoreline.

Deep 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.

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

Air – Commercial or private aircraft, and all air service for shipments that typically weigh more than 100 pounds. Includes air freight and air express.

Other mode – Any mode not listed above.

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

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

PART IV -- STATE ABBREVIATION LIST

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

NOTICE - We estimate that it will take an average of 2 hours to complete this form. This includes time to read instructions, assemble and review information, and record answers on the form. If you have any comments regarding this estimate or any other aspect of this survey, send them to the Associate Director for Administration, Attn: Paperwork Reduction Project 0607-0189, Room 3104, Federal Building 3, Bureau of the Census, Washington, DC 20233-0001. Respondents are not required to respond to any information collection unless it displays a valid approval number in the top right corner on the front of the questionnaire.

