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2002 Economic Census

Transportation

2002 Commodity Flow Survey



U.S. Department of Transportation
BUREAU OF TRANSPORTATION STATISTICS

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



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Economics and Statistics Administration
Kathleen B. Cooper,
Under Secretary for
Economic Affairs

U.S. CENSUS BUREAU
Charles Louis Kincannon,
Director



**Economics
and Statistics
Administration**

Kathleen B. Cooper,
Under Secretary
for Economic Affairs



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Director

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Chief Operating Officer

Vacant,
Principal Associate
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Frederick T. Knickerbocker,
Associate Director
for Economic Programs

Thomas L. Mesenbourg,
Assistant Director
for Economic Programs

Mark E. Wallace,
Chief, Service Sector
Statistics Division



**BUREAU OF TRANSPORTATION
STATISTICS**

Rick Kowalewski,
Deputy Director

Mary J. Hutzler,
Associate Director
for Statistical Programs

William J. Chang,
Associate Director for
Information Systems

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

BASIS OF REPORTING

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

AVAILABILITY OF ADDITIONAL DATA

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

HISTORICAL INFORMATION

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

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

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

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

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

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

SOURCES FOR MORE INFORMATION

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

2002 Commodity Flow Survey

GENERAL

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

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

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

INDUSTRY COVERAGE

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

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

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

See Appendix A for a comparison between the 2002, 1997, and 1993 surveys. Also see Appendix C for a more detailed discussion on industry coverage and the sample design. The NAICS industries covered in the 2002 CFS are listed in the following table:

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

SHIPMENT COVERAGE

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

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

MILEAGE CALCULATIONS

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

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

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

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

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

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

Mileage Data for Pipeline Shipments

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

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

EXPLANATION OF TERMS

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

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

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

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

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

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

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

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

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

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

Mode Definitions

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

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

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

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

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

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

4. **Other multiple modes.** Shipments using any other mode combinations not specifically listed in the tables.
5. **Other and unknown modes.** Shipments for which modes were not reported, or were reported by the respondent as "Other" or "Unknown."
6. **Truck.** Shipments using for-hire truck only, private truck only, or a combination of for-hire truck and private truck.
7. **Water.** Shipments using shallow draft vessel only, deep draft vessel only, or Great Lakes vessel only. Combinations of these modes, such as shallow draft vessel and Great Lakes vessel are included as "Other multiple modes." (Note: By definition, "shallow draft," "Great Lakes," and "deep draft" are mutually exclusive.)
8. **Great Lakes.** In the tables in this publication, "Great Lakes" appears as a single mode. ORNL's transportation network and mileage calculation system allowed for separate mileage calculations for Great Lakes between the origin and destination ZIP Codes.

Other Definitions and Terms

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

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

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

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

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

ABBREVIATIONS AND SYMBOLS

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

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

OTHER TRANSPORTATION DATA

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

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

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

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

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

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

Mode of transportation	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
Total	77 576	100.0	136 033	100.0	26 981	100.0	318
Single modes	70 766	91.2	128 962	94.8	25 058	92.9	162
Truck ²	60 450	77.9	97 147	71.4	14 114	52.3	139
For-hire truck	40 366	52.0	43 576	32.0	10 301	38.2	390
Private truck	20 050	25.8	53 099	39.0	3 768	14.0	67
Rail	7 250	9.3	21 256	15.6	9 328	34.6	523
Water	165	.2	1 112	.8	1 072	4.0	875
Shallow draft	165	.2	1 112	.8	1 072	4.0	875
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	650	.8	S	S	S	S	1 544
Pipeline ³	2 251	2.9	9 418	6.9	S	S	S
Multiple modes	5 401	7.0	1 916	1.4	1 160	4.3	628
Parcel, U.S. Postal Service or courier	5 162	6.7	191	.1	122	.5	627
Truck and rail	180	.2	1 706	1.3	1 022	3.8	790
Truck and water	S	S	12	—	15	—	4 265
Rail and water	—	—	—	—	—	—	—
Other multiple modes	S	S	S	S	S	S	3
Other and unknown modes	1 409	1.8	5 154	3.8	763	2.8	S

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

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

²"Truck" as a single mode includes shipments that were made by only private truck, only for-hire truck, or a combination of private truck and for-hire truck.

³Estimates for pipeline exclude shipments of crude petroleum.

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

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

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

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

Mode of transportation	Value (percent)		Tons (percent)		Ton-miles ¹ (percent)	
	2002	1997	2002	1997	2002	1997
Total	100.0	100.0	100.0	100.0	100.0	100.0
Single modes	91.2	88.5	94.8	97.6	92.9	96.0
Truck ²	77.9	75.2	71.4	82.5	52.3	57.0
For-hire truck	52.0	42.9	32.0	31.3	38.2	40.0
Private truck	25.8	31.7	39.0	50.0	14.0	16.1
Rail	9.3	7.4	15.6	9.3	34.6	30.4
Water .....	.2	.5	.8	1.6	4.0	7.7
Shallow draft .....	.2	.5	.8	1.6	4.0	7.7
Great Lakes	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—
Air (includes truck and air) .....	.8	3.1	S	—	S	.5
Pipeline ³	2.9	2.2	6.9	4.2	S	S
Multiple modes	7.0	8.0	1.4	.4	4.3	1.5
Parcel, U.S. Postal Service or courier	6.7	7.7	.1	.1	.5	.6
Truck and rail .....	.2	.3	1.3	S	3.8	.8
Truck and water	S	S	—	S	—	S
Rail and water	—	—	—	—	—	—
Other multiple modes	S	—	S	—	S	—
Other and unknown modes	1.8	3.5	3.8	2.0	2.8	2.5

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

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

²"Truck" as a single mode includes shipments that were made by only private truck, only for-hire truck, or a combination of private truck and for-hire truck.

³Estimates for pipeline exclude shipments of crude petroleum.

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

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

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

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

Mode of transportation ¹	Ton-miles ²		Average miles per shipment
	2002 (millions)	Percent	
Total	26 981	100.0	318
Truck	14 114	52.3	139
Rail	9 328	34.6	523
Shallow draft	1 072	4.0	875
Great Lakes	—	—	—
Deep draft	—	—	—
Air	S	S	1 544
Parcel, U.S. Postal Service or courier	507	1.9	S
Pipeline ³	S	S	S
Other and unknown modes	763	2.8	S

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

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

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

²Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See "Mileage Calculations" section for additional information.

³Estimates exclude shipments of crude petroleum (SCTG 16).

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

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

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

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

Mode of transportation and distance shipped ¹ (based on Great Circle Distance)	Value		Tons		Ton-miles ²	
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent
Total	77 576	100.0	136 033	100.0	26 981	100.0
Less than 50 miles	17 086	22.0	72 721	53.5	1 441	5.3
50 to 99 miles	6 551	8.4	19 711	14.5	1 802	6.7
100 to 249 miles	11 847	15.3	18 405	13.5	3 580	13.3
250 to 499 miles	15 354	19.8	12 027	8.8	5 787	21.4
500 to 749 miles	10 429	13.4	6 264	4.6	5 133	19.0
750 to 999 miles	6 361	8.2	2 909	2.1	3 055	11.3
1,000 to 1,499 miles	9 289	12.0	3 860	2.8	5 898	21.9
1,500 to 1,999 miles	509	.7	122	—	255	.9
2,000 miles or more	148	.2	15	—	30	.1
Single modes	70 766	100.0	128 962	100.0	25 058	100.0
Less than 50 miles	15 683	22.2	68 741	53.3	1 380	5.5
50 to 99 miles	6 105	8.6	19 519	15.1	1 764	7.0
100 to 249 miles	10 738	15.2	17 657	13.7	3 857	13.5
250 to 499 miles	14 345	20.3	10 653	8.3	5 074	20.2
500 to 749 miles	9 349	13.2	5 904	4.6	4 844	19.3
750 to 999 miles	5 788	8.2	2 804	2.2	2 941	11.7
1,000 to 1,499 miles	8 213	11.6	3 554	2.8	5 404	21.6
1,500 to 1,999 miles	438	.6	117	—	244	1.0
2,000 miles or more	S	S	S	S	S	S
Truck³	60 450	100.0	97 147	100.0	14 114	100.0
Less than 50 miles	13 781	22.8	57 590	59.3	1 006	7.1
50 to 99 miles	6 069	10.0	16 332	16.8	1 343	9.5
100 to 249 miles	9 799	16.2	10 775	11.1	2 132	15.1
250 to 499 miles	13 057	21.6	5 400	5.6	2 387	16.9
500 to 749 miles	7 500	12.4	2 883	3.0	2 136	15.1
750 to 999 miles	4 229	7.0	2 038	2.1	2 069	14.7
1,000 to 1,499 miles	5 665	9.4	2 039	2.1	2 866	20.3
1,500 to 1,999 miles	266	.4	79	—	157	1.1
2,000 miles or more	S	S	S	S	S	S
For-hire truck	40 366	100.0	43 576	100.0	10 301	100.0
Less than 50 miles	3 215	8.0	20 805	47.7	291	2.8
50 to 99 miles	S	S	6 628	15.2	546	5.3
100 to 249 miles	6 700	16.6	5 857	13.4	1 164	11.3
250 to 499 miles	11 454	28.4	4 005	9.2	1 786	17.3
500 to 749 miles	6 596	16.3	2 486	5.7	1 849	18.0
750 to 999 miles	3 772	9.3	1 830	4.2	1 855	18.0
1,000 to 1,499 miles	4 975	12.3	1 888	4.3	2 655	25.8
1,500 to 1,999 miles	243	.6	73	.2	145	1.4
2,000 miles or more	S	S	S	S	S	S
Private truck	20 050	100.0	53 099	100.0	3 768	100.0
Less than 50 miles	10 560	52.7	36 633	69.0	703	18.7
50 to 99 miles	2 719	13.6	9 438	17.8	775	20.6
100 to 249 miles	3 089	15.4	4 869	9.2	958	25.4
250 to 499 miles	1 597	8.0	1 392	2.6	599	15.9
500 to 749 miles	904	4.5	398	.7	287	7.6
750 to 999 miles	458	2.3	208	.4	214	5.7
1,000 to 1,499 miles	S	S	151	.3	211	5.6
1,500 to 1,999 miles	S	S	6	—	12	.3
2,000 miles or more	S	S	S	S	S	S
Rail	7 250	100.0	21 256	100.0	9 328	100.0
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	18	.2	3 095	14.6	415	4.5
100 to 249 miles	376	5.2	4 142	19.5	904	9.7
250 to 499 miles	1 145	15.8	5 241	24.7	2 681	28.7
500 to 749 miles	1 394	19.2	1 904	9.0	1 630	17.5
750 to 999 miles	S	S	730	3.4	838	9.0
1,000 to 1,499 miles	2 444	33.7	1 508	7.1	2 525	27.1
1,500 to 1,999 miles	S	S	38	.2	87	.9
2,000 miles or more	—	—	—	—	—	—
Water	165	100.0	1 112	100.0	1 072	100.0
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	—	—	—	—	—	—
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	163	99.0	1 112	100.0	1 072	100.0
750 to 999 miles	—	—	—	—	—	—
1,000 to 1,499 miles	—	—	—	—	—	—
1,500 to 1,999 miles	—	—	—	—	—	—
2,000 miles or more	—	—	—	—	—	—
Shallow draft	165	100.0	1 112	100.0	1 072	100.0
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	—	—	—	—	—	—
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	163	99.0	1 112	100.0	1 072	100.0
750 to 999 miles	—	—	—	—	—	—
1,000 to 1,499 miles	—	—	—	—	—	—
1,500 to 1,999 miles	—	—	—	—	—	—
2,000 miles or more	—	—	—	—	—	—

See footnotes at end of table.

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

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

Mode of transportation and distance shipped ¹ (based on Great Circle Distance)	Value		Tons		Ton-miles ²	
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent
Single modes—Con.						
Great Lakes	—	—	—	—	—	—
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	—	—	—	—	—	—
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	—	—	—	—	—	—
750 to 999 miles	—	—	—	—	—	—
1,000 to 1,499 miles	—	—	—	—	—	—
1,500 to 1,999 miles	—	—	—	—	—	—
2,000 miles or more	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	—	—	—	—	—	—
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	—	—	—	—	—	—
750 to 999 miles	—	—	—	—	—	—
1,000 to 1,499 miles	—	—	—	—	—	—
1,500 to 1,999 miles	—	—	—	—	—	—
2,000 miles or more	—	—	—	—	—	—
Air (includes truck and air)	650	100.0	S	S	S	S
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	22	3.4	S	S	S	S
250 to 499 miles	141	21.7	3	9.0	2	6.2
500 to 749 miles	288	44.3	4	15.9	5	13.8
750 to 999 miles	62	9.5	S	S	S	S
1,000 to 1,499 miles	103	15.8	S	S	S	S
1,500 to 1,999 miles	11	1.8	—	.4	—	.8
2,000 miles or more	S	S	S	S	S	S
Pipeline⁴	2 251	100.0	9 418	100.0	S	S
Less than 50 miles	1 679	74.6	6 553	69.6	S	S
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	S	S	S	S	S	S
250 to 499 miles	S	S	S	S	S	S
500 to 749 miles	S	S	S	S	S	S
750 to 999 miles	S	S	S	S	S	S
1,000 to 1,499 miles	—	—	—	—	—	—
1,500 to 1,999 miles	—	—	—	—	—	—
2,000 miles or more	—	—	—	—	—	—
Multiple modes	5 401	100.0	1 916	100.0	1 160	100.0
Less than 50 miles	619	11.5	26	1.4	—	—
50 to 99 miles	388	7.2	S	S	S	S
100 to 249 miles	915	16.9	471	24.6	140	12.1
250 to 499 miles	921	17.0	925	48.3	522	45.0
500 to 749 miles	925	17.1	163	8.5	144	12.4
750 to 999 miles	543	10.0	65	3.4	69	6.0
1,000 to 1,499 miles	977	18.1	139	7.3	231	19.9
1,500 to 1,999 miles	72	1.3	S	S	S	S
2,000 miles or more	42	.8	3	.2	10	.9
Parcel, U.S. Postal Service or courier	5 162	100.0	191	100.0	122	100.0
Less than 50 miles	613	11.9	19	9.9	—	.3
50 to 99 miles	384	7.4	15	8.0	1	1.2
100 to 249 miles	904	17.5	36	18.7	7	5.7
250 to 499 miles	872	16.9	34	18.0	15	12.3
500 to 749 miles	904	17.5	28	14.6	21	17.2
750 to 999 miles	534	10.4	22	11.4	22	18.2
1,000 to 1,499 miles	885	17.2	34	17.7	49	40.4
1,500 to 1,999 miles	45	.9	2	1.0	4	3.0
2,000 miles or more	S	S	S	S	S	S
Truck and rail	180	100.0	1 706	100.0	1 022	100.0
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	10	5.4	432	25.3	132	13.0
250 to 499 miles	S	S	890	52.2	507	49.6
500 to 749 miles	S	S	135	7.9	123	12.1
750 to 999 miles	S	S	S	S	S	S
1,000 to 1,499 miles	91	50.8	S	S	S	S
1,500 to 1,999 miles	S	S	S	S	S	S
2,000 miles or more	—	—	—	—	—	—
Truck and water	S	S	12	100.0	15	100.0
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	S	S	S	S	S	S
250 to 499 miles	S	S	S	S	S	S
500 to 749 miles	—	—	—	—	—	—
750 to 999 miles	S	S	S	S	S	S
1,000 to 1,499 miles	—	—	—	—	—	—
1,500 to 1,999 miles	—	—	—	—	—	—
2,000 miles or more	S	S	S	S	S	S

See footnotes at end of table.

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

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

Mode of transportation and distance shipped ¹ (based on Great Circle Distance)	Value		Tons		Ton-miles ²	
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent
Multiple modes—Con.						
Rail and water	—	—	—	—	—	—
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	—	—	—	—	—	—
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	—	—	—	—	—	—
750 to 999 miles	—	—	—	—	—	—
1,000 to 1,499 miles	—	—	—	—	—	—
1,500 to 1,999 miles	—	—	—	—	—	—
2,000 miles or more	—	—	—	—	—	—
Other multiple modes	S	S	S	S	S	S
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	—	—	—	—	—	—
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	—	—	—	—	—	—
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	1 409	100.0	5 154	100.0	763	100.0
Less than 50 miles	784	55.6	S	S	S	S
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	193	13.7	S	S	S	S
250 to 499 miles	S	S	S	S	S	S
500 to 749 miles	155	11.0	S	S	S	S
750 to 999 miles	31	2.2	S	S	S	S
1,000 to 1,499 miles	100	7.1	S	S	S	S
1,500 to 1,999 miles	S	S	S	S	S	S
2,000 miles or more	—	—	—	—	—	—

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

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

¹Shipments are grouped into distance categories based on Great Circle Distance (GCD). GCD is the shortest distance between 2 points on the surface of a sphere over the surface of that sphere.

²Ton-miles estimates are based on estimated distances traveled along a modeled transportation network. See "Mileage Calculations" section for additional information.

³"Truck" as a single mode includes shipments that were made by only private truck, only for-hire truck, or a combination of private truck and for-hire truck.

⁴Estimates for pipeline exclude shipments of crude petroleum.

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

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

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

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

Mode of transportation and shipment weight	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
Total	77 576	100.0	136 033	100.0	26 981	100.0	318
Less than 50 lb	5 095	6.6	144	.1	54	.2	371
50 to 99 lb	2 625	3.4	104	—	30	—	292
100 to 499 lb	6 497	8.4	664	.5	155	.6	240
500 to 749 lb	2 158	2.8	364	.3	79	.3	218
750 to 999 lb	1 232	1.6	276	.2	62	.2	222
1,000 to 9,999 lb	14 285	18.4	4 773	3.5	1 349	5.0	266
10,000 to 49,999 lb	31 648	40.8	48 757	35.8	10 163	37.7	216
50,000 to 99,999 lb	5 537	7.1	30 031	22.1	2 383	8.8	79
100,000 lb or more	8 500	11.0	50 920	37.4	12 706	47.1	453
Single modes	70 766	100.0	128 962	100.0	25 058	100.0	162
Less than 50 lb	1 911	2.7	64	—	6	—	115
50 to 99 lb	1 911	2.7	65	—	6	—	102
100 to 499 lb	5 244	7.4	572	.4	111	.4	189
500 to 749 lb	1 986	2.8	338	.3	71	.3	210
750 to 999 lb	1 128	1.6	249	.2	55	.2	218
1,000 to 9,999 lb	13 729	19.4	4 546	3.5	1 236	4.9	260
10,000 to 49,999 lb	31 032	43.9	46 958	36.4	9 595	38.3	212
50,000 to 99,999 lb	5 402	7.6	29 291	22.7	2 291	9.1	77
100,000 lb or more	8 423	11.9	46 880	36.4	11 686	46.6	437
Truck²	60 450	100.0	97 147	100.0	14 114	100.0	139
Less than 50 lb	1 786	3.0	63	—	5	—	72
50 to 99 lb	1 868	3.1	65	—	5	—	87
100 to 499 lb	4 993	8.3	567	.6	105	.7	177
500 to 749 lb	1 960	3.2	337	.3	69	.5	206
750 to 999 lb	1 124	1.9	248	.3	55	.4	216
1,000 to 9,999 lb	13 542	22.4	4 529	4.7	1 218	8.6	255
10,000 to 49,999 lb	30 721	50.8	46 583	48.0	9 393	66.6	209
50,000 to 99,999 lb	3 853	6.4	28 841	29.7	1 989	14.1	69
100,000 lb or more	603	1.0	S	S	1 274	9.0	249
For-hire truck	40 366	100.0	43 576	100.0	10 301	100.0	390
Less than 50 lb	606	1.5	9	—	2	—	210
50 to 99 lb	1 416	3.5	17	—	3	—	211
100 to 499 lb	2 980	7.4	154	.4	77	.8	492
500 to 749 lb	1 087	2.7	100	.2	50	.5	507
750 to 999 lb	670	1.7	74	.2	42	.4	553
1,000 to 9,999 lb	7 708	19.1	1 268	2.9	777	7.5	603
10,000 to 49,999 lb	23 562	58.4	17 956	41.2	7 029	68.2	418
50,000 to 99,999 lb	1 829	4.5	13 268	30.4	1 363	13.2	104
100,000 lb or more	506	1.3	S	S	S	S	403
Private truck	20 050	100.0	53 099	100.0	3 768	100.0	67
Less than 50 lb	1 180	5.9	53	.1	3	—	58
50 to 99 lb	452	2.3	48	—	2	—	44
100 to 499 lb	2 013	10.0	413	.8	27	.7	65
500 to 749 lb	873	4.4	237	.4	19	.5	78
750 to 999 lb	454	2.3	174	.3	13	.3	73
1,000 to 9,999 lb	5 823	29.0	3 253	6.1	439	11.7	118
10,000 to 49,999 lb	7 139	35.6	28 274	53.2	2 332	61.9	88
50,000 to 99,999 lb	2 019	10.1	15 462	29.1	615	16.3	38
100,000 lb or more	97	.5	5 183	9.8	318	8.5	S
Rail	7 250	100.0	21 256	100.0	9 328	100.0	523
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	S
10,000 to 49,999 lb	S	S	S	S	S	S	575
50,000 to 99,999 lb	S	S	426	2.0	283	3.0	745
100,000 lb or more	5 418	74.7	20 460	96.3	8 852	94.9	496
Water	165	100.0	1 112	100.0	1 072	100.0	875
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	6
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	163	99.0	1 112	100.0	1 072	100.0	951
Shallow draft	165	100.0	1 112	100.0	1 072	100.0	875
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	6
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	163	99.0	1 112	100.0	1 072	100.0	951

See footnotes at end of table.

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

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

Mode of transportation and shipment weight	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
Single modes—Con.							
Great Lakes	—	—	—	—	—	—	—
Less than 50 lb	—	—	—	—	—	—	—
50 to 99 lb	—	—	—	—	—	—	—
100 to 499 lb	—	—	—	—	—	—	—
500 to 749 lb	—	—	—	—	—	—	—
750 to 999 lb	—	—	—	—	—	—	—
1,000 to 9,999 lb	—	—	—	—	—	—	—
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Less than 50 lb	—	—	—	—	—	—	—
50 to 99 lb	—	—	—	—	—	—	—
100 to 499 lb	—	—	—	—	—	—	—
500 to 749 lb	—	—	—	—	—	—	—
750 to 999 lb	—	—	—	—	—	—	—
1,000 to 9,999 lb	—	—	—	—	—	—	—
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
Air (includes truck and air)	650	100.0	S	S	S	S	1 544
Less than 50 lb	125	19.2	1	4.3	2	5.0	1 534
50 to 99 lb	42	6.5	1	2.4	1	2.5	1 403
100 to 499 lb	250	38.4	4	12.9	6	15.5	1 691
500 to 749 lb	26	3.9	1	4.7	2	4.8	1 380
750 to 999 lb	S	S	S	S	S	S	1 571
1,000 to 9,999 lb	141	21.6	S	S	S	S	1 774
10,000 to 49,999 lb	S	S	S	S	S	S	1 057
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
Pipeline³	2 251	100.0	9 418	100.0	S	S	S
Less than 50 lb	—	—	—	—	S	S	S
50 to 99 lb	—	—	—	—	S	S	S
100 to 499 lb	S	S	S	S	S	S	S
500 to 749 lb	—	—	—	—	S	S	S
750 to 999 lb	—	—	—	—	S	S	S
1,000 to 9,999 lb	—	—	—	—	S	S	S
10,000 to 49,999 lb	S	S	S	S	S	S	S
50,000 to 99,999 lb	S	S	S	S	S	S	S
100,000 lb or more	2 239	99.5	9 393	99.7	S	S	S
Multiple modes	5 401	100.0	1 916	100.0	1 160	100.0	628
Less than 50 lb	3 057	56.6	72	3.8	47	4.0	622
50 to 99 lb	674	12.5	33	1.7	23	2.0	696
100 to 499 lb	1 129	20.9	65	3.4	42	3.6	644
500 to 749 lb	146	2.7	12	.7	7	.6	593
750 to 999 lb	82	1.5	9	.4	6	.5	661
1,000 to 9,999 lb	126	2.3	S	S	S	S	S
10,000 to 49,999 lb	163	3.0	S	S	328	28.3	1 084
50,000 to 99,999 lb	S	S	S	S	S	S	485
100,000 lb or more	S	S	1 252	65.4	640	55.2	510
Parcel, U.S. Postal Service or courier	5 162	100.0	191	100.0	122	100.0	627
Less than 50 lb	3 057	59.2	72	37.8	47	38.3	622
50 to 99 lb	674	13.1	33	17.4	23	19.1	698
100 to 499 lb	1 117	21.6	64	33.5	39	32.1	635
500 to 749 lb	143	2.8	11	5.9	S	S	579
750 to 999 lb	82	1.6	9	4.5	6	4.6	661
1,000 to 9,999 lb	S	S	S	S	S	S	468
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
Truck and rail	180	100.0	1 706	100.0	1 022	100.0	790
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	2 363
10,000 to 49,999 lb	133	73.8	S	S	S	S	1 093
50,000 to 99,999 lb	S	S	S	S	S	S	485
100,000 lb or more	S	S	1 252	73.4	640	62.6	510
Truck and water	S	S	12	100.0	15	100.0	4 265
Less than 50 lb	—	—	—	—	—	—	—
50 to 99 lb	—	—	—	—	—	—	—
100 to 499 lb	S	S	S	S	S	S	4 414
500 to 749 lb	S	S	S	S	S	S	7 775
750 to 999 lb	—	—	—	—	—	—	—
1,000 to 9,999 lb	S	S	S	S	S	S	4 076
10,000 to 49,999 lb	S	S	S	S	S	S	762
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—

See footnotes at end of table.

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

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

Mode of transportation and shipment weight	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
Multiple modes—Con.							
Rail and water	—	—	—	—	—	—	—
Less than 50 lb	—	—	—	—	—	—	—
50 to 99 lb	—	—	—	—	—	—	—
100 to 499 lb	—	—	—	—	—	—	—
500 to 749 lb	—	—	—	—	—	—	—
750 to 999 lb	—	—	—	—	—	—	—
1,000 to 9,999 lb	—	—	—	—	—	—	—
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
Other multiple modes	\$	\$	\$	\$	\$	\$	3
Less than 50 lb	—	—	—	—	—	—	—
50 to 99 lb	\$	\$	\$	\$	\$	\$	3
100 to 499 lb	\$	\$	\$	\$	\$	\$	3
500 to 749 lb	\$	\$	\$	\$	\$	\$	3
750 to 999 lb	—	—	—	—	—	—	—
1,000 to 9,999 lb	\$	\$	\$	\$	\$	\$	3
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
Other and unknown modes	1 409	100.0	5 154	100.0	763	100.0	\$
Less than 50 lb	127	9.0	8	.2	—	—	\$
50 to 99 lb	40	2.9	5	.1	\$	\$	43
100 to 499 lb	124	8.8	8	.6	\$	\$	6
500 to 749 lb	\$	\$	\$	\$	\$	\$	\$
750 to 999 lb	22	1.6	8	.6	\$	\$	\$
1,000 to 9,999 lb	430	30.5	218	4.2	\$	\$	403
10,000 to 49,999 lb	452	32.1	\$	\$	240	31.5	178
50,000 to 99,999 lb	\$	\$	\$	\$	\$	\$	\$
100,000 lb or more	\$	\$	\$	\$	\$	\$	890

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

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

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

²"Truck" as a single mode includes shipments that were made by only private truck, only for-hire truck, or a combination of private truck and for-hire truck.

³Estimates for pipeline exclude shipments of crude petroleum.

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

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

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

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

SCTG code	Commodity description	Value		Tons		Ton-miles ¹		Average miles per shipment
		2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
	Total²	77 576	100.0	136 033	100.0	26 981	100.0	318
01	Live animals and live fish	S	S	S	S	S	S	34
02	Cereal grains	S	S	S	S	872	3.2	S
03	Other agricultural products	61	—	58	—	S	S	S
04	Animal feed and products of animal origin, n.e.c.	S	S	S	S	S	S	97
05	Meat, fish, seafood, and their preparations	2 563	3.3	1 134	.8	540	2.0	S
06	Milled grain products and preparations, and bakery products	704	.9	986	.7	517	1.9	171
07	Other prepared foodstuffs and fats and oils	1 893	2.4	S	S	562	2.1	151
08	Alcoholic beverages	764	1.0	S	S	14	—	47
09	Tobacco products	S	S	S	S	S	S	56
10	Monumental or building stone	—	—	—	—	—	—	—
11	Natural sands	73	—	8 645	6.4	794	2.9	58
12	Gravel and crushed stone	174	.2	35 128	25.8	2 575	9.5	38
13	Nonmetallic minerals n.e.c.	S	S	S	S	S	S	251
14	Metallic ores and concentrates	103	.1	34	—	22	—	695
15	Coal	53	—	1 907	1.4	S	S	141
17	Gasoline and aviation turbine fuel	3 488	4.5	12 537	9.2	639	2.4	37
18	Fuel oils	1 351	1.7	5 686	4.2	208	.8	S
19	Coal and petroleum products, n.e.c.	1 396	1.8	5 899	4.3	2 338	8.7	S
20	Basic chemicals	517	.7	S	S	S	S	S
21	Pharmaceutical products	4 845	6.2	48	—	9	—	257
22	Fertilizers	721	.9	6 077	4.5	3 091	11.5	202
23	Chemical products and preparations, n.e.c.	907	1.2	327	.2	162	.6	S
24	Plastics and rubber	3 673	4.7	1 764	1.3	1 437	5.3	345
25	Logs and other wood in the rough	S	S	S	S	S	S	19
26	Wood products	779	1.0	1 642	1.2	381	1.4	104
27	Pulp, newsprint, paper, and paperboard	571	.7	1 291	.9	943	3.5	198
28	Paper or paperboard articles	1 114	1.4	641	.5	385	1.4	S
29	Printed products	685	.9	S	S	S	S	S
30	Textiles, leather, and articles of textiles or leather	1 212	1.6	129	.1	33	.1	757
31	Nonmetallic mineral products	2 048	2.6	14 932	11.0	3 689	13.7	628
32	Base metal in primary or semifinished forms and in finished basic shapes	1 957	2.5	2 570	1.9	738	2.7	242
33	Articles of base metal	3 836	4.9	S	S	947	3.5	319
34	Machinery	7 202	9.3	793	.6	613	2.3	292
35	Electronic and other electrical equipment and components and office equipment	S	S	1 007	.7	554	2.1	591
36	Motorized and other vehicles (including parts)	7 411	9.6	S	S	S	S	284
37	Transportation equipment, n.e.c.	1 342	1.7	53	—	96	.4	1 144
38	Precision instruments and apparatus	S	S	12	—	5	—	352
39	Furniture, mattresses and mattress supports, lamps, lighting fittings, and illuminated signs	S	S	S	S	S	S	S
40	Miscellaneous manufactured products	2 162	2.8	406	.3	275	1.0	537
41	Waste and scrap	S	S	S	S	S	S	137
43	Mixed freight	7 689	9.9	1 981	1.5	688	2.5	335
--	Commodity unknown	100	.1	182	.1	S	S	488

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

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

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

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

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

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

SCTG code	Commodity description	Value (percent)		Tons (percent)		Ton-miles ¹ (percent)	
		2002	1997	2002	1997	2002	1997
	Total²	100.0	100.0	100.0	100.0	100.0	100.0
01	Live animals and live fish	S	-	S	S	S	S
02	Cereal grains	S	1.0	S	3.9	3.2	8.3
03	Other agricultural products	-	.4	-	.4	S	S
04	Animal feed and products of animal origin, n.e.c.	S	1.4	S	2.1	S	1.4
05	Meat, fish, seafood, and their preparations	3.3	2.8	.8	.8	2.0	1.1
06	Milled grain products and preparations, and bakery products .....	.9	1.4	.7	.7	1.9	2.0
07	Other prepared foodstuffs and fats and oils	2.4	2.0	S	.8	2.1	.6
08	Alcoholic beverages	1.0	1.4	S	.5	-	-
09	Tobacco products	S	.1	S	-	S	S
10	Monumental or building stone	-	S	-	S	-	S
11	Natural sands	-	.2	6.4	S	2.9	S
12	Gravel and crushed stone .....	.2	.2	25.8	20.1	9.5	4.0
13	Nonmetallic minerals n.e.c.	S	.1	S	S	S	3.9
14	Metallic ores and concentrates .....	.1	S	-	S	-	S
15	Coal	-	-	1.4	.8	S	.5
17	Gasoline and aviation turbine fuel	4.5	5.9	9.2	9.7	2.4	S
18	Fuel oils	1.7	1.5	4.2	3.0	.8	S
19	Coal and petroleum products, n.e.c.	1.8	1.8	4.3	3.9	8.7	7.6
20	Basic chemicals .....	.7	2.1	S	S	S	S
21	Pharmaceutical products	6.2	2.1	-	-	-	-
22	Fertilizers .....	.9	1.3	4.5	4.1	11.5	10.8
23	Chemical products and preparations, n.e.c.	1.2	2.2	.2	.3	.6	.8
24	Plastics and rubber	4.7	4.9	1.3	.9	5.3	4.1
25	Logs and other wood in the rough	S	-	S	S	S	.1
26	Wood products	1.0	1.6	1.2	2.2	1.4	4.6
27	Pulp, newsprint, paper, and paperboard .....	.7	1.3	.9	1.1	3.5	4.1
28	Paper or paperboard articles	1.4	1.5	.5	.4	1.4	1.1
29	Printed products .....	.9	1.5	S	.2	S	.7
30	Textiles, leather, and articles of textiles or leather	1.6	1.7	.1	.1	.1	.4
31	Nonmetallic mineral products	2.6	3.5	11.0	12.2	13.7	13.7
32	Base metal in primary or semifinished forms and in finished basic shapes	2.5	2.9	1.9	1.4	2.7	1.8
33	Articles of base metal	4.9	6.9	S	1.8	3.5	3.7
34	Machinery	9.3	10.4	.6	.6	2.3	1.9
35	Electronic and other electrical equipment and components and office equipment	S	12.2	.7	.2	2.1	.6
36	Motorized and other vehicles (including parts)	9.6	7.5	S	.5	S	2.2
37	Transportation equipment, n.e.c.	1.7	2.2	-	S	.4	.2
38	Precision instruments and apparatus	S	1.1	-	-	-	-
39	Furniture, mattresses and mattress supports, lamps, lighting fittings, and illuminated signs	S	.5	S	-	S	-
40	Miscellaneous manufactured products	2.8	7.2	.3	.6	1.0	1.9
41	Waste and scrap	S	.3	S	1.2	S	.9
43	Mixed freight	9.9	3.9	1.5	1.0	2.5	1.0
--	Commodity unknown .....	.1	.6	.1	S	S	S

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

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

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

²Estimates exclude shipments of crude petroleum (SCTG 16).

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

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

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
ALL COMMODITIES							
Total²	77 576	100.0	136 033	100.0	26 981	100.0	318
Single modes	70 766	91.2	128 962	94.8	25 058	92.9	162
Truck ³	60 450	77.9	97 147	71.4	14 114	52.3	139
For-hire truck	40 366	52.0	43 576	32.0	10 301	38.2	390
Private truck	20 050	25.8	53 099	39.0	3 768	14.0	67
Rail	7 250	9.3	21 256	15.6	9 328	34.6	523
Water	165	.2	1 112	.8	1 072	4.0	875
Shallow draft	165	.2	1 112	.8	1 072	4.0	875
Great Lakes	-	-	-	-	-	-	-
Deep draft	-	-	-	-	-	-	-
Air (includes truck and air)	650	.8	S	S	S	S	1 544
Pipeline ⁴	2 251	2.9	9 418	6.9	S	S	S
Multiple modes	5 401	7.0	1 916	1.4	1 160	4.3	628
Parcel, U.S. Postal Service or courier	5 162	6.7	191	.1	122	.5	627
Truck and rail	180	.2	1 706	1.3	1 022	3.8	790
Truck and water	S	S	12	-	15	-	4 265
Rail and water	-	-	-	-	-	-	-
Other multiple modes	S	S	S	S	S	S	3
Other and unknown modes	1 409	1.8	5 154	3.8	763	2.8	S
SCTG 01, LIVE ANIMALS AND LIVE FISH							
Total	S	S	S	S	S	S	34
Single modes	S	S	S	S	S	S	34
Truck ³	S	S	S	S	S	S	34
For-hire truck	-	-	-	-	-	-	-
Private truck	S	S	S	S	S	S	34
Rail	-	-	-	-	-	-	-
Water	-	-	-	-	-	-	-
Shallow draft	-	-	-	-	-	-	-
Great Lakes	-	-	-	-	-	-	-
Deep draft	-	-	-	-	-	-	-
Air (includes truck and air)	-	-	-	-	-	-	-
Pipeline ⁴	-	-	-	-	S	S	S
Multiple modes	-	-	-	-	-	-	-
Parcel, U.S. Postal Service or courier	-	-	-	-	-	-	-
Truck and rail	-	-	-	-	-	-	-
Truck and water	-	-	-	-	-	-	-
Rail and water	-	-	-	-	-	-	-
Other multiple modes	-	-	-	-	-	-	-
Other and unknown modes	-	-	-	-	-	-	-
SCTG 02, CEREAL GRAINS							
Total	S	S	S	S	872	100.0	S
Single modes	S	S	S	S	872	100.0	S
Truck ³	S	S	S	S	S	S	39
For-hire truck	S	S	S	S	S	S	S
Private truck	S	S	S	S	S	S	11
Rail	-	-	-	-	-	-	-
Water	S	S	S	S	687	78.8	923
Shallow draft	S	S	S	S	687	78.8	923
Great Lakes	-	-	-	-	-	-	-
Deep draft	-	-	-	-	-	-	-
Air (includes truck and air)	-	-	-	-	-	-	-
Pipeline ⁴	-	-	-	-	S	S	S
Multiple modes	-	-	-	-	-	-	-
Parcel, U.S. Postal Service or courier	-	-	-	-	-	-	-
Truck and rail	-	-	-	-	-	-	-
Truck and water	-	-	-	-	-	-	-
Rail and water	-	-	-	-	-	-	-
Other multiple modes	-	-	-	-	-	-	-
Other and unknown modes	-	-	-	-	-	-	-

See footnotes at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 03, OTHER AGRICULTURAL PRODUCTS							
Total	61	100.0	58	100.0	S	S	S
Single modes	61	100.0	58	100.0	S	S	S
Truck ³	S	S	S	S	S	S	51
For-hire truck	—	—	—	—	—	—	—
Private truck	S	S	S	S	S	S	51
Rail	—	—	—	—	—	—	—
Water	S	S	S	S	S	S	916
Shallow draft	S	S	S	S	S	S	916
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	—	—	—	—	—	—	—
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	—	—	—	—	—	—	—
SCTG 04, ANIMAL FEED AND PRODUCTS OF ANIMAL ORIGIN, N.E.C.							
Total	S	S	S	S	S	S	97
Single modes	S	S	S	S	S	S	97
Truck ³	S	S	S	S	172	59.8	66
For-hire truck	S	S	S	S	S	S	167
Private truck	S	S	S	S	S	S	S
Rail	S	S	S	S	S	S	567
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	—	—	—	—	—	—	—
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	12
SCTG 05, MEAT, FISH, SEAFOOD, AND THEIR PREPARATIONS							
Total	2 563	100.0	1 134	100.0	540	100.0	S
Single modes	2 552	99.6	1 131	99.7	540	100.0	S
Truck ³	2 552	99.6	1 131	99.7	540	100.0	S
For-hire truck	977	38.1	535	47.2	362	67.1	922
Private truck	1 575	61.5	596	52.5	177	32.9	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	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	S	S	S	S	S	S	71

See footnotes at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 06, MILLED GRAIN PRODUCTS AND PREPARATIONS, AND BAKERY PRODUCTS							
Total	704	100.0	986	100.0	517	100.0	171
Single modes	694	98.6	981	99.4	509	98.4	174
Truck ³	691	98.1	951	96.4	489	94.6	174
For-hire truck	S 858	S	S 858	S 87.0	S	S	S 273
Private truck	166	23.5	93	9.4	S	S	S
Rail	S	S	S	S	S	S	655
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	834
Pipeline ⁴	—	—	—	—	—	—	S
Multiple modes	S	S	S	S	S	S	1 825
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	S	S	S	S	S	S	1 825
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	76
SCTG 07, OTHER PREPARED FOODSTUFFS AND FATS AND OILS							
Total	1 893	100.0	S	S	562	100.0	151
Single modes	1 729	91.4	S	S	533	94.7	S
Truck ³	1 723	91.0	S	S	519	92.3	S
For-hire truck	442	23.4	604	20.3	222	39.5	387
Private truck	1 281	67.7	S	S	S	S	S
Rail	S	S	S	S	S	S	776
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	—	—	1 015
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	S	S	27	.9	28	5.1	692
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	690
Truck and rail	S	S	S	S	S	S	1 441
Truck and water	S	S	S	S	S	S	157
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	115
SCTG 08, ALCOHOLIC BEVERAGES							
Total	764	100.0	S	S	14	100.0	47
Single modes	746	97.7	S	S	14	99.8	47
Truck ³	746	97.7	S	S	14	99.8	47
For-hire truck	S	S	S	S	S	S	84
Private truck	S	S	S	S	S	S	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	—	—	—	—	—	—	—
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	2

See footnotes at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 09, TOBACCO PRODUCTS							
Total	\$	\$	\$	\$	\$	\$	56
Single modes	\$	\$	\$	\$	\$	\$	56
Truck ³	\$	\$	\$	\$	\$	\$	56
For-hire truck	\$	\$	\$	\$	\$	\$	56
Private truck	\$	\$	\$	\$	\$	\$	56
Rail	-	-	-	-	-	-	-
Water	-	-	-	-	-	-	-
Shallow draft	-	-	-	-	-	-	-
Great Lakes	-	-	-	-	-	-	-
Deep draft	-	-	-	-	-	-	-
Air (includes truck and air)	-	-	-	-	-	-	-
Pipeline ⁴	-	-	-	-	\$	\$	\$
Multiple modes	-	-	-	-	-	-	-
Parcel, U.S. Postal Service or courier	-	-	-	-	-	-	-
Truck and rail	-	-	-	-	-	-	-
Truck and water	-	-	-	-	-	-	-
Rail and water	-	-	-	-	-	-	-
Other multiple modes	-	-	-	-	-	-	-
Other and unknown modes	-	-	-	-	-	-	-
SCTG 10, MONUMENTAL OR BUILDING STONE							
Total	-	-	-	-	-	-	-
Single modes	-	-	-	-	-	-	-
Truck ³	-	-	-	-	-	-	-
For-hire truck	-	-	-	-	-	-	-
Private truck	-	-	-	-	-	-	-
Rail	-	-	-	-	-	-	-
Water	-	-	-	-	-	-	-
Shallow draft	-	-	-	-	-	-	-
Great Lakes	-	-	-	-	-	-	-
Deep draft	-	-	-	-	-	-	-
Air (includes truck and air)	-	-	-	-	-	-	-
Pipeline ⁴	-	-	-	-	\$	\$	\$
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	73	100.0	8 645	100.0	794	100.0	58
Single modes	64	88.0	8 256	95.5	777	97.8	56
Truck ³	39	53.6	5 716	66.1	278	35.0	42
For-hire truck	22	30.7	1 918	22.2	190	24.0	95
Private truck	17	22.9	3 799	43.9	87	11.0	20
Rail	25	34.3	\$	\$	499	62.8	\$
Water	-	-	-	-	-	-	-
Shallow draft	-	-	-	-	-	-	-
Great Lakes	-	-	-	-	-	-	-
Deep draft	-	-	-	-	-	-	-
Air (includes truck and air)	-	-	-	-	-	-	-
Pipeline ⁴	-	-	-	-	\$	\$	\$
Multiple modes	\$	\$	\$	\$	\$	\$	980
Parcel, U.S. Postal Service or courier	-	-	-	-	-	-	-
Truck and rail	\$	\$	\$	\$	\$	\$	980
Truck and water	-	-	-	-	-	-	-
Rail and water	-	-	-	-	-	-	-
Other multiple modes	-	-	-	-	-	-	-
Other and unknown modes	\$	\$	\$	\$	\$	\$	7

See footnotes at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 12, GRAVEL AND CRUSHED STONE							
Total	174	100.0	35 128	100.0	2 575	100.0	38
Single modes	161	92.9	32 613	92.8	2 546	98.9	39
Truck ³	125	72.0	24 617	70.1	999	38.8	36
For-hire truck	30	17.4	5 831	16.6	321	12.5	52
Private truck	93	53.7	18 457	52.5	650	25.3	29
Rail	36	20.9	7 996	22.8	1 547	60.1	221
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	—	—	—	—	\$	\$	\$
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	\$	\$	\$	\$	\$	\$	18
SCTG 13, NONMETALLIC MINERALS N.E.C.							
Total	\$	\$	\$	\$	\$	\$	251
Single modes	\$	\$	\$	\$	\$	\$	251
Truck ³	\$	\$	\$	\$	\$	\$	261
For-hire truck	\$	\$	\$	\$	\$	\$	261
Private truck	\$	\$	\$	\$	\$	\$	264
Rail	\$	\$	\$	\$	\$	\$	198
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	—	—	—	—	\$	\$	\$
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	103	100.0	34	100.0	22	100.0	695
Single modes	103	100.0	34	100.0	22	100.0	695
Truck ³	103	100.0	34	100.0	22	100.0	695
For-hire truck	103	100.0	34	100.0	22	100.0	695
Private truck	—	—	—	—	—	—	—
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	—	—	—	—	\$	\$	\$
Multiple modes	—	—	—	—	—	—	—
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	—	—	—	—	—	—	—

See footnotes at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 15, COAL							
Total	53	100.0	1 907	100.0	S	S	141
Single modes	44	83.3	1 631	85.5	100	43.1	62
Truck ³	39	72.9	1 464	76.8	70	30.0	43
For-hire truck	39	72.9	1 463	76.7	70	30.0	43
Private truck	—	—	—	—	—	—	—
Rail	S	S	S	S	S	S	182
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	479
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	S	S	S	S	S	S	479
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	—	—	—	—	—	—	—
SCTG 17, GASOLINE AND AVIATION TURBINE FUEL							
Total	3 488	100.0	12 537	100.0	639	100.0	37
Single modes	3 282	94.1	11 864	94.6	620	97.1	38
Truck ³	2 025	58.0	6 588	52.5	253	39.5	37
For-hire truck	340	9.8	1 232	9.8	S	S	31
Private truck	1 684	48.3	5 356	42.7	S	S	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	1 258	36.1	5 276	42.1	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	27
SCTG 18, FUEL OILS							
Total	1 351	100.0	5 686	100.0	208	100.0	S
Single modes	1 335	98.8	5 588	98.3	203	97.4	S
Truck ³	365	27.0	1 570	27.6	91	43.8	S
For-hire truck	131	9.7	589	10.4	S	S	67
Private truck	234	17.3	980	17.2	48	23.1	S
Rail	—	—	—	—	—	.1	1 637
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	S	S	4 018	70.7	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	54

See footnotes at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 19, COAL AND PETROLEUM PRODUCTS, N.E.C.							
Total	1 396	100.0	5 899	100.0	2 338	100.0	S
Single modes	1 356	97.1	5 844	99.1	2 335	99.9	S
Truck ³	654	46.8	3 362	57.0	503	21.5	S
For-hire truck	308	22.1	1 922	32.6	368	15.7	200
Private truck	S	S	S	S	135	5.8	S
Rail	702	50.3	2 482	42.1	1 832	78.4	645
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	S
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	137
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	S	S	S	S	S	S	3
Other and unknown modes	S	S	S	S	S	S	39
SCTG 20, BASIC CHEMICALS							
Total	517	100.0	S	S	S	S	S
Single modes	497	96.3	S	S	S	S	S
Truck ³	480	92.9	S	S	S	S	S
For-hire truck	325	63.0	S	S	S	S	455
Private truck	S	S	S	S	S	S	46
Rail	S	S	S	S	S	S	849
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	925
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	1 135
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	1 135
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	S
SCTG 21, PHARMACEUTICAL PRODUCTS							
Total	4 845	100.0	48	100.0	9	100.0	257
Single modes	3 753	77.4	37	75.7	S	S	S
Truck ³	3 752	77.4	37	75.7	S	S	S
For-hire truck	3 478	71.8	25	52.0	4	44.6	S
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	2 481
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	954	19.7	9	18.0	1	15.3	857
Parcel, U.S. Postal Service or courier	954	19.7	9	18.0	1	15.3	857
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	59

See footnotes at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 22, FERTILIZERS							
Total	721	100.0	6 077	100.0	3 091	100.0	202
Single modes	675	93.6	5 600	92.1	2 885	93.3	204
Truck ³	294	40.7	2 273	37.4	506	16.4	120
For-hire truck	265	36.7	2 151	35.4	497	16.1	227
Private truck	S	S	S	S	S	S	8
Rail	300	41.6	2 859	47.1	1 989	64.3	709
Water	S	S	S	S	S	S	1 053
Shallow draft	S	S	S	S	S	S	1 053
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	S	S	S	S	S	S	S
Multiple modes	S	S	S	S	S	S	666
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	S	S	S	S	S	S	666
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	S
SCTG 23, CHEMICAL PRODUCTS AND PREPARATIONS, N.E.C.							
Total	907	100.0	327	100.0	162	100.0	S
Single modes	896	98.8	326	99.6	161	99.8	S
Truck ³	883	97.3	322	98.2	154	95.4	S
For-hire truck	398	43.9	222	67.7	150	93.0	441
Private truck	S	S	100	30.6	4	2.4	34
Rail	S	S	S	S	S	S	1 632
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	1 996
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	5	.6	1	.3	—	.2	430
Parcel, U.S. Postal Service or courier	5	.6	1	.3	—	.2	430
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	1	.2	S	S	S
SCTG 24, PLASTICS AND RUBBER							
Total	3 673	100.0	1 764	100.0	1 437	100.0	345
Single modes	3 524	95.9	1 728	97.9	1 418	98.7	395
Truck ³	3 333	90.7	1 427	80.9	1 182	82.3	363
For-hire truck	3 097	84.3	1 275	72.3	1 113	77.4	678
Private truck	237	6.4	152	8.6	S	S	S
Rail	186	5.1	301	17.0	236	16.4	924
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	4	.1	—	—	—	—	1 830
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	79	2.1	S	S	S	S	790
Parcel, U.S. Postal Service or courier	54	1.5	7	.4	3	.2	789
Truck and rail	S	S	S	S	S	S	1 480
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	21	1.2	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: 2002—Con.

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 25, LOGS AND OTHER WOOD IN THE ROUGH							
Total	S	S	S	S	S	S	19
Single modes	S	S	S	S	S	S	19
Truck ³	S	S	S	S	S	S	19
For-hire truck	—	—	—	—	—	—	—
Private truck	S	S	S	S	S	S	19
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	—	—	—	—	—	—	—
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	—	—	—	—	—	—	—
SCTG 26, WOOD PRODUCTS							
Total	779	100.0	1 642	100.0	381	100.0	104
Single modes	758	97.3	1 630	99.3	378	99.2	95
Truck ³	702	90.1	1 461	89.0	243	63.7	90
For-hire truck	190	24.4	453	27.6	119	31.2	212
Private truck	512	65.7	1 008	61.4	124	32.5	74
Rail	56	7.2	169	10.3	135	35.5	786
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	505
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	505
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	388
SCTG 27, PULP, NEWSPRINT, PAPER, AND PAPERBOARD							
Total	571	100.0	1 291	100.0	943	100.0	198
Single modes	570	99.8	1 291	100.0	943	100.0	202
Truck ³	181	31.7	389	30.1	136	14.5	109
For-hire truck	S	S	S	S	S	S	343
Private truck	76	13.3	S	S	S	S	S
Rail	S	S	S	S	S	S	897
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	88
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	88
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	2

See footnotes at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 28, PAPER OR PAPERBOARD ARTICLES							
Total	1 114	100.0	641	100.0	385	100.0	S
Single modes	1 083	97.2	619	96.6	344	89.3	S
Truck ³	1 073	96.3	610	95.1	328	85.2	199
For-hire truck	796	71.5	470	73.4	269	70.0	419
Private truck	S	S	S	S	S	S	S
Rail	S	S	S	S	S	S	1 622
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	1 114
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	S
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	S
Truck and rail	S	S	S	S	S	S	2 197
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	871
SCTG 29, PRINTED PRODUCTS							
Total	685	100.0	S	S	S	S	S
Single modes	S	S	S	S	S	S	S
Truck ³	S	S	S	S	S	S	S
For-hire truck	S	S	S	S	S	S	478
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	1 236
Pipeline ⁴	S	S	S	S	S	S	S
Multiple modes	89	13.0	S	S	S	S	428
Parcel, U.S. Postal Service or courier	89	13.0	S	S	S	S	428
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	S
SCTG 30, TEXTILES, LEATHER, AND ARTICLES OF TEXTILES OR LEATHER							
Total	1 212	100.0	129	100.0	33	100.0	757
Single modes	916	75.6	121	93.7	26	79.8	654
Truck ³	901	74.4	121	93.4	26	78.1	354
For-hire truck	334	27.6	S	S	23	68.5	990
Private truck	565	46.6	83	64.2	3	9.2	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	1 685
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	283	23.4	7	5.5	6	19.6	887
Parcel, U.S. Postal Service or courier	283	23.4	7	5.5	6	19.6	887
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	13	1.1	1	.8	S	S	27

See footnotes at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 31, NONMETALLIC MINERAL PRODUCTS							
Total	2 048	100.0	14 932	100.0	3 689	100.0	628
Single modes	1 487	72.6	13 048	87.4	2 564	69.5	211
Truck ³	1 479	72.2	12 908	86.4	2 471	67.0	210
For-hire truck	992	48.5	3 907	26.2	S	S	620
Private truck	486	23.7	S	S	S	S	48
Rail	S	S	S	S	S	S	663
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	S	S	1 325	8.9	786	21.3	892
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	893
Truck and rail	S	S	1 289	8.6	751	20.4	759
Truck and water	S	S	S	S	S	S	1 191
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	103	5.0	S	S	S	S	266
SCTG 32, BASE METAL IN PRIMARY OR SEMIFINISHED FORMS AND IN FINISHED BASIC SHAPES							
Total	1 957	100.0	2 570	100.0	738	100.0	242
Single modes	1 755	89.7	2 347	91.3	593	80.3	149
Truck ³	1 704	87.1	2 209	86.0	500	67.7	129
For-hire truck	847	43.3	1 188	46.2	431	58.4	351
Private truck	858	43.8	1 021	39.7	69	9.4	52
Rail	S	S	S	S	S	S	568
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	1 661
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	73	3.7	S	S	1	.2	564
Parcel, U.S. Postal Service or courier	73	3.7	S	S	1	.2	564
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	241
SCTG 33, ARTICLES OF BASE METAL							
Total	3 836	100.0	S	S	947	100.0	319
Single modes	3 354	87.4	S	S	908	95.8	250
Truck ³	3 315	86.4	S	S	872	92.1	208
For-hire truck	2 261	58.9	S	S	759	80.1	580
Private truck	1 053	27.5	894	8.5	114	12.0	S
Rail	S	S	S	S	S	S	563
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	1 705
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	374	9.7	20	.2	S	S	723
Parcel, U.S. Postal Service or courier	S	S	19	.2	S	S	723
Truck and rail	—	—	—	—	—	—	—
Truck and water	S	S	S	S	S	S	524
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	108	2.8	S	S	S	S	S

See footnotes at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 34, MACHINERY							
Total	7 202	100.0	793	100.0	613	100.0	292
Single modes	6 453	89.6	744	93.8	583	95.1	S
Truck ³	6 283	87.2	739	93.2	576	93.9	S
For-hire truck	5 155	71.6	567	71.5	502	81.9	689
Private truck	1 128	15.7	171	21.6	S	S	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	170	2.4	5	.6	7	1.1	1 298
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	668	9.3	38	4.7	29	4.7	459
Parcel, U.S. Postal Service or courier	646	9.0	36	4.5	21	3.4	453
Truck and rail	—	—	—	—	—	—	—
Truck and water	S	S	S	S	S	S	4 688
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	81	1.1	S	S	S	S	S
SCTG 35, ELECTRONIC AND OTHER ELECTRICAL EQUIPMENT AND COMPONENTS AND OFFICE EQUIPMENT							
Total	S	S	1 007	100.0	554	100.0	591
Single modes	S	S	992	98.6	544	98.2	307
Truck ³	S	S	992	98.5	544	98.1	228
For-hire truck	S	S	S	S	525	94.7	547
Private truck	986	7.5	154	15.3	19	3.4	87
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	1	.1	1 396
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	947	7.2	12	1.2	9	1.7	791
Parcel, U.S. Postal Service or courier	947	7.2	12	1.2	9	1.7	791
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	3	.3	S	S	S
SCTG 36, MOTORIZED AND OTHER VEHICLES (INCLUDING PARTS)							
Total	7 411	100.0	S	S	S	S	284
Single modes	7 161	96.6	S	S	S	S	228
Truck ³	2 199	29.7	S	S	S	S	217
For-hire truck	997	13.4	155	10.2	117	6.6	S
Private truck	1 202	16.2	197	13.0	33	1.9	205
Rail	S	S	S	S	S	S	1 358
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	—	—	S	S	2 544
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	395
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	395
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	S

See footnotes at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 37, TRANSPORTATION EQUIPMENT, N.E.C.							
Total	1 342	100.0	53	100.0	96	100.0	1 144
Single modes	1 234	92.0	52	98.0	S	S	1 233
Truck ³	794	59.2	10	18.0	7	7.4	681
For-hire truck	693	51.6	5	8.6	5	5.1	913
Private truck	S	S	S	S	S	S	S
Rail	152	11.3	S	S	S	S	2 176
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	1 632
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	1 007
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	1 002
Truck and rail	S	S	S	S	S	S	2 363
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	S
SCTG 38, PRECISION INSTRUMENTS AND APPARATUS							
Total	S	S	12	100.0	5	100.0	352
Single modes	S	S	11	90.9	S	S	S
Truck ³	S	S	11	90.9	S	S	S
For-hire truck	S	S	S	S	S	S	368
Private truck	S	S	S	S	S	S	64
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	2 684
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	S	S	1	8.0	—	9.4	543
Parcel, U.S. Postal Service or courier	S	S	1	8.0	—	9.4	543
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	S	S	S	S	S	S	S
Single modes	S	S	S	S	S	S	S
Truck ³	S	S	S	S	S	S	S
For-hire truck	S	S	S	S	S	S	S
Private truck	S	S	S	S	S	S	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	211
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	211
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	6	1.3	1	1.0	—	.1	40

See footnotes at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
SCTG 40, MISCELLANEOUS MANUFACTURED PRODUCTS							
Total	2 162	100.0	406	100.0	275	100.0	537
Single modes	1 771	81.9	395	97.2	267	96.9	295
Truck ³	1 763	81.5	395	97.2	267	96.9	289
For-hire truck	1 332	61.6	234	57.7	215	78.1	618
Private truck	431	20.0	S	S	S	S	180
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	881
Pipeline ⁴	—	—	—	—	—	—	S
Multiple modes	380	17.6	11	2.6	8	3.0	732
Parcel, U.S. Postal Service or courier	379	17.5	10	2.4	8	3.0	732
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	S	S	S	S	S	S	5
Other and unknown modes	S	S	S	S	S	S	S
SCTG 41, WASTE AND SCRAP							
Total	S	S	S	S	S	S	137
Single modes	S	S	S	S	S	S	137
Truck ³	S	S	S	S	S	S	282
For-hire truck	S	S	S	S	S	S	426
Private truck	S	S	S	S	S	S	206
Rail	S	S	S	S	S	S	S
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	—	—	—	—	—	—	—
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	—	—	—	—	—	—	—
SCTG 43, MIXED FREIGHT							
Total	7 689	100.0	1 981	100.0	688	100.0	335
Single modes	7 280	94.7	1 956	98.7	674	98.0	S
Truck ³	7 240	94.2	1 954	98.6	673	97.9	S
For-hire truck	3 431	44.6	580	29.3	276	40.1	455
Private truck	3 802	49.4	1 371	69.2	396	57.6	S
Rail	—	—	—	—	—	—	—
Water	S	S	S	S	S	S	6
Shallow draft	S	S	S	S	S	S	6
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	1 233
Pipeline ⁴	S	S	S	S	S	S	S
Multiple modes	372	4.8	22	1.1	S	S	549
Parcel, U.S. Postal Service or courier	372	4.8	22	1.1	S	S	549
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	37	.5	3	.1	S	S	S

See footnotes at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles ¹		Average miles per shipment
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent	
COMMODITY UNKNOWN							
Total	100	100.0	182	100.0	S	S	488
Single modes	82	82.8	181	99.7	S	S	S
Truck ³	73	73.5	S	S	S	S	75
For-hire truck	36	36.5	S	S	S	S	S
Private truck	37	37.0	S	S	S	S	38
Rail	S	S	S	S	S	S	910
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	1 400
Pipeline ⁴	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	652
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	652
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	S

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

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

²Estimates exclude shipments of crude petroleum (SCTG 16).

³"Truck" as a single mode includes shipments that were made by only private truck, only for-hire truck, or a combination of private truck and for-hire truck.

⁴Estimates for pipeline exclude shipments of crude petroleum.

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

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

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

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

State of destination	Value		Tons		Ton-miles ¹	
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent
Total	77 576	100.0	136 033	100.0	26 981	100.0
NEW ENGLAND STATES						
Connecticut	100	.1	12	—	18	—
Maine	S	S	S	S	S	S
Massachusetts	458	.6	S	S	S	S
New Hampshire	27	—	8	—	13	—
Rhode Island	13	—	S	S	S	S
Vermont	S	S	S	S	S	S
MIDDLE ATLANTIC STATES						
New Jersey	1 092	1.4	690	.5	1 061	3.9
New York	658	.8	226	.2	319	1.2
Pennsylvania	767	1.0	478	.4	657	2.4
EAST NORTH CENTRAL STATES						
Illinois	1 731	2.2	776	.6	549	2.0
Indiana	838	1.1	499	.4	391	1.5
Michigan	1 347	1.7	631	.5	661	2.5
Ohio	1 428	1.8	697	.5	666	2.5
Wisconsin	331	.4	296	.2	265	1.0
WEST NORTH CENTRAL STATES						
Iowa	548	.7	905	.7	527	2.0
Kansas	2 576	3.3	4 140	3.0	981	3.6
Minnesota	890	1.1	251	.2	225	.8
Missouri	1 855	2.4	2 901	2.1	857	3.2
Nebraska	584	.8	1 289	.9	713	2.6
North Dakota	127	.2	55	—	64	.2
South Dakota	123	.2	69	—	S	S
SOUTH ATLANTIC STATES						
Delaware	S	S	S	S	S	S
District of Columbia	S	S	S	S	S	S
Florida	1 357	1.7	323	.2	421	1.6
Georgia	1 263	1.6	1 039	.8	951	3.5
Maryland	597	.8	140	.1	190	.7
North Carolina	293	.4	88	—	105	.4
South Carolina	440	.6	395	.3	456	1.7
Virginia	602	.8	184	.1	235	.9
West Virginia	51	—	S	S	64	.2
EAST SOUTH CENTRAL STATES						
Alabama	559	.7	733	.5	588	2.2
Kentucky	353	.5	240	.2	174	.6
Mississippi	359	.5	333	.2	169	.6
Tennessee	1 173	1.5	1 188	.9	834	3.1
WEST SOUTH CENTRAL STATES						
Arkansas	2 733	3.5	4 294	3.2	924	3.4
Louisiana	1 315	1.7	1 381	1.0	1 045	3.9
Oklahoma	25 450	32.8	89 751	66.0	3 330	12.3
Texas	17 055	22.0	18 330	13.5	4 765	17.7
MOUNTAIN STATES						
Arizona	781	1.0	412	.3	460	1.7
Colorado	1 038	1.3	770	.6	572	2.1
Idaho	38	—	11	—	17	—
Montana	S	S	76	—	113	.4
Nevada	203	.3	36	—	49	.2
New Mexico	1 037	1.3	230	.2	139	.5
Utah	296	.4	110	—	131	.5
Wyoming	S	S	S	S	S	S
PACIFIC STATES						
Alaska	S	S	S	S	S	S
California	2 591	3.3	1 334	1.0	2 099	7.8
Hawaii	S	S	S	S	S	S
Oregon	492	.6	129	.1	251	.9
Washington	606	.8	175	.1	369	1.4

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

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

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

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

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

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

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

State of origin	Value		Tons		Ton-miles ¹	
	2002 (million dollars)	Percent	2002 (thousands)	Percent	2002 (millions)	Percent
Total	82 848	100.0	144 384	100.0	38 224	100.0
NEW ENGLAND STATES						
Connecticut	220	.3	17	—	26	—
Maine	51	—	10	—	19	—
Massachusetts	321	.4	21	—	35	—
New Hampshire	121	.1	6	—	11	—
Rhode Island	48	—	S	S	S	S
Vermont	33	—	7	—	12	—
MIDDLE ATLANTIC STATES						
New Jersey	550	.7	129	—	180	.5
New York	948	1.1	381	.3	S	S
Pennsylvania	1 056	1.3	438	.3	513	1.3
EAST NORTH CENTRAL STATES						
Illinois	1 965	2.4	727	.5	468	1.2
Indiana	2 145	2.6	S	S	S	S
Michigan	1 018	1.2	298	.2	302	.8
Ohio	S	S	858	.6	822	2.2
Wisconsin	572	.7	254	.2	219	.6
WEST NORTH CENTRAL STATES						
Iowa	1 421	1.7	1 305	.9	849	2.2
Kansas	2 429	2.9	8 461	5.9	1 214	3.2
Minnesota	632	.8	336	.2	268	.7
Missouri	5 096	6.2	4 125	2.9	1 244	3.3
Nebraska	467	.6	587	.4	303	.8
North Dakota	64	—	75	—	83	.2
South Dakota	S	S	S	S	S	S
SOUTH ATLANTIC STATES						
Delaware	15	—	S	S	S	S
District of Columbia	S	S	S	S	S	S
Florida	731	.9	124	—	159	.4
Georgia	2 302	2.8	S	S	S	S
Maryland	S	S	28	—	36	—
North Carolina	849	1.0	S	S	S	S
South Carolina	614	.7	213	.1	261	.7
Virginia	390	.5	225	.2	257	.7
West Virginia	40	—	S	S	S	S
EAST SOUTH CENTRAL STATES						
Alabama	S	S	497	.3	422	1.1
Kentucky	2 267	2.7	435	.3	343	.9
Mississippi	476	.6	355	.2	218	.6
Tennessee	2 592	3.1	507	.4	364	1.0
WEST SOUTH CENTRAL STATES						
Arkansas	3 478	4.2	4 896	3.4	950	2.5
Louisiana	1 038	1.3	1 827	1.3	1 285	3.4
Oklahoma	25 450	30.7	89 751	62.2	3 330	8.7
Texas	11 509	13.9	6 978	4.8	2 180	5.7
MOUNTAIN STATES						
Arizona	326	.4	S	S	S	S
Colorado	713	.9	S	S	S	S
Idaho	151	.2	71	—	101	.3
Montana	15	—	15	—	25	—
Nevada	81	.1	38	—	62	.2
New Mexico	242	.3	S	S	S	S
Utah	298	.4	206	.1	261	.7
Wyoming	210	.3	14 295	9.9	15 066	39.4
PACIFIC STATES						
Alaska	S	S	S	S	S	S
California	3 764	4.5	578	.4	976	2.6
Hawaii	S	S	S	S	S	S
Oregon	202	.2	175	.1	386	1.0
Washington	379	.5	138	.1	306	.8

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

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

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

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

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

Discussion of Survey Changes and Comparing Estimates

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

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

INDUSTRY COVERAGE CHANGES

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

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

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

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

No adjustments have been made to the 1993 CFS estimates.

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

AUXILIARY ESTABLISHMENT COVERAGE CHANGES

The 2002 CFS improved the coverage of auxiliary establishments. Auxiliary establishments are defined as warehouses and managing offices of multiestablishment companies, which have non-auxiliary establishments that are in-scope to CFS or are classified in retail trade. For the 1997 CFS sampling, managing offices had to have sales or inventory levels of greater than zero in order to be considered for selection. However, research conducted prior to the 2002 CFS showed that not all managing offices with shipping activity in the 1997 CFS indicated sales or inventories in the 1997 Economic Census. Therefore, to provide a more comprehensive coverage of auxiliaries, for the 2002 CFS managing offices were subjected to sampling, regardless of sales or inventories.

COMPARISON DATA AND STATISTICAL VALIDITY

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

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

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

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

Mode of transportation	Value			Tons			Ton-miles ¹			Average miles per shipment		
	2002 (million dollars)	1997 (million dollars)	Percent change	2002 (thousands)	1997 (thousands)	Percent change	2002 (millions)	1997 (millions)	Percent change	2002	1997	Percent change
Total	77 576	56 830	36.5	136 033	120 249	13.1	26 981	23 817	13.3	318	341	-6.7
Single modes	70 766	50 271	40.8	128 962	117 395	9.9	25 058	22 861	9.6	162	200	-18.8
Truck ²	60 450	42 725	41.5	97 147	99 159	-2.0	14 114	13 564	4.1	139	152	-8.1
Rail	7 250	4 220	71.8	21 256	11 143	90.8	9 328	7 243	28.8	523	687	-23.9
Water	165	285	-42.0	1 112	1 915	-41.9	1 072	1 839	-41.7	875	959	-8.8
Air (includes truck and air)	650	1 782	-63.5	S	110	S	S	123	S	1 544	1 312	17.6
Pipeline ³	2 251	1 259	78.8	9 418	5 068	85.8	S	S	S	S	S	S
Multiple modes	5 401	4 572	18.2	1 916	463	313.6	1 160	368	215.1	628	675	-6.9
Parcel, U.S. Postal Service or courier ..	5 162	4 401	17.3	191	180	6.1	122	140	-12.7	627	674	-7.0
Truck and rail	180	162	10.9	1 706	S	S	1 022	182	463.1	790	969	-18.5
All other multiple modes	S	S	S	19	S	S	15	S	S	S	S	S
Other and unknown modes ...	1 409	1 988	-29.1	5 154	2 390	115.6	763	588	29.7	S	91	S

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

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

³Estimates for pipeline exclude shipments of crude petroleum.

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

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

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

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

SCTG code	Commodity description	Value			Tons			Ton-miles ¹			Average miles per shipment		
		2002 (million dollars)	1997 (million dollars)	Percent change	2002 (thousands)	1997 (thousands)	Percent change	2002 (millions)	1997 (millions)	Percent change	2002	1997	Percent change
	Total	77 576	56 830	36.5	136 033	120 249	13.1	26 981	23 817	13.3	318	341	-6.7
01-05	Agricultural products and fish	4 052	3 200	26.6	9 017	8 687	3.8	1 725	2 912	-40.8	S	108	S
06-09	Grains, alcohol, and tobacco products	3 710	2 803	32.3	4 396	2 328	88.8	1 094	655	67.1	126	95	32.4
10-14	Stones, nonmetallic minerals, and metallic ores	377	328	15.1	44 868	50 134	-10.5	3 788	3 457	9.5	47	39	20.9
15-19	Coal and petroleum products	6 289	5 226	20.3	26 029	20 878	24.7	3 417	2 865	19.2	72	75	-4.9
20-24	Basic chemicals, chemical, and pharmaceutical products	10 663	7 132	49.5	11 462	9 169	25.0	5 312	4 347	22.2	219	301	-27.3
25-30	Logs, wood products, and textile and leather	4 362	4 385	-5	4 076	4 945	-17.6	2 039	2 594	-21.4	444	500	-11.2
31-34	Base metal and machinery ..	15 044	13 506	11.4	28 831	19 180	50.3	5 987	5 007	19.6	353	373	-5.3
35-38	Electronic, motorized vehicles, and precision instruments	22 339	13 089	70.7	2 587	1 014	155.3	S	711	S	447	447	-1
39-43	Furniture, mixed freight and misc. manufactured prod. ..	10 641	6 800	56.5	4 584	3 421	34.0	1 120	928	20.7	362	439	-17.5
--	Commodity unknown	100	360	-72.4	182	S	S	S	S	S	488	799	-39.0

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

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

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

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

Appendix A.

Comparability With the 1993 and 1997 Commodity Flow Surveys

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

Industry Coverage

1993	1997	2002
Based on 1987 SIC	Based on 1987 SIC	Based on 1997 NAICS ¹
Manufacturing (excluding Printing Trade Services (SIC 279))	Manufacturing (excluding Printing Trade Services (SIC 279))	Manufacturing (excluding Prepress Services (NAICS 323122))
Mining (except mining services (SICs 108, 124, 138, 148) and oil and gas extraction (SICs 131 and 132))	Mining (except mining services (SICs 108, 124, 138, 148) and oil and gas extraction (SICs 131 and 132))	Mining (except support activities (NAICS 213) and oil and gas extraction (NAICS 211))
Wholesale (merchants and manufacturers' sales branches and government-owned liquor stores)	Wholesale (merchants and manufacturers' sales branches and government-owned liquor stores)	Wholesale (merchants and manufacturers' sales branches and government-owned liquor stores)
Retail catalog and mail order houses	Retail catalog and mail order houses	Retail electronic shopping and mail order houses
Auxiliaries (e.g., warehouses)	Auxiliaries (e.g., warehouses)	Auxiliaries ² (e.g., warehouses)

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

²Coverage of auxiliaries has been expanded for the 2002 CFS. In comparison, for the 1997 CFS, the number of in-scope managing offices was reduced to a large extent based on the results of the 1992 Economic Census. For the 1997 CFS, a managing office was considered in-scope only if it had sales or end-of-year inventories in the 1992 Census. Research conducted prior to the 2002 CFS showed that not all managing offices with shipping activity in the 1997 CFS indicated sales or inventories in the 1997 Economic Census. Therefore, the 1997 Economic Census results were not used to determine scope for managing offices in the 2002 CFS. For the 2002 survey, the inclusion of an increased number of auxiliaries (intermediary distribution centers) which support the operations of retail stores (most of which are, themselves out-of-scope) has more of an impact on the estimates of value and tonnage and less on ton-miles.

Commodity Classification System

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

Sample Size

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

Survey Methodology

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

Reported Mode of Transportation

1993	1997	2002
For-hire truck	For-hire truck	For-hire truck
Private truck	Private truck	Private truck
Rail	Rail	Rail
Air	Air	Air
Inland Water	Shallow draft vessel	Shallow draft vessel
Deep Sea Water	Deep draft vessel	Deep draft vessel
Pipeline	Pipeline	Pipeline
Parcel, U.S. Postal Service, or courier	Parcel, U.S. Postal Service, or courier	Parcel, U.S. Postal Service, or courier
Other	Other	Other
Unknown	Unknown	Unknown

Data Items Requested

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

Appendix B.

Reliability of the Estimates

The estimates in this publication may differ from the actual, unknown population values. Statisticians define this difference as the total error of the estimate. When describing the accuracy of survey results, it is convenient to discuss total error as the sum of sampling error and nonsampling error. Sampling error is the average difference between the estimate and the result that would be obtained from a complete enumeration of the sampling frame conducted under the same survey conditions. Nonsampling error encompasses all other factors that contribute to the total error of a sample survey estimate.

The sampling error of the estimates in this publication can be estimated from the selected sample because the sample was selected using probability sampling. Common measures related to sampling error are the sampling variance, the standard error, and the coefficient of variation (CV). The sampling variance is the squared difference, averaged over all possible samples of the same size and design, between the estimator and its average value. The standard error is the square root of the sampling variance. The CV expresses the standard error as a percentage of the estimate to which it refers. This publication presents these measures in Appendix B.

Nonsampling errors are difficult to measure and can be introduced through inadequacies in the questionnaire, nonresponse, inaccurate reporting by respondents, errors in the application of survey procedures, incorrect recording of answers, and errors in data entry and processing. No measures of nonsampling error are presented in this publication, however, every effort is made to minimize their effect on the estimates. Data users should take into account both the measures of sampling error and the potential effects of nonsampling error when using these estimates.

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

Sampling Error

Because the estimates are based on a sample, exact agreement with results that would be obtained from a complete enumeration of all shipments made in 2002 from all establishments included on the sampling frame using the same enumeration procedures is not expected. However, because probability sampling was used at each stage of selection, it is possible to estimate the sampling variability of the survey estimates. For CFS estimates, sampling variability arises from each of the three stages of sampling. (See Appendix C for a description of the sample design.)

The particular sample used in this survey is one of a large number of samples of the same size that could have been selected using the same design. If all possible samples had been surveyed under the same conditions, an estimate of a population parameter of interest could have been obtained from each sample. These samples give rise to a distribution of estimates for the population parameter. A statistical measure of the variability among these estimates is the standard error, which can be approximated from any one sample. The *standard error* is defined as the square root of the variance. The *coefficient of variation* (or relative standard error) of an estimator is the standard error of the estimator divided by the estimator. Note that measures of sampling variability, such as the standard error and coefficient of variation, are estimated from the sample and are also subject to sampling variability. (Technically, we should refer to the *estimated* standard error or the *estimated* coefficient of variation of an estimator. However, for the sake of brevity, we have omitted this detail.) It is important to note that the standard error only measures sampling variability. It does not measure systematic biases of the sample. The Census Bureau recommends that individuals using estimates contained in this report incorporate this information into their analyses, as sampling error could affect the conclusions drawn from these estimates.

An estimate from a particular sample and the standard error associated with the estimate can be used to construct a confidence interval. A *confidence interval* is a range about a given estimator that has a specified probability of containing the result of a complete enumeration of the sampling frame conducted under the same survey conditions. Associated with each interval is a percentage of confidence, which is interpreted as follows. If, for each possible sample, an estimate of a population parameter and its approximate standard error were obtained, then:

1. For approximately 90 percent of the possible samples, the interval from 1.645 standard errors below to 1.645 standard errors above the estimate would include the result as obtained from a complete enumeration of the sampling frame conducted under the same survey conditions.
2. For approximately 95 percent of the possible samples, the interval from 1.96 standard errors below to 1.96 standard errors above the estimate would include the result as obtained from a complete enumeration of the sampling frame conducted under the same survey conditions.

To illustrate the computation of a confidence interval for an estimate of total value of shipments, assume that an estimate of total value is \$10,750 million and the coefficient of variation for this estimate is 1.8 percent, or 0.018. First obtain the standard error of the estimate by multiplying the value of shipments estimate by its coefficient of variation. For this example, multiply \$10,750 million by 0.018. This yields a standard error of \$193.5 million. The upper and lower bounds of the 90-percent confidence interval are computed as \$10,750 million plus or minus 1.645 times \$193.5 million. Consequently, the 90-percent confidence interval is \$10,432 million to \$11,068 million. If corresponding confidence intervals were constructed for all possible samples of the same size and design, approximately 9 out of 10 (90 percent) of these intervals would contain the result obtained from a complete enumeration.

Nonsampling Error

Nonsampling error encompasses all other factors that contribute to the total error of a sample survey estimate and may also occur in censuses. It is often helpful to think of nonsampling error as arising from deficiencies or mistakes in the survey process. In the CFS, nonsampling error can be attributed to many sources: inability to obtain information about all units in the sample; response errors; differences in the interpretation of the questions; mistakes in coding or keying the data obtained; and other errors of collection, response, coverage, and processing. Although no direct measurement of the potential biases due to nonsampling error has been obtained, precautionary steps were taken in all phases of the collection, processing, and tabulation of the data in an effort to minimize their influence. The Census Bureau recommends that individuals using estimates in this report incorporate this information into their analyses, as nonsampling error could affect the conclusions drawn from these estimates.

A potential source of bias in the estimates is nonresponse. Nonresponse is defined as the inability to obtain all the intended measurements or responses from all units in the sample. Four levels of nonresponse can occur in the CFS: item, shipment, quarter (reporting week), and establishment. Item nonresponse occurs either when a question is unanswered or the response to the question fails computer or analyst edits. Nonresponse to the shipment value or weight items is corrected by imputation, which is the procedure by which a missing value is replaced by a predicted value obtained from an appropriate model. (See Appendix C for a description of the imputation procedure.) Shipment, quarter, and establishment nonresponse are used to describe the inability to obtain any of the substantive measurements about a sampled shipment, quarter, or establishment, respectively. Shipment and quarter nonresponse are corrected by reweighting. Reweighting allocates characteristics to the nonrespondents in proportion to the characteristics observed for the respondents. The amount of bias introduced by this nonresponse adjustment procedure depends on the extent to which the nonrespondents differ, characteristically, from the respondents. Establishment nonresponse is corrected during the estimation procedure by the industry-level adjustment weight. (See Appendix C for a description of the estimation procedure.) In most cases of establishment nonresponse, none of the four questionnaires have been returned to the Census Bureau, after several attempts to elicit a response. Approximately 63 percent of the establishments provided at least one quarter of data that contributed to tabulation.

Some possible sources of bias that are attributed to respondent-conducted sampling include misunderstanding the definition of a shipment, constructing an incomplete frame of shipments from which to sample, ordering the shipment sampling frame by selected shipment characteristics, and selecting shipment records by a method other than the one specified in the questionnaire's instructions. We often contact respondents who reported shipments having an untypically large value or weight when compared to the rest of their reported shipments. Upon contact, if we are able to collect information on all of a given respondent's large shipments made either for a particular reporting week or for the entire quarter, then we identify these large shipments as certainty shipments. (See Appendix C for a description of how certainty shipments are used in the estimation process.)

DEFINITION OF TERMS

Confidentiality

Title 13 of the United States Code authorizes the Census Bureau to conduct censuses and surveys. Section 9 of the same Title requires that any information collected from the public under the authority of Title 13 be maintained as confidential. Section 214 of Title 13 and Sections 3559 and 3571 of Title 18 of the United States Code provide for the imposition of penalties of up to 5 years in prison and up to \$250,000 in fines for wrongful disclosure of confidential census information. In accordance with Title 13, no estimates are published that would disclose the operations of an individual firm.

The Census Bureau's internal Disclosure Review Board sets the confidentiality rules for all data releases. A checklist approach is used to ensure that all potential risks to the confidentiality of the data are considered and addressed.

Disclosure Limitation

Disclosure is the release of data that have been deemed confidential. It generally reveals information about a specific individual or establishment or permits deduction of sensitive information about a particular individual or establishment. Disclosure limitation is the process used to protect the confidentiality of the survey data provided by an individual or firm. Using disclosure limitation procedures, the Census Bureau modifies or removes the characteristics that put confidential information at risk for disclosure. Although it may appear that a table shows information about a specific individual or business, the Census Bureau has taken steps to disguise or suppress the original data while making sure the results are still useful. The techniques used by the Census Bureau to protect confidentiality in tabulations vary, depending on the type of data.

Unpublished Estimates

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

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

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

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

Mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
Total	13.8	—	10.3	—	6.4	—	14.3
Single modes	15.3	1.4	10.6	1.6	6.5	2.0	10.4
Truck	18.6	3.9	14.2	2.9	11.0	4.0	10.3
For-hire truck	28.2	5.5	21.1	4.4	15.0	4.3	6.1
Private truck	8.9	3.4	13.9	3.3	12.3	1.8	12.3
Rail	34.9	3.4	13.3	2.4	15.2	4.7	11.7
Water	36.7	—	31.4	.3	33.5	1.2	18.4
Shallow draft	36.7	—	31.4	.3	33.5	1.2	18.4
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	21.9	.2	S	S	S	S	4.0
Pipeline	25.3	.9	22.7	1.7	S	S	S
Multiple modes	13.2	1.2	29.7	.4	29.9	1.3	6.9
Parcel, U.S. Postal Service or courier	14.5	1.2	19.6	—	22.5	.1	6.9
Truck and rail	25.6	—	32.9	.4	34.1	1.3	19.6
Truck and water	S	S	50.0	—	47.0	—	27.0
Rail and water	—	—	—	—	—	—	—
Other multiple modes	S	S	S	S	S	S	30.2
Other and unknown modes	19.8	.4	42.3	1.5	47.0	1.3	S

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

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

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

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

Mode of transportation	Value (percent)		Tons (percent)		Ton-miles (percent)	
	2002	1997	2002	1997	2002	1997
Total	—	—	—	—	—	—
Single modes	1.4	.5	1.6	.6	2.0	1.2
Truck	3.9	2.4	2.9	3.8	4.0	4.5
For-hire truck	5.5	2.5	4.4	3.5	4.3	4.6
Private truck	3.4	2.5	3.3	4.4	1.8	1.6
Rail	3.4	2.2	2.4	2.3	4.7	3.7
Water	—	.2	.3	.5	1.2	2.1
Shallow draft	—	.2	.3	.5	1.2	2.1
Great Lakes	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—
Air (includes truck and air) .....	.2	.8	S	—	S	.2
Pipeline .....	.9	.6	1.7	1.7	S	S
Multiple modes	1.2	.6	.4	.2	1.3	.5
Parcel, U.S. Postal Service or courier	1.2	.6	—	—	.1	—
Truck and rail	—	.1	.4	S	1.3	.4
Truck and water	S	S	—	S	—	S
Rail and water	—	—	—	—	—	—
Other multiple modes	S	—	S	—	S	—
Other and unknown modes .....	.4	.6	1.5	.5	1.3	.9

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

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

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

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

Mode of transportation	Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	
Total	6.4	—	14.3
Truck	11.0	4.0	10.3
Rail	15.2	4.7	11.7
Shallow draft	33.5	1.2	18.4
Great Lakes	—	—	—
Deep draft	—	—	—
Air	S	S	4.0
Parcel, U.S. Postal Service or courier	36.6	.8	S
Pipeline	S	S	S
Other and unknown modes	47.0	1.3	S

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

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

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

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

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

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
Total	13.8	—	10.3	—	6.4	—
Less than 50 miles	8.6	2.5	18.3	3.7	15.3	.7
50 to 99 miles	27.8	1.1	10.9	1.5	12.5	.8
100 to 249 miles	15.9	.8	12.8	2.3	12.3	1.8
250 to 499 miles	35.2	2.6	14.1	1.3	13.3	2.4
500 to 749 miles	16.5	.9	9.1	.6	9.3	1.3
750 to 999 miles	12.4	1.0	13.8	.3	13.5	.9
1,000 to 1,499 miles	13.6	1.9	13.1	.4	13.7	1.9
1,500 to 1,999 miles	24.9	.2	27.4	—	27.2	.3
2,000 miles or more	48.6	.1	47.6	—	37.0	—
Single modes	15.3	—	10.6	—	6.5	—
Less than 50 miles	9.1	2.5	18.8	3.5	14.3	.7
50 to 99 miles	29.7	1.2	11.1	1.6	12.7	.9
100 to 249 miles	18.3	.9	12.4	2.2	11.6	2.0
250 to 499 miles	37.1	2.6	14.6	1.1	13.9	2.4
500 to 749 miles	18.3	.8	8.3	.6	9.0	1.3
750 to 999 miles	12.8	1.1	13.6	.3	13.1	.9
1,000 to 1,499 miles	14.1	2.0	14.4	.4	15.4	2.0
1,500 to 1,999 miles	29.0	.2	29.3	—	29.3	.3
2,000 miles or more	S	S	S	S	S	S
Truck	18.6	—	14.2	—	11.0	—
Less than 50 miles	8.9	2.9	24.6	5.3	15.5	1.6
50 to 99 miles	29.8	1.1	10.0	2.0	9.0	1.1
100 to 249 miles	20.5	1.1	15.8	2.3	16.4	1.8
250 to 499 miles	40.5	2.7	17.0	1.2	17.0	1.5
500 to 749 miles	24.8	1.0	18.0	.6	18.3	1.6
750 to 999 miles	15.4	1.1	19.3	.4	18.5	1.5
1,000 to 1,499 miles	9.8	1.4	14.2	.3	13.8	1.5
1,500 to 1,999 miles	27.7	.1	39.6	—	39.0	.3
2,000 miles or more	S	S	S	S	S	S
For-hire truck	28.2	—	21.1	—	15.0	—
Less than 50 miles	20.7	1.0	39.5	6.3	27.4	.8
50 to 99 miles	S	S	22.3	3.5	18.9	1.4
100 to 249 miles	31.7	2.2	22.5	2.9	21.4	1.8
250 to 499 miles	45.8	2.8	16.1	1.9	15.6	1.7
500 to 749 miles	25.3	.9	19.4	1.0	19.8	1.7
750 to 999 miles	17.2	1.9	22.4	.7	21.5	1.6
1,000 to 1,499 miles	5.8	2.5	16.5	.5	16.1	1.8
1,500 to 1,999 miles	25.8	.2	42.9	—	42.1	.4
2,000 miles or more	S	S	S	S	S	S
Private truck	8.9	—	13.9	—	12.3	—
Less than 50 miles	10.8	2.7	21.1	6.6	21.1	4.0
50 to 99 miles	15.0	1.9	19.2	5.0	16.3	3.9
100 to 249 miles	13.3	1.5	27.7	2.8	30.2	4.1
250 to 499 miles	15.9	1.3	34.8	1.3	35.1	4.1
500 to 749 miles	27.2	1.3	24.8	.3	24.1	2.0
750 to 999 miles	21.0	.5	31.7	.1	31.6	2.1
1,000 to 1,499 miles	S	S	49.2	.1	49.7	2.4
1,500 to 1,999 miles	S	S	50.0	—	47.5	.2
2,000 miles or more	S	S	S	S	S	S
Rail	34.9	—	13.3	—	15.2	—
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	31.5	.4	29.7	4.3	31.0	2.5
100 to 249 miles	36.8	4.1	34.1	8.6	27.9	7.2
250 to 499 miles	23.3	7.5	26.6	6.8	23.8	5.2
500 to 749 miles	36.0	1.9	21.9	3.1	22.1	3.2
750 to 999 miles	S	S	42.3	1.2	42.2	2.2
1,000 to 1,499 miles	45.1	6.7	37.3	2.4	37.0	5.5
1,500 to 1,999 miles	S	S	47.6	.1	48.0	.5
2,000 miles or more	—	—	—	—	—	—
Water	36.7	—	31.4	—	33.5	—
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	—	—	—	—	—	—
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	37.4	10.4	31.4	10.5	33.5	10.5
750 to 999 miles	—	—	—	—	—	—
1,000 to 1,499 miles	—	—	—	—	—	—
1,500 to 1,999 miles	—	—	—	—	—	—
2,000 miles or more	—	—	—	—	—	—
Shallow draft	36.7	—	31.4	—	33.5	—
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	—	—	—	—	—	—
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	37.4	10.4	31.4	10.5	33.5	10.5
750 to 999 miles	—	—	—	—	—	—
1,000 to 1,499 miles	—	—	—	—	—	—
1,500 to 1,999 miles	—	—	—	—	—	—
2,000 miles or more	—	—	—	—	—	—

See footnotes at end of table.

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

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

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
Single modes—Con.						
Great Lakes	—	—	—	—	—	—
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	—	—	—	—	—	—
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	—	—	—	—	—	—
750 to 999 miles	—	—	—	—	—	—
1,000 to 1,499 miles	—	—	—	—	—	—
1,500 to 1,999 miles	—	—	—	—	—	—
2,000 miles or more	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	—	—	—	—	—	—
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	—	—	—	—	—	—
750 to 999 miles	—	—	—	—	—	—
1,000 to 1,499 miles	—	—	—	—	—	—
1,500 to 1,999 miles	—	—	—	—	—	—
2,000 miles or more	—	—	—	—	—	—
Air (includes truck and air)	21.9	—	S	S	S	S
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	42.7	1.9	S	S	S	S
250 to 499 miles	32.6	6.0	43.4	10.3	38.9	9.2
500 to 749 miles	38.9	7.1	39.1	8.9	43.0	7.2
750 to 999 miles	33.0	6.9	S	S	S	S
1,000 to 1,499 miles	28.0	2.4	S	S	S	S
1,500 to 1,999 miles	43.9	1.3	30.4	.2	31.5	.5
2,000 miles or more	S	S	S	S	S	S
Pipeline	25.3	—	22.7	—	S	S
Less than 50 miles	38.6	17.8	37.0	17.3	S	S
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	S	S	S	S	S	S
250 to 499 miles	S	S	S	S	S	S
500 to 749 miles	S	S	S	S	S	S
750 to 999 miles	S	S	S	S	S	S
1,000 to 1,499 miles	—	—	—	—	—	—
1,500 to 1,999 miles	—	—	—	—	—	—
2,000 miles or more	—	—	—	—	—	—
Multiple modes	13.2	—	29.7	—	29.9	—
Less than 50 miles	35.8	2.7	29.0	1.9	21.2	—
50 to 99 miles	30.3	1.5	S	S	S	S
100 to 249 miles	19.9	2.9	38.9	4.9	39.2	2.6
250 to 499 miles	15.4	2.4	33.1	9.2	34.0	9.6
500 to 749 miles	25.0	2.1	38.6	1.7	38.7	2.2
750 to 999 miles	18.6	1.7	44.8	1.7	45.6	3.4
1,000 to 1,499 miles	20.7	2.2	45.9	5.8	46.1	9.1
1,500 to 1,999 miles	34.1	.4	S	S	S	S
2,000 miles or more	42.0	.5	49.3	.8	49.5	2.6
Parcel, U.S. Postal Service or courier	14.5	—	19.6	—	22.5	—
Less than 50 miles	36.2	2.7	17.3	1.9	19.8	.1
50 to 99 miles	30.6	1.5	31.0	1.8	30.9	.4
100 to 249 miles	20.0	2.9	21.1	2.4	22.8	1.3
250 to 499 miles	16.4	2.1	26.6	1.7	27.0	1.3
500 to 749 miles	26.0	2.1	24.6	1.4	25.8	1.6
750 to 999 miles	18.4	2.4	29.9	1.3	29.8	1.8
1,000 to 1,499 miles	23.8	2.3	21.7	2.6	21.5	3.8
1,500 to 1,999 miles	24.0	.1	34.8	.2	35.1	.6
2,000 miles or more	S	S	S	S	S	S
Truck and rail	25.6	—	32.9	—	34.1	—
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	39.2	10.3	42.0	9.7	41.3	9.7
250 to 499 miles	S	S	34.0	12.4	34.6	12.4
500 to 749 miles	S	S	48.0	2.6	46.5	3.1
750 to 999 miles	S	S	S	S	S	S
1,000 to 1,499 miles	33.5	12.1	S	S	S	S
1,500 to 1,999 miles	S	S	S	S	S	S
2,000 miles or more	—	—	—	—	—	—
Truck and water	S	S	50.0	—	47.0	—
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	S	S	S	S	S	S
250 to 499 miles	S	S	S	S	S	S
500 to 749 miles	—	—	—	—	—	—
750 to 999 miles	S	S	S	S	S	S
1,000 to 1,499 miles	—	—	—	—	—	—
1,500 to 1,999 miles	—	—	—	—	—	—
2,000 miles or more	S	S	S	S	S	S

See footnotes at end of table.

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

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

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
Multiple modes—Con.						
Rail and water	—	—	—	—	—	—
Less than 50 miles	—	—	—	—	—	—
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	—	—	—	—	—	—
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	—	—	—	—	—	—
750 to 999 miles	—	—	—	—	—	—
1,000 to 1,499 miles	—	—	—	—	—	—
1,500 to 1,999 miles	—	—	—	—	—	—
2,000 miles or more	—	—	—	—	—	—
Other multiple modes	S	S	S	S	S	S
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	—	—	—	—	—	—
100 to 249 miles	—	—	—	—	—	—
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	—	—	—	—	—	—
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	19.8	—	42.3	—	47.0	—
Less than 50 miles	28.7	8.2	S	S	S	S
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	45.2	3.9	S	S	S	S
250 to 499 miles	S	S	S	S	S	S
500 to 749 miles	44.4	4.5	S	S	S	S
750 to 999 miles	21.3	2.1	S	S	S	S
1,000 to 1,499 miles	42.2	4.3	S	S	S	S
1,500 to 1,999 miles	S	S	S	S	S	S
2,000 miles or more	—	—	—	—	—	—

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

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

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

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

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

Mode of transportation and shipment weight	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
Total	13.8	—	10.3	—	6.4	—	14.3
Less than 50 lb	11.6	1.0	11.2	—	22.8	—	17.0
50 to 99 lb	24.2	.6	7.4	—	19.1	—	15.1
100 to 499 lb	12.4	.7	9.9	—	12.3	—	16.4
500 to 749 lb	16.8	.7	13.3	—	4.4	—	14.7
750 to 999 lb	11.7	.3	13.6	—	9.1	—	14.4
1,000 to 9,999 lb	5.1	1.3	8.0	.3	9.7	.5	11.3
10,000 to 49,999 lb	29.8	4.3	12.1	1.6	12.6	3.6	16.6
50,000 to 99,999 lb	20.8	1.6	10.6	3.0	7.5	.7	16.4
100,000 lb or more	20.7	2.2	17.7	3.2	11.1	3.5	12.2
Single modes	15.3	—	10.6	—	6.5	—	10.4
Less than 50 lb	21.3	.7	18.1	—	14.1	—	26.7
50 to 99 lb	34.4	.7	11.0	—	11.9	—	13.3
100 to 499 lb	16.3	.7	10.2	—	12.9	—	17.9
500 to 749 lb	18.0	.8	11.6	—	5.5	—	16.6
750 to 999 lb	12.4	.3	12.0	—	10.1	—	13.1
1,000 to 9,999 lb	6.1	1.5	7.9	.3	8.1	.6	11.3
10,000 to 49,999 lb	30.5	4.5	12.5	1.6	11.0	3.7	15.7
50,000 to 99,999 lb	20.7	1.8	10.3	3.1	6.4	.7	15.8
100,000 lb or more	21.0	2.5	18.4	3.0	13.0	3.9	13.3
Truck²	18.6	—	14.2	—	11.0	—	10.3
Less than 50 lb	22.9	.8	18.5	—	18.2	—	17.3
50 to 99 lb	35.0	.8	11.1	—	11.6	—	13.0
100 to 499 lb	16.5	.9	10.2	—	12.7	.1	18.4
500 to 749 lb	18.2	1.0	11.7	—	5.9	—	16.5
750 to 999 lb	12.3	.4	12.1	—	9.7	—	12.8
1,000 to 9,999 lb	6.3	1.8	7.9	.4	8.1	.8	11.3
10,000 to 49,999 lb	30.8	4.1	12.6	2.5	11.5	2.5	16.1
50,000 to 99,999 lb	26.6	2.1	10.6	3.9	8.1	1.6	19.1
100,000 lb or more	26.6	.3	S	S	47.3	2.7	28.4
For-hire truck	28.2	—	21.1	—	15.0	—	6.1
Less than 50 lb	40.2	.5	28.2	—	23.1	—	34.5
50 to 99 lb	45.1	1.1	26.8	—	18.1	—	33.9
100 to 499 lb	23.8	1.3	15.0	.2	15.6	.2	12.0
500 to 749 lb	34.3	1.3	17.0	.1	9.2	—	17.6
750 to 999 lb	17.7	.5	18.8	—	14.4	.1	16.3
1,000 to 9,999 lb	8.2	2.8	6.7	.7	10.1	1.3	3.6
10,000 to 49,999 lb	40.7	4.8	9.9	5.4	17.3	4.1	5.9
50,000 to 99,999 lb	26.5	1.6	26.7	5.1	15.3	2.1	21.4
100,000 lb or more	33.1	.6	S	S	S	S	19.9
Private truck	8.9	—	13.9	—	12.3	—	12.3
Less than 50 lb	26.3	2.1	20.0	—	26.2	—	17.3
50 to 99 lb	18.3	.6	12.4	—	14.7	—	14.1
100 to 499 lb	12.8	1.7	15.9	.1	10.3	.1	29.2
500 to 749 lb	15.1	.9	17.8	—	28.9	.1	25.5
750 to 999 lb	17.5	.4	16.3	—	21.5	.1	15.3
1,000 to 9,999 lb	12.5	3.8	10.8	.7	11.5	2.3	19.8
10,000 to 49,999 lb	14.0	3.1	21.0	5.6	18.1	5.1	15.3
50,000 to 99,999 lb	41.2	3.1	20.1	4.1	21.7	2.5	12.6
100,000 lb or more	42.1	.1	41.0	5.9	44.2	4.8	S
Rail	34.9	—	13.3	—	15.2	—	11.7
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	S
10,000 to 49,999 lb	S	S	S	S	S	S	28.7
50,000 to 99,999 lb	S	S	36.1	.4	34.0	1.3	24.3
100,000 lb or more	33.4	5.3	12.7	.9	15.6	1.8	13.0
Water	36.7	—	31.4	—	33.5	—	18.4
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	S	S	S	S	S	S	31.6
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	37.4	10.4	31.4	10.5	33.5	10.5	18.3
Shallow draft	36.7	—	31.4	—	33.5	—	18.4
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	S	S	S	S	S	S	31.6
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	37.4	10.4	31.4	10.5	33.5	10.5	18.3

See footnote at end of table.

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

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

Mode of transportation and shipment weight	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
Single modes—Con.							
Great Lakes	—	—	—	—	—	—	—
Less than 50 lb	—	—	—	—	—	—	—
50 to 99 lb	—	—	—	—	—	—	—
100 to 499 lb	—	—	—	—	—	—	—
500 to 749 lb	—	—	—	—	—	—	—
750 to 999 lb	—	—	—	—	—	—	—
1,000 to 9,999 lb	—	—	—	—	—	—	—
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Less than 50 lb	—	—	—	—	—	—	—
50 to 99 lb	—	—	—	—	—	—	—
100 to 499 lb	—	—	—	—	—	—	—
500 to 749 lb	—	—	—	—	—	—	—
750 to 999 lb	—	—	—	—	—	—	—
1,000 to 9,999 lb	—	—	—	—	—	—	—
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
Air (includes truck and air)	21.9	—	S	S	S	S	4.0
Less than 50 lb	21.7	5.9	24.6	5.0	25.3	4.4	4.8
50 to 99 lb	27.6	5.3	30.8	2.9	27.5	2.4	8.6
100 to 499 lb	28.1	6.6	18.6	7.9	24.4	8.0	9.4
500 to 749 lb	26.1	2.0	34.2	4.5	34.8	4.4	19.4
750 to 999 lb	S	S	S	S	S	S	30.3
1,000 to 9,999 lb	48.7	5.5	S	S	S	S	22.4
10,000 to 49,999 lb	S	S	S	S	S	S	28.9
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
Pipeline³	25.3	—	22.7	—	S	S	S
Less than 50 lb	—	—	—	—	S	S	S
50 to 99 lb	—	—	—	—	S	S	S
100 to 499 lb	S	S	S	S	S	S	S
500 to 749 lb	—	—	—	—	S	S	S
750 to 999 lb	—	—	—	—	S	S	S
1,000 to 9,999 lb	—	—	—	—	S	S	S
10,000 to 49,999 lb	S	S	S	S	S	S	S
50,000 to 99,999 lb	S	S	S	S	S	S	S
100,000 lb or more	25.4	.5	22.8	.4	S	S	S
Multiple modes	13.2	—	29.7	—	29.9	—	6.9
Less than 50 lb	17.7	3.4	25.7	3.2	26.5	2.6	7.2
50 to 99 lb	16.5	1.3	20.3	2.1	25.3	2.0	7.9
100 to 499 lb	23.3	3.1	20.6	3.7	22.9	3.0	7.3
500 to 749 lb	32.5	1.0	35.4	.7	49.1	.5	31.6
750 to 999 lb	27.8	.5	34.2	.2	35.7	.3	25.9
1,000 to 9,999 lb	48.0	1.3	S	S	S	S	S
10,000 to 49,999 lb	41.2	2.8	S	S	49.8	7.9	16.7
50,000 to 99,999 lb	S	S	S	S	S	S	29.9
100,000 lb or more	S	S	37.8	15.6	36.8	13.7	22.1
Parcel, U.S. Postal Service or courier	14.5	—	19.6	—	22.5	—	6.9
Less than 50 lb	17.7	4.0	25.7	3.9	26.5	4.0	7.2
50 to 99 lb	16.5	1.4	20.3	1.8	25.3	2.0	7.7
100 to 499 lb	23.5	3.0	21.0	2.7	24.0	3.2	7.9
500 to 749 lb	32.2	1.0	36.9	1.7	S	S	33.3
750 to 999 lb	27.8	.5	34.2	1.1	35.7	1.0	25.9
1,000 to 9,999 lb	S	S	S	S	S	S	39.0
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
Truck and rail	25.6	—	32.9	—	34.1	—	19.6
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	31.6
10,000 to 49,999 lb	32.9	12.6	S	S	S	S	19.9
50,000 to 99,999 lb	S	S	S	S	S	S	29.9
100,000 lb or more	S	S	37.8	17.2	36.8	15.3	22.1
Truck and water	S	S	50.0	—	47.0	—	27.0
Less than 50 lb	—	—	—	—	—	—	—
50 to 99 lb	—	—	—	—	—	—	—
100 to 499 lb	S	S	S	S	S	S	30.9
500 to 749 lb	S	S	S	S	S	S	31.6
750 to 999 lb	—	—	—	—	—	—	—
1,000 to 9,999 lb	S	S	S	S	S	S	31.6
10,000 to 49,999 lb	S	S	S	S	S	S	29.9
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—

See footnote at end of table.

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

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

Mode of transportation and shipment weight	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
Multiple modes—Con.							
Rail and water	—	—	—	—	—	—	—
Less than 50 lb	—	—	—	—	—	—	—
50 to 99 lb	—	—	—	—	—	—	—
100 to 499 lb	—	—	—	—	—	—	—
500 to 749 lb	—	—	—	—	—	—	—
750 to 999 lb	—	—	—	—	—	—	—
1,000 to 9,999 lb	—	—	—	—	—	—	—
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
Other multiple modes	S	S	S	S	S	S	30.2
Less than 50 lb	—	—	—	—	—	—	—
50 to 99 lb	S	S	S	S	S	S	31.6
100 to 499 lb	S	S	S	S	S	S	31.6
500 to 749 lb	S	S	S	S	S	S	31.6
750 to 999 lb	—	—	—	—	—	—	—
1,000 to 9,999 lb	S	S	S	S	S	S	30.1
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
Other and unknown modes	19.8	—	42.3	—	47.0	—	S
Less than 50 lb	28.9	3.2	37.8	.3	38.2	.1	S
50 to 99 lb	33.4	.7	48.1	.1	S	S	23.2
100 to 499 lb	42.2	2.6	S	S	S	S	S
500 to 749 lb	S	S	S	S	S	S	S
750 to 999 lb	46.2	.7	S	S	S	S	S
1,000 to 9,999 lb	21.9	9.7	35.8	13.0	S	S	26.4
10,000 to 49,999 lb	34.2	7.1	S	S	49.9	9.7	47.6
50,000 to 99,999 lb	S	S	S	S	S	S	S
100,000 lb or more	S	S	S	S	S	S	30.3

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

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

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

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

SCTG code	Commodity description	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
		Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
	Total	13.8	—	10.3	—	6.4	—	14.3
01	Live animals and live fish	S	S	S	S	S	S	31.6
02	Cereal grains	S	S	S	S	24.0	.7	S
03	Other agricultural products	46.0	—	41.0	—	S	S	S
04	Animal feed and products of animal origin, n.e.c.	S	S	S	S	S	S	42.6
05	Meat, fish, seafood, and their preparations	16.4	.7	16.2	.2	20.6	.5	S
06	Milled grain products and preparations, and bakery products	44.7	.4	36.0	.3	48.4	1.0	41.5
07	Other prepared foodstuffs and fats and oils	23.5	.6	S	S	46.3	.8	31.3
08	Alcoholic beverages	38.6	.4	S	S	44.3	—	24.7
09	Tobacco products	S	S	S	S	S	S	31.6
10	Monumental or building stone	—	—	—	—	—	—	—
11	Natural sands	24.8	—	36.7	2.4	26.9	1.0	46.3
12	Gravel and crushed stone	18.3	—	16.5	3.5	18.3	1.9	24.3
13	Nonmetallic minerals n.e.c.	S	S	S	S	S	S	42.1
14	Metallic ores and concentrates	41.2	—	41.4	—	41.2	—	25.8
15	Coal	39.6	—	37.0	.6	S	S	26.0
17	Gasoline and aviation turbine fuel	33.5	1.5	31.9	2.8	43.1	1.0	44.6
18	Fuel oils	37.5	.8	33.5	1.5	29.8	.2	S
19	Coal and petroleum products, n.e.c.	26.4	.5	19.7	1.2	21.1	1.9	S
20	Basic chemicals	27.4	.2	S	S	S	S	S
21	Pharmaceutical products	30.5	1.6	27.4	—	45.1	—	44.2
22	Fertilizers	22.6	.2	21.8	1.1	26.6	2.9	26.7
23	Chemical products and preparations, n.e.c.	38.4	.5	32.3	—	29.5	.2	S
24	Plastics and rubber	17.0	.8	15.7	.2	16.0	.9	30.0
25	Logs and other wood in the rough	S	S	S	S	S	S	31.6
26	Wood products	14.9	.2	21.5	.3	20.1	.3	14.7
27	Pulp, newsprint, paper, and paperboard	42.9	.4	44.8	.4	49.7	1.8	42.4
28	Paper or paperboard articles	16.5	.3	22.9	.2	18.1	.3	S
29	Printed products	46.1	.6	S	S	S	S	S
30	Textiles, leather, and articles of textiles or leather	22.2	.5	27.8	—	33.8	—	15.7
31	Nonmetallic mineral products	30.6	.9	33.9	3.1	38.4	4.5	17.9
32	Base metal in primary or semifinished forms and in finished basic shapes	20.0	.6	23.9	.5	30.4	.7	26.9
33	Articles of base metal	15.9	1.0	S	S	30.2	1.1	28.1
34	Machinery	15.2	1.8	14.6	.1	20.6	.6	33.6
35	Electronic and other electrical equipment and components and office equipment	S	S	42.3	.4	40.9	.9	16.0
36	Motorized and other vehicles (including parts)	36.7	3.6	S	S	S	S	28.0
37	Transportation equipment, n.e.c.	23.3	.5	43.3	—	50.0	.2	8.8
38	Precision instruments and apparatus	S	S	42.2	—	46.9	—	38.2
39	Furniture, mattresses and mattress supports, lamps, lighting fittings, and illuminated signs	S	S	S	S	S	S	S
40	Miscellaneous manufactured products	15.5	.5	23.0	.1	21.8	.2	18.3
41	Waste and scrap	S	S	S	S	S	S	28.2
43	Mixed freight	17.5	2.1	24.9	.4	23.6	.8	22.9
--	Commodity unknown	26.8	—	44.3	—	S	S	23.9

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

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

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

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

SCTG code	Commodity description	Value (percent)		Tons (percent)		Ton-miles ¹ (percent)	
		2002	1997	2002	1997	2002	1997
	Total	-	-	-	-	-	-
01	Live animals and live fish	S	-	S	S	S	S
02	Cereal grains	S	.3	S	1.1	.7	2.4
03	Other agricultural products	-	.1	-	.2	S	S
04	Animal feed and products of animal origin, n.e.c.	S	.4	S	.6	S	.4
05	Meat, fish, seafood, and their preparations .....	.7	.8	.2	.2	.5	.4
06	Milled grain products and preparations, and bakery products .....	.4	.3	.3	.1	1.0	.4
07	Other prepared foodstuffs and fats and oils .....	.6	.5	S	.3	.8	.3
08	Alcoholic beverages .....	.4	.3	S	.2	-	-
09	Tobacco products	S	-	S	-	S	S
10	Monumental or building stone	-	S	-	S	-	S
11	Natural sands	-	-	2.4	S	1.0	S
12	Gravel and crushed stone	-	-	3.5	4.8	1.9	1.1
13	Nonmetallic minerals n.e.c.	S	-	S	S	S	1.6
14	Metallic ores and concentrates	-	S	-	S	-	S
15	Coal	-	-	.6	.2	S	.2
17	Gasoline and aviation turbine fuel	1.5	1.3	2.8	1.7	1.0	S
18	Fuel oils .....	.8	.3	1.5	.9	.2	S
19	Coal and petroleum products, n.e.c. ....	.5	.4	1.2	1.1	1.9	1.6
20	Basic chemicals .....	.2	.6	S	S	S	S
21	Pharmaceutical products	1.6	.6	-	-	-	-
22	Fertilizers .....	.2	.3	1.1	.8	2.9	2.1
23	Chemical products and preparations, n.e.c. ....	.5	.7	-	-	.2	.3
24	Plastics and rubber .....	.8	.8	.2	.2	.9	.8
25	Logs and other wood in the rough	S	-	S	S	S	-
26	Wood products .....	.2	.2	.3	.3	.3	1.0
27	Pulp, newsprint, paper, and paperboard .....	.4	.4	.4	.4	1.8	1.5
28	Paper or paperboard articles .....	.3	.2	.2	-	.3	.3
29	Printed products .....	.6	.3	S	-	S	.3
30	Textiles, leather, and articles of textiles or leather .....	.5	.3	-	-	-	.3
31	Nonmetallic mineral products .....	.9	.9	3.1	2.6	4.5	3.7
32	Base metal in primary or semifinished forms and in finished basic shapes .....	.6	.7	.5	.5	.7	.5
33	Articles of base metal	1.0	.7	S	.5	1.1	.6
34	Machinery	1.8	1.0	.1	-	.6	.3
35	Electronic and other electrical equipment and components and office equipment	S	3.1	.4	-	.9	.1
36	Motorized and other vehicles (including parts)	3.6	2.0	S	.2	S	.7
37	Transportation equipment, n.e.c. ....	.5	.3	-	S	.2	.1
38	Precision instruments and apparatus	S	.3	-	-	-	-
39	Furniture, mattresses and mattress supports, lamps, lighting fittings, and illuminated signs	S	-	S	-	S	-
40	Miscellaneous manufactured products .....	.5	1.0	.1	.1	.2	.3
41	Waste and scrap	S	.1	S	S	S	.3
43	Mixed freight	2.1	.9	.4	S	.8	.4
--	Commodity unknown	-	.3	-	S	S	S

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

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

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

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
ALL COMMODITIES							
Total	13.8	—	10.3	—	6.4	—	14.3
Single modes	15.3	1.4	10.6	1.6	6.5	2.0	10.4
Truck	18.6	3.9	14.2	2.9	11.0	4.0	10.3
For-hire truck	28.2	5.5	21.1	4.4	15.0	4.3	6.1
Private truck	8.9	3.4	13.9	3.3	12.3	1.8	12.3
Rail	34.9	3.4	13.3	2.4	15.2	4.7	11.7
Water	36.7	—	31.4	.3	33.5	1.2	18.4
Shallow draft	36.7	—	31.4	.3	33.5	1.2	18.4
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	21.9	.2	S	S	S	S	4.0
Pipeline	25.3	.9	22.7	1.7	S	S	S
Multiple modes	13.2	1.2	29.7	.4	29.9	1.3	6.9
Parcel, U.S. Postal Service or courier	14.5	1.2	19.6	—	22.5	.1	6.9
Truck and rail	25.6	—	32.9	.4	34.1	1.3	19.6
Truck and water	S	S	50.0	—	47.0	—	27.0
Rail and water	—	—	—	—	—	—	—
Other multiple modes	S	S	S	S	S	S	30.2
Other and unknown modes	19.8	.4	42.3	1.5	47.0	1.3	S
SCTG 01, LIVE ANIMALS AND LIVE FISH							
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 02, CEREAL GRAINS							
Total	S	S	S	S	24.0	—	S
Single modes	S	S	S	S	24.0	—	S
Truck	S	S	S	S	S	S	47.1
For-hire truck	S	S	S	S	S	S	S
Private truck	S	S	S	S	S	S	31.6
Rail	—	—	—	—	—	—	—
Water	S	S	S	S	33.3	12.8	21.1
Shallow draft	S	S	S	S	33.3	12.8	21.1
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	S	S	S
Multiple modes	—	—	—	—	—	—	—
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	—	—	—	—	—	—	—

See footnote at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 03, OTHER AGRICULTURAL PRODUCTS							
Total	46.0	—	41.0	—	S	S	S
Single modes	46.0	—	41.0	—	S	S	S
Truck	S	S	S	S	S	S	30.1
For-hire truck	—	—	—	—	—	—	—
Private truck	S	S	S	S	S	S	30.1
Rail	—	—	—	—	—	—	—
Water	S	S	S	S	S	S	27.9
Shallow draft	S	S	S	S	S	S	27.9
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 04, ANIMAL FEED AND PRODUCTS OF ANIMAL ORIGIN, N.E.C.							
Total	S	S	S	S	S	S	42.6
Single modes	S	S	S	S	S	S	42.5
Truck	S	S	S	S	43.2	11.6	47.3
For-hire truck	S	S	S	S	S	S	21.5
Private truck	S	S	S	S	S	S	S
Rail	S	S	S	S	S	S	31.6
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	S	S	S
Multiple modes	—	—	—	—	—	—	—
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 05, MEAT, FISH, SEAFOOD, AND THEIR PREPARATIONS							
Total	16.4	—	16.2	—	20.6	—	S
Single modes	16.5	.3	16.2	.2	20.6	.2	S
Truck	16.5	.3	16.2	.2	20.6	.2	S
For-hire truck	25.2	10.2	28.1	11.3	29.9	12.4	17.3
Private truck	27.5	10.4	31.1	11.3	27.8	12.3	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	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	S	S	S	S	S	S	29.9

See footnote at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 06, MILLED GRAIN PRODUCTS AND PREPARATIONS, AND BAKERY PRODUCTS							
Total	44.7	—	36.0	—	48.4	—	41.5
Single modes	44.4	1.4	36.0	.4	47.9	.5	41.9
Truck	44.6	1.6	36.2	1.5	49.9	3.6	41.9
For-hire truck	S	S	39.3	13.4	S	S	30.0
Private truck	33.2	14.6	31.1	14.0	S	S	S
Rail	S	S	S	S	S	S	31.6
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	31.6
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	31.6
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	S	S	S	S	S	S	31.6
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	31.6
SCTG 07, OTHER PREPARED FOODSTUFFS AND FATS AND OILS							
Total	23.5	—	S	S	46.3	—	31.3
Single modes	24.8	4.0	S	S	47.2	2.9	S
Truck	25.0	3.9	S	S	48.6	3.6	S
For-hire truck	32.2	7.8	30.1	10.5	28.4	11.5	20.1
Private truck	33.8	10.2	S	S	S	S	S
Rail	S	S	S	S	S	S	31.6
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	47.8	—	26.6
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	44.2	.5	49.9	2.9	30.1
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	29.3
Truck and rail	S	S	S	S	S	S	28.0
Truck and water	S	S	S	S	S	S	31.6
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	31.3
SCTG 08, ALCOHOLIC BEVERAGES							
Total	38.6	—	S	S	44.3	—	24.7
Single modes	39.7	2.8	S	S	44.5	.5	24.6
Truck	39.7	2.8	S	S	44.5	.5	24.6
For-hire truck	S	S	S	S	S	S	30.4
Private truck	S	S	S	S	S	S	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	S	S	S
Multiple modes	—	—	—	—	—	—	—
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	31.6

See footnote at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 09, TOBACCO PRODUCTS							
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 10, MONUMENTAL OR BUILDING STONE							
Total	—	—	—	—	—	—	—
Single modes	—	—	—	—	—	—	—
Truck	—	—	—	—	—	—	—
For-hire truck	—	—	—	—	—	—	—
Private truck	—	—	—	—	—	—	—
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	S	S	S
Multiple modes	—	—	—	—	—	—	—
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	—	—	—	—	—	—	—
SCTG 11, NATURAL SANDS							
Total	24.8	—	36.7	—	26.9	—	46.3
Single modes	26.3	6.2	38.8	4.5	26.9	1.0	47.8
Truck	23.2	10.4	30.5	8.4	28.7	13.5	43.7
For-hire truck	28.7	7.3	22.1	8.2	29.6	7.0	23.6
Private truck	39.1	8.0	42.5	7.6	44.5	8.1	23.5
Rail	39.5	8.7	S	S	32.9	13.1	S
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	31.9
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	S	S	S	S	S	S	31.9
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	31.6

See footnote at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 12, GRAVEL AND CRUSHED STONE							
Total	18.3	—	16.5	—	18.3	—	24.3
Single modes	18.8	3.8	16.4	3.6	18.5	.7	24.1
Truck	20.4	7.5	17.3	7.8	15.3	13.4	27.4
For-hire truck	24.0	9.9	23.2	10.8	34.3	12.0	20.7
Private truck	24.7	6.3	22.5	6.7	23.9	6.7	39.3
Rail	30.5	6.3	29.5	6.7	33.1	13.3	19.3
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	29.2
SCTG 13, NONMETALLIC MINERALS N.E.C.							
Total	S	S	S	S	S	S	42.1
Single modes	S	S	S	S	S	S	42.1
Truck	S	S	S	S	S	S	40.9
For-hire truck	S	S	S	S	S	S	40.9
Private truck	S	S	S	S	S	S	31.6
Rail	S	S	S	S	S	S	31.6
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
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	41.2	—	41.4	—	41.2	—	25.8
Single modes	41.2	—	41.4	—	41.2	—	25.8
Truck	41.2	—	41.4	—	41.2	—	25.8
For-hire truck	41.2	—	41.4	—	41.2	—	25.8
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. Estimated Measures of Reliability for Shipment Characteristics by Two-Digit Commodity and Mode of Transportation for State of Origin: 2002—Con.

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 15, COAL							
Total	39.6	—	37.0	—	S	S	26.0
Single modes	34.9	4.6	33.5	4.2	49.3	13.7	22.7
Truck	33.6	7.6	32.8	6.9	44.9	16.7	20.8
For-hire truck	33.6	7.6	32.8	6.9	44.9	16.6	20.8
Private truck	—	—	—	—	—	—	—
Rail	S	S	S	S	S	S	31.6
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	29.9
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	S	S	S	S	S	S	29.9
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	—	—	—	—	—	—	—
SCTG 17, GASOLINE AND AVIATION TURBINE FUEL							
Total	33.5	—	31.9	—	43.1	—	44.6
Single modes	31.0	2.1	29.9	2.0	42.3	1.1	43.2
Truck	44.4	8.9	41.9	8.7	49.4	9.6	44.9
For-hire truck	40.7	5.4	40.0	5.7	S	S	48.5
Private truck	46.5	10.1	44.6	9.5	S	S	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	29.8	10.0	31.5	9.4	S	S	S
Multiple modes	—	—	—	—	—	—	—
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	31.4
SCTG 18, FUEL OILS							
Total	37.5	—	33.5	—	29.8	—	S
Single modes	38.0	1.6	34.2	1.9	29.9	1.5	S
Truck	31.8	17.3	29.4	16.9	26.7	15.8	S
For-hire truck	32.2	4.5	30.6	4.2	S	S	36.7
Private truck	45.0	17.4	43.2	17.2	42.2	16.4	S
Rail	—	—	—	—	—	.2	33.3
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	S	S	48.6	17.1	S	S	S
Multiple modes	—	—	—	—	—	—	—
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	31.6

See footnote at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 19, COAL AND PETROLEUM PRODUCTS, N.E.C.							
Total	26.4	—	19.7	—	21.1	—	S
Single modes	26.0	1.3	20.0	1.0	21.1	.1	S
Truck	32.7	8.6	31.1	8.4	24.1	9.7	S
For-hire truck	35.1	5.1	27.1	6.0	29.8	5.4	31.6
Private truck	S	S	S	S	32.2	7.7	S
Rail	32.3	9.2	26.2	8.3	24.2	9.7	6.8
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	S
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	37.4
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	S	S	S	S	S	S	31.6
Other and unknown modes	S	S	S	S	S	S	30.1
SCTG 20, BASIC CHEMICALS							
Total	27.4	—	S	S	S	S	S
Single modes	27.1	1.2	S	S	S	S	S
Truck	27.2	4.2	S	S	S	S	S
For-hire truck	33.4	11.5	S	S	S	S	22.6
Private truck	S	S	S	S	S	S	35.9
Rail	S	S	S	S	S	S	29.9
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	31.6
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	31.6
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	31.6
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	S
SCTG 21, PHARMACEUTICAL PRODUCTS							
Total	30.5	—	27.4	—	45.1	—	44.2
Single modes	42.5	16.1	38.6	14.7	S	S	S
Truck	42.5	16.1	38.6	14.7	S	S	S
For-hire truck	46.3	16.4	43.6	15.5	40.2	14.8	S
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	31.6
Pipeline	—	—	—	—	S	S	S
Multiple modes	46.8	12.9	48.6	11.3	30.2	12.1	26.7
Parcel, U.S. Postal Service or courier	46.8	12.9	48.6	11.3	30.2	12.1	26.7
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	31.3

See footnote at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 22, FERTILIZERS							
Total	22.6	—	21.8	—	26.6	—	26.7
Single modes	23.1	3.0	21.3	3.5	26.1	2.6	26.2
Truck	39.1	7.9	37.1	7.8	43.0	7.1	30.2
For-hire truck	44.5	8.5	39.5	8.0	44.0	7.1	16.1
Private truck	S	S	S	S	S	S	30.1
Rail	28.6	7.6	27.1	7.7	28.2	9.0	19.3
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	S	S	S	S
Multiple modes	S	S	S	S	S	S	31.6
Parcel, U.S. Postal Service or courier	—	—	—	—	—	—	—
Truck and rail	S	S	S	S	S	S	31.6
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	S
SCTG 23, CHEMICAL PRODUCTS AND PREPARATIONS, N.E.C.							
Total	38.4	—	32.3	—	29.5	—	S
Single modes	38.5	1.9	32.3	2.8	29.5	1.1	S
Truck	39.3	4.7	32.9	3.3	30.7	3.4	S
For-hire truck	35.9	8.7	31.0	7.0	31.0	5.4	17.5
Private truck	S	S	48.1	8.3	44.1	5.1	39.6
Rail	S	S	S	S	S	S	31.6
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	28.4
Pipeline	—	—	—	—	S	S	S
Multiple modes	42.4	1.0	31.9	.5	39.9	1.1	32.9
Parcel, U.S. Postal Service or courier	42.4	1.0	31.9	.5	39.9	1.1	32.9
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	47.7	2.3	S	S	S
SCTG 24, PLASTICS AND RUBBER							
Total	17.0	—	15.7	—	16.0	—	30.0
Single modes	16.8	1.1	15.6	.5	16.1	.9	23.1
Truck	17.7	2.2	18.9	6.4	19.7	6.6	27.2
For-hire truck	18.2	2.7	17.3	5.6	17.8	6.2	9.8
Private truck	27.3	2.1	39.1	2.5	S	S	S
Rail	35.3	2.0	40.3	6.4	39.9	6.3	20.8
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	48.5	.2	46.7	—	41.1	—	19.3
Pipeline	—	—	—	—	S	S	S
Multiple modes	31.0	1.1	S	S	S	S	15.4
Parcel, U.S. Postal Service or courier	29.0	.9	39.4	.2	32.2	.2	13.1
Truck and rail	S	S	S	S	S	S	31.6
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	45.7	.4	S	S	21.6

See footnote at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 25, LOGS AND OTHER WOOD IN THE ROUGH							
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 26, WOOD PRODUCTS							
Total	14.9	—	21.5	—	20.1	—	14.7
Single modes	15.1	1.6	21.9	1.5	20.4	1.9	14.1
Truck	15.8	2.6	22.7	3.0	25.5	8.7	13.4
For-hire truck	20.3	5.2	21.5	3.8	28.0	4.6	12.3
Private truck	18.6	6.4	26.3	5.8	25.9	5.6	11.4
Rail	27.8	2.5	28.0	3.2	34.1	9.2	22.3
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	33.9
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	33.9
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	33.6
SCTG 27, PULP, NEWSPRINT, PAPER, AND PAPERBOARD							
Total	42.9	—	44.8	—	49.7	—	42.4
Single modes	43.0	.2	44.8	—	49.7	—	43.6
Truck	34.6	12.5	37.3	12.9	43.9	15.6	48.6
For-hire truck	S	S	S	S	S	S	25.2
Private truck	47.6	11.7	S	S	S	S	S
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	S	S	S	S	S	S	31.6
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	31.6
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	29.8

See footnote at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 28, PAPER OR PAPERBOARD ARTICLES							
Total	16.5	—	22.9	—	18.1	—	S
Single modes	16.8	1.5	23.4	2.1	17.8	4.9	S
Truck	17.0	10.2	24.0	10.2	18.3	10.1	46.1
For-hire truck	21.2	12.3	25.3	11.9	22.8	12.0	20.2
Private truck	S	S	S	S	S	S	S
Rail	S	S	S	S	S	S	27.9
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	33.1
Pipeline	—	—	—	—	—	—	S
Multiple modes	S	S	S	S	S	S	S
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	S
Truck and rail	S	S	S	S	S	S	31.6
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	32.4
SCTG 29, PRINTED PRODUCTS							
Total	46.1	—	S	S	S	S	S
Single modes	S	S	S	S	S	S	S
Truck	S	S	S	S	S	S	S
For-hire truck	S	S	S	S	S	S	25.4
Private truck	S	S	S	S	S	S	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	47.7	2	S	S	S	S	23.1
Pipeline	S	S	S	S	S	S	S
Multiple modes	46.3	14.4	S	S	S	S	46.9
Parcel, U.S. Postal Service or courier	46.3	14.4	S	S	S	S	46.9
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	S
SCTG 30, TEXTILES, LEATHER, AND ARTICLES OF TEXTILES OR LEATHER							
Total	22.2	—	27.8	—	33.8	—	15.7
Single modes	22.1	6.0	29.3	5.0	39.6	9.9	31.0
Truck	22.5	6.4	29.5	5.4	40.1	10.2	38.6
For-hire truck	43.0	7.9	S	S	44.8	16.3	22.7
Private truck	27.3	11.3	29.2	12.0	38.5	13.8	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	31.8	5.7	32.7	4.9	39.3	9.9	12.4
Parcel, U.S. Postal Service or courier	31.8	5.7	32.7	4.9	39.3	9.9	12.4
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	40.0	.5	47.8	.5	S	S	41.7

See footnote at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 31, NONMETALLIC MINERAL PRODUCTS							
Total	30.6	—	33.9	—	38.4	—	17.9
Single modes	31.6	10.4	39.4	7.4	45.9	11.2	36.3
Truck	31.9	10.3	40.0	8.4	48.4	11.9	36.5
For-hire truck	39.5	12.1	46.3	7.1	S	S	17.6
Private truck	44.6	11.7	S	S	S	S	34.6
Rail	S	S	S	S	S	S	29.9
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	42.2	6.1	43.6	10.2	21.5
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	26.0
Truck and rail	S	S	43.8	6.1	46.3	7.6	26.6
Truck and water	S	S	S	S	S	S	31.6
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	45.6	1.9	S	S	S	S	46.7
SCTG 32, BASE METAL IN PRIMARY OR SEMIFINISHED FORMS AND IN FINISHED BASIC SHAPES							
Total	20.0	—	23.9	—	30.4	—	26.9
Single modes	19.3	3.4	20.8	3.1	22.9	7.0	45.9
Truck	19.4	4.2	19.8	4.7	23.0	10.6	37.3
For-hire truck	26.3	8.6	36.1	8.6	26.7	10.8	17.6
Private truck	22.8	6.8	25.4	9.6	39.3	10.1	16.0
Rail	S	S	S	S	S	S	28.1
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	28.8
Pipeline	—	—	—	—	S	S	S
Multiple modes	45.5	2.8	S	S	43.9	.7	21.0
Parcel, U.S. Postal Service or courier	45.5	2.8	S	S	43.9	.7	21.0
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	35.5
SCTG 33, ARTICLES OF BASE METAL							
Total	15.9	—	S	S	30.2	—	28.1
Single modes	14.3	3.0	S	S	32.1	3.6	33.8
Truck	14.1	3.0	S	S	33.2	3.9	36.7
For-hire truck	17.3	4.6	S	S	35.4	6.4	14.0
Private truck	20.0	5.3	29.2	10.8	28.6	2.8	S
Rail	S	S	S	S	S	S	31.6
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	20.8
Pipeline	—	—	—	—	S	S	S
Multiple modes	48.5	2.5	43.3	.9	S	S	16.4
Parcel, U.S. Postal Service or courier	S	S	46.7	.9	S	S	16.4
Truck and rail	—	—	—	—	—	—	—
Truck and water	S	S	S	S	S	S	31.6
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	38.7	.8	S	S	S	S	S

See footnote at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 34, MACHINERY							
Total	15.2	—	14.6	—	20.6	—	33.6
Single modes	16.5	3.1	15.2	1.8	21.0	3.5	S
Truck	16.9	5.0	15.3	2.0	21.2	3.8	S
For-hire truck	18.3	6.8	19.8	8.0	22.4	7.0	8.9
Private truck	41.8	6.6	46.3	8.3	S	S	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	30.8	2.1	30.1	.3	31.6	.5	11.1
Pipeline	—	—	—	—	S	S	S
Multiple modes	21.8	3.3	41.7	2.0	28.5	3.5	21.3
Parcel, U.S. Postal Service or courier	22.5	2.9	44.4	1.8	35.8	1.5	20.9
Truck and rail	—	—	—	—	—	—	—
Truck and water	S	S	S	S	S	S	28.8
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	28.8	.4	S	S	S	S	S
SCTG 35, ELECTRONIC AND OTHER ELECTRICAL EQUIPMENT AND COMPONENTS AND OFFICE EQUIPMENT							
Total	S	S	42.3	—	40.9	—	16.0
Single modes	S	S	42.9	.9	41.2	.7	27.1
Truck	S	S	42.9	.9	41.3	.8	36.9
For-hire truck	S	S	S	S	43.3	10.0	14.7
Private truck	35.6	9.0	43.0	12.2	43.9	9.5	29.9
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	45.9	.2	12.0
Pipeline	—	—	—	—	S	S	S
Multiple modes	32.1	9.5	25.4	.8	30.7	.8	10.6
Parcel, U.S. Postal Service or courier	32.1	9.5	25.4	.8	30.7	.8	10.6
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	36.9	.2	S	S	S
SCTG 36, MOTORIZED AND OTHER VEHICLES (INCLUDING PARTS)							
Total	36.7	—	S	S	S	S	28.0
Single modes	37.1	2.2	S	S	S	S	33.0
Truck	26.7	17.8	S	S	S	S	32.6
For-hire truck	21.4	10.2	25.3	13.2	24.8	18.8	S
Private truck	46.8	11.2	40.0	12.8	43.3	8.1	31.3
Rail	S	S	S	S	S	S	27.9
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	49.2	—	S	S	26.5
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	30.9
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	30.9
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	S

See footnote at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 37, TRANSPORTATION EQUIPMENT, N.E.C.							
Total	23.3	—	43.3	—	50.0	—	8.8
Single modes	23.3	6.1	44.1	4.2	S	S	10.9
Truck	30.1	8.0	32.9	14.9	28.8	13.1	14.4
For-hire truck	36.5	9.4	22.1	11.2	23.0	12.0	8.6
Private truck	S	S	S	S	S	S	S
Rail	48.7	6.4	S	S	S	S	23.6
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	6.8
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	14.1
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	14.2
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	S
SCTG 38, PRECISION INSTRUMENTS AND APPARATUS							
Total	S	S	42.2	—	46.9	—	38.2
Single modes	S	S	46.5	13.2	S	S	S
Truck	S	S	46.5	13.2	S	S	S
For-hire truck	S	S	S	S	S	S	44.3
Private truck	S	S	S	S	S	S	22.9
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	30.5
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	46.1	9.0	46.2	13.9	22.1
Parcel, U.S. Postal Service or courier	S	S	46.1	9.0	46.2	13.9	22.1
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	S
SCTG 39, FURNITURE, MATTRESSES AND MATTRESS SUPPORTS, LAMPS, LIGHTING FITTINGS, AND ILLUMINATED SIGNS							
Total	S	S	S	S	S	S	S
Single modes	S	S	S	S	S	S	S
Truck	S	S	S	S	S	S	S
For-hire truck	S	S	S	S	S	S	S
Private truck	S	S	S	S	S	S	S
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	—	—	—	—	—	—	—
Pipeline	—	—	—	—	S	S	S
Multiple modes	S	S	S	S	S	S	30.8
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	30.8
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	49.0	7.9	45.5	9.8	45.0	11.5	28.8

See footnote at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 40, MISCELLANEOUS MANUFACTURED PRODUCTS							
Total	15.5	—	23.0	—	21.8	—	18.3
Single modes	17.8	8.3	23.6	6.8	22.7	8.7	32.4
Truck	17.9	8.3	23.6	6.8	22.7	8.7	30.3
For-hire truck	17.8	9.4	19.6	11.3	28.0	11.4	13.9
Private truck	44.8	5.7	S	S	S	S	43.4
Rail	—	—	—	—	—	—	—
Water	—	—	—	—	—	—	—
Shallow draft	—	—	—	—	—	—	—
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	30.2
Pipeline	—	—	—	—	S	S	S
Multiple modes	24.2	8.3	30.0	6.9	31.0	8.8	12.8
Parcel, U.S. Postal Service or courier	24.2	8.3	29.5	6.9	31.0	8.8	12.8
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	S	S	S	S	S	S	31.6
Other and unknown modes	S	S	S	S	S	S	S
SCTG 41, WASTE AND SCRAP							
Total	S	S	S	S	S	S	28.2
Single modes	S	S	S	S	S	S	28.2
Truck	S	S	S	S	S	S	29.0
For-hire truck	S	S	S	S	S	S	28.6
Private truck	S	S	S	S	S	S	31.1
Rail	S	S	S	S	S	S	S
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	17.5	—	24.9	—	23.6	—	22.9
Single modes	18.5	3.1	25.3	1.3	24.3	3.0	S
Truck	18.5	3.1	25.4	1.4	24.4	3.0	S
For-hire truck	18.0	4.1	23.6	6.2	20.9	7.0	12.0
Private truck	25.7	6.0	30.8	7.2	35.4	8.5	S
Rail	—	—	—	—	—	—	—
Water	S	S	S	S	S	S	31.6
Shallow draft	S	S	S	S	S	S	31.6
Great Lakes	—	—	—	—	—	—	—
Deep draft	—	—	—	—	—	—	—
Air (includes truck and air)	S	S	S	S	S	S	28.0
Pipeline	S	S	S	S	S	S	S
Multiple modes	46.8	3.1	45.3	1.4	S	S	14.5
Parcel, U.S. Postal Service or courier	46.8	3.1	45.3	1.4	S	S	14.5
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	48.5	.2	48.6	—	S	S	S

See footnote at end of table.

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

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

SCTG code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
COMMODITY UNKNOWN							
Total	26.8	—	44.3	—	S	S	23.9
Single modes	36.2	14.5	44.5	10.0	S	S	S
Truck	36.3	13.0	S	S	S	S	46.7
For-hire truck	44.9	9.1	S	S	S	S	S
Private truck	45.3	10.3	S	S	S	S	34.8
Rail	S	S	S	S	S	S	30.1
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	25.1
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	25.1
Truck and rail	—	—	—	—	—	—	—
Truck and water	—	—	—	—	—	—	—
Rail and water	—	—	—	—	—	—	—
Other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	S

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

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

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

State of destination	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
Total	13.8	—	10.3	—	6.4	—
NEW ENGLAND STATES						
Connecticut	46.5	—	35.5	—	36.2	—
Maine	S	S	S	S	S	S
Massachusetts	39.3	.3	S	S	S	S
New Hampshire	25.3	—	49.3	—	48.4	—
Rhode Island	48.3	—	S	S	S	S
Vermont	S	S	S	S	S	S
MIDDLE ATLANTIC STATES						
New Jersey	31.0	.5	38.2	.2	40.1	1.3
New York	16.6	.2	34.6	—	34.6	.3
Pennsylvania	27.8	.3	29.7	.1	33.8	.6
EAST NORTH CENTRAL STATES						
Illinois	18.3	.5	14.9	.1	15.8	.3
Indiana	28.4	.3	22.6	—	22.2	.3
Michigan	16.9	.2	26.4	.1	27.2	.5
Ohio	18.0	.3	33.8	.2	34.7	.7
Wisconsin	17.6	—	20.4	—	20.7	.2
WEST NORTH CENTRAL STATES						
Iowa	18.4	.2	28.9	.3	29.9	.6
Kansas	18.3	.7	30.1	1.0	25.3	.9
Minnesota	32.4	.4	24.7	—	26.6	.3
Missouri	27.9	.2	24.9	.5	20.5	.7
Nebraska	17.1	.2	27.6	.3	29.0	.8
North Dakota	31.6	—	29.9	—	32.1	—
South Dakota	32.0	—	49.9	—	S	S
SOUTH ATLANTIC STATES						
Delaware	S	S	S	S	S	S
District of Columbia	S	S	S	S	S	S
Florida	27.4	.5	23.8	—	23.8	.5
Georgia	17.5	.3	36.2	.2	32.6	1.0
Maryland	31.0	.3	21.5	—	21.6	.2
North Carolina	12.4	—	18.1	—	21.9	—
South Carolina	19.3	.2	33.9	.1	32.9	.5
Virginia	24.1	.2	38.6	—	37.4	.3
West Virginia	46.3	—	S	S	47.8	.1
EAST SOUTH CENTRAL STATES						
Alabama	24.1	.2	37.7	.2	36.7	.6
Kentucky	18.0	.1	25.8	—	24.8	.2
Mississippi	20.0	—	36.9	.1	35.8	.2
Tennessee	12.6	.3	40.9	.5	46.4	1.3
WEST SOUTH CENTRAL STATES						
Arkansas	25.7	.4	19.3	.7	16.2	.6
Louisiana	16.0	.2	20.8	.2	20.8	.8
Oklahoma	7.2	2.9	15.4	3.4	10.0	1.2
Texas	44.4	4.0	14.5	2.2	7.5	1.6
MOUNTAIN STATES						
Arizona	17.3	.2	27.3	.1	30.6	.4
Colorado	13.0	.2	22.8	.1	22.6	.5
Idaho	33.6	—	44.5	—	46.2	—
Montana	S	S	34.0	—	33.6	.2
Nevada	26.1	—	20.3	—	18.7	—
New Mexico	44.4	.2	20.9	—	19.5	.1
Utah	27.7	.1	32.6	—	31.9	.2
Wyoming	S	S	S	S	S	S
PACIFIC STATES						
Alaska	S	S	S	S	S	S
California	9.5	.4	14.8	.2	15.3	1.2
Hawaii	S	S	S	S	S	S
Oregon	16.8	.1	32.7	—	31.8	.3
Washington	18.6	.2	20.6	—	21.1	.3

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

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

State of origin	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
Total	5.6	–	9.8	–	19.3	–
NEW ENGLAND STATES						
Connecticut	36.5	.1	30.6	–	30.6	–
Maine	34.4	–	41.3	–	41.3	–
Massachusetts	31.7	.1	22.2	–	22.4	–
New Hampshire	48.1	–	32.8	–	32.4	–
Rhode Island	32.9	–	S	S	S	S
Vermont	27.1	–	41.8	–	41.1	–
MIDDLE ATLANTIC STATES						
New Jersey	25.2	.2	37.5	–	36.9	.1
New York	15.1	.2	49.5	.1	S	S
Pennsylvania	20.4	.3	27.1	–	25.4	.6
EAST NORTH CENTRAL STATES						
Illinois	21.2	.7	15.3	.1	14.9	.3
Indiana	48.2	1.2	S	S	S	S
Michigan	21.1	.3	22.2	–	22.0	.4
Ohio	S	S	47.6	.2	48.5	.4
Wisconsin	17.5	.1	21.0	–	20.6	.2
WEST NORTH CENTRAL STATES						
Iowa	24.1	.5	15.9	.2	17.1	.8
Kansas	15.8	.5	22.8	1.3	27.3	1.8
Minnesota	13.5	–	26.4	–	26.5	.3
Missouri	22.9	1.4	12.6	.5	13.3	1.2
Nebraska	16.2	.1	33.8	.1	38.3	.5
North Dakota	41.2	–	31.7	–	31.7	.1
South Dakota	S	S	S	S	S	S
SOUTH ATLANTIC STATES						
Delaware	48.4	–	S	S	S	S
District of Columbia	S	S	S	S	S	S
Florida	18.7	.2	19.2	–	20.8	.1
Georgia	22.4	.7	S	S	S	S
Maryland	S	S	45.1	–	44.5	–
North Carolina	28.2	.3	S	S	S	S
South Carolina	21.5	.2	20.1	–	23.5	.2
Virginia	27.2	.2	46.6	–	41.7	.4
West Virginia	40.2	–	S	S	S	S
EAST SOUTH CENTRAL STATES						
Alabama	S	S	46.6	.1	48.0	.6
Kentucky	38.3	.9	25.0	–	25.8	.3
Mississippi	20.7	.1	17.7	–	17.0	.1
Tennessee	23.4	.7	35.3	.1	44.3	.6
WEST SOUTH CENTRAL STATES						
Arkansas	21.0	.8	29.5	1.4	21.8	1.1
Louisiana	14.1	.2	29.7	.4	39.1	1.1
Oklahoma	7.2	1.5	15.4	4.2	10.0	2.5
Texas	11.2	1.4	15.7	1.2	20.1	1.0
MOUNTAIN STATES						
Arizona	32.6	.1	S	S	S	S
Colorado	18.2	.2	S	S	S	S
Idaho	47.2	–	29.2	–	30.1	.1
Montana	17.3	–	19.6	–	21.0	–
Nevada	30.6	–	44.0	–	46.3	.2
New Mexico	41.2	.1	S	S	S	S
Utah	29.0	.1	35.8	–	35.9	.2
Wyoming	31.0	–	46.7	3.8	47.6	9.3
PACIFIC STATES						
Alaska	S	S	S	S	S	S
California	13.6	.6	21.5	.1	25.2	.8
Hawaii	S	S	S	S	S	S
Oregon	29.7	–	21.5	–	21.4	.4
Washington	32.3	.1	44.4	–	45.0	.5

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

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

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

Mode of transportation	Value			Tons			Ton-miles			Average miles per shipment		
	Coefficient of variation of number		Standard error of percent change	Coefficient of variation of number		Standard error of percent change	Coefficient of variation of number		Standard error of percent change	Coefficient of variation of number		Standard error of percent change
	2002	1997		2002	1997		2002	1997		2002	1997	
Total	13.8	5.4	20.2	10.3	6.5	13.8	6.4	6.4	10.3	14.3	8.1	15.3
Single modes	15.3	5.8	23.0	10.6	6.5	13.7	6.5	6.9	10.4	10.4	9.9	11.6
Truck	18.6	5.6	27.4	14.2	9.8	16.9	11.0	9.2	15.0	10.3	5.4	10.7
Rail	34.9	31.3	80.5	13.3	17.9	42.6	15.2	14.8	27.3	11.7	8.0	10.8
Water	36.7	30.7	27.8	31.4	29.5	25.1	33.5	28.5	25.6	18.4	15.4	21.9
Air (includes truck and air)	21.9	27.5	12.8	S	44.7	S	S	41.0	S	4.0	2.5	5.6
Pipeline	25.3	28.0	67.5	22.7	36.2	79.4	S	S	S	S	S	S
Multiple modes	13.2	8.0	18.3	29.7	34.1	186.8	29.9	25.6	124.0	6.9	4.5	7.7
Parcel, U.S. Postal Service or courier ..	14.5	9.3	20.3	19.6	7.3	22.2	22.5	9.5	21.3	6.9	4.5	7.7
Truck and rail	25.6	33.5	46.8	32.9	S	S	34.1	49.1	336.4	19.6	26.9	27.1
All other multiple modes	S	S	S	42.9	S	S	46.9	S	S	S	S	S
Other and unknown modes ...	19.8	16.3	18.2	42.3	28.3	109.7	47.0	36.4	77.1	S	24.6	S

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

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

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

SCTG code	Commodity description	Value			Tons			Ton-miles			Average miles per shipment		
		Coefficient of variation of number		Standard error of percent change	Coefficient of variation of number		Standard error of percent change	Coefficient of variation of number		Standard error of percent change	Coefficient of variation of number		Standard error of percent change
		2002	1997		2002	1997		2002	1997		2002	1997	
	Total	13.8	5.4	20.2	10.3	6.5	13.8	6.4	6.4	10.3	14.3	8.1	15.3
01-05	Agricultural products and fish	14.0	11.0	22.6	34.3	13.7	38.3	13.4	20.0	14.3	S	16.3	S
06-09	Grains, alcohol, and tobacco products	21.1	14.2	33.7	43.5	14.7	86.7	35.1	15.3	64.0	18.3	47.9	67.9
10-14	Stones, nonmetallic minerals, and metallic ores	17.5	16.9	28.0	14.4	19.6	21.8	10.6	22.9	27.7	26.4	25.7	44.5
15-19	Coal and petroleum products	22.3	14.6	32.1	14.6	15.2	26.3	17.1	27.2	38.3	34.1	28.3	42.2
20-24	Basic chemicals, chemical, and pharmaceutical products	16.7	9.9	29.0	28.7	24.4	47.1	19.5	17.8	32.2	35.8	11.7	27.4
25-30	Logs, wood products, and textile and leather	11.4	12.1	16.5	14.9	13.0	16.3	27.4	14.3	24.3	18.5	10.7	19.0
31-34	Base metal and machinery ..	11.7	5.6	14.5	44.5	12.7	69.6	23.9	16.2	34.5	17.5	13.9	21.2
35-38	Electronic, motorized vehicles, and precision instruments	39.0	20.6	75.2	34.6	16.9	98.4	S	25.8	S	22.0	13.3	25.7
39-43	Furniture, mixed freight and misc. manufactured prod. ..	13.5	9.8	26.1	43.6	17.2	62.8	19.3	12.5	27.7	18.5	8.9	17.0
--	Commodity unknown	26.8	37.1	12.7	44.3	S	S	S	S	S	23.9	20.7	19.3

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

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Appendix C.

Sample Design, Data Collection, and Estimation

INTRODUCTION

The primary goal for the 2002 Commodity Flow Survey (CFS) is to estimate *shipping volumes* (value, tons, and ton-miles) by *commodity* and *mode of transportation* at varying levels of geographic detail. A secondary objective is to estimate the volume of shipments moving from one geographic area to another (i.e., flows of commodities between states, regions, etc.) by mode and commodity. A detailed description of the sample design for the 2002 CFS is provided below.

SAMPLE DESIGN

The sample for the 2002 Commodity Flow Survey (CFS) was selected using a stratified three-stage design in which the first-stage sampling units were establishments, the second-stage sampling units were groups of four 1-week periods (reporting weeks) within the survey year, and the third-stage sampling units were shipments.

First Stage

Sampling frame

To create the first-stage sampling frame, we extracted a subset of establishment records from the Business Register (formerly the Standard Statistical Establishment List) as of September 2001. The Business Register is a database of all known establishments located in the United States or its territories. (An establishment is a single physical location where business transactions take place or services are performed.) Establishments located in the United States, having nonzero payroll in 2000, and classified in mining (except oil and gas extraction), manufacturing, wholesale, or electronic shopping and mail order retail industries, as defined by the 1997 North American Industry Classification System (NAICS), were included on the sampling frame. *Auxiliary establishments* (e.g. warehouses and central administrative offices) with shipping activity were also included on the sampling frame. Auxiliary establishments are establishments that are primarily involved in rendering support services for other establishments within the same company, instead of for the public, government, or other business firms. All other establishments included on the sampling frame are referred to as *nonauxiliary establishments*.

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

Establishments classified in forestry, fishing, utilities, construction, transportation, services, and all other retail industries were not included on the sampling frame. Farms and government-owned entities (except government-owned liquor stores) were also excluded from the sampling frame. The resulting frame comprised approximately 760,000 establishments.

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

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

Stratification

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

Sample size and allocation

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

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

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

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

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

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

Second Stage

The frame for the second stage of sampling consisted of 52-weeks from January 6, 2002 to January 4, 2003. Each establishment selected into the 2002 CFS sample was systematically assigned to report for four reporting weeks—one in each quarter of the reference year. Each of the 4-weeks was in the same relative position of the quarter. For example, an establishment might have been requested to report data for the 5th, 18th, 31st, and 44th weeks of the reference year. In this instance, each reporting week corresponds to the 5th week of each quarter. Prior to assignment of weeks to establishments, we sorted the selected sample by primary stratum (state x metropolitan area x industry) and measure-of-size.

Third Stage

For each of the four reporting weeks in which an establishment was asked to report, we requested the respondent to construct a sampling frame consisting of all shipments made by the establishment in the reporting week. Each respondent was asked to count or estimate the total number of shipments comprising the sampling frame and to record this number on the questionnaire. For each assigned reporting week, if an establishment made *more than 40* shipments during that week, we asked the respondent to select a systematic sample of the establishment's shipments and to provide us with information only about the selected shipments. If an establishment made *40 or fewer* shipments during that week, we asked the respondent to provide information about *all* of the establishment's shipments made during that week; i.e., no sampling was required.

DATA COLLECTION

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

IMPUTATION OF SHIPMENT VALUE OR WEIGHT

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

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

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

ESTIMATION

Estimated totals (e.g., value of shipments, tons, ton-miles) are produced as the sum of weighted shipment data (reported or imputed). Percent change and percent-of-total estimates are derived using the appropriate estimated totals. Estimates of average miles per shipment are computed by dividing an estimate of the total miles traveled by the estimated number of shipments. The annualized growth rate \hat{A} for estimates from year y_1 to y_2 is computed as:

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

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

Each *shipment* has associated with it a single *tabulation weight*, which was used in computing all estimates to which the shipment contributes. The tabulation weight is a product of seven different component weights. A description of each component weight follows.

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

Like establishments, we identified shipments as either certainty or noncertainty. (See the Nonsampling Error section in Appendix B for a description of how certainty shipments were identified.) For noncertainty shipments, the *shipment weight* was defined as the ratio of the total number of shipments (as reported by the respondent) made by an establishment in a reporting week to the number of sampled shipments for the same week. This weight uses data from the sampled shipments to represent all the establishment's shipments made in the reporting week. However, a respondent may have failed to provide sufficient information about a particular sampled shipment. For example, a respondent may not have been able to provide value, weight, or a destination for one of the sampled shipments. If this data item could not be imputed, then this shipment did not contribute to tabulations and was deemed unusable. (A *usable shipment* is one that has valid entries for value, weight, and origin and destination ZIP Codes.) To account for these unusable shipments, we applied the *shipment nonresponse weight*. For noncertainty shipments from a particular establishment's reporting week, this weight is equal to the ratio of the number of sampled shipments for the reporting week to the number of usable shipments for the same week. The shipment weight for certainty shipments from a particular establishment's reporting week is equal to one.

The *quarter weight* inflates an establishment's estimate for a particular reporting week to an estimate for the corresponding quarter. For noncertainty shipments, the quarter weight is equal to 13. The quarter weight for most certainty shipments is also equal to 13. However, if a respondent was able to provide information about all large (or certainty) shipments made in the quarter containing the reporting week, then the quarter weight for each of these shipments was one. For each establishment, the quarterly estimates were added to produce an estimate of the establishment's value of shipments for the entire survey year. Whenever an establishment did not provide the Census Bureau with a response for each of its four reporting weeks, we computed a quarter nonresponse

weight. The *quarter nonresponse weight* for a particular establishment is defined as the ratio of the number of quarters for which the establishment was in business in the survey year to the total number of quarters (reporting weeks) for which we received usable shipment data from the establishment.

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

The adjusted value of shipments estimate for an establishment was then weighted by the *establishment weight*. This weight is equal to the reciprocal of the establishment's probability of being selected into the sample.

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

Appendix D.

Standard Classification of Transported Goods Code Information

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

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

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

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

