



U.S. Department  
of Transportation

**Bureau of  
Transportation  
Statistics**

---

# **1993 COMMODITY FLOW SURVEY**

# **STATE SUMMARIES**

**Revised June 1997**

---

# **Bureau of Transportation Statistics**

**T.R. Lakshmanan, Director**

The Bureau of Transportation Statistics (BTS), established by the Intermodal Surface Transportation Efficiency Act of 1991, is an operating administration of the U.S. Department of Transportation (DOT). The Bureau is responsible for compiling, analyzing, and disseminating information on the nation's transportation systems, including intermodal transportation. BTS is also responsible for enhancing the quality and effectiveness of DOT's statistical programs through research and improvements in data acquisition and use.

---

**This report was prepared by  
Felix Ammah-Tagoe  
Xiaoli Han  
William Mallett**

**Under the direction of  
Rolf R. Schmitt, Associate Director for Transportation Studies**

---

**Product Orders and General Number  
202-366-DATA**

**Statistical Information  
800-853-1351  
statistics@bts.gov**

**Fax  
202-366-3640**

**Internet  
www.bts.gov**

**E-mail to Individual Staff  
firstname.lastname@bts.gov**

## **Preface**

This report summarizes the Commodity Flow Survey (CFS) state reports released between February 1996 and July 1996 by the Bureau of the Census and the *1993 Commodity Flow Survey: Observations* by the Bureau of Transportation Statistics (BTS). Information is presented for each State on domestic shipments of commodities by value and weight; destination by value and weight; mode of transportation; and distance. It is important to note that state totals may not sum to U.S. totals presented in CFS national reports because some data are not available at the state level. This is to protect confidentiality of business establishments. Also, U.S. totals presented in this report include estimates by Oak Ridge National Laboratory not covered in the 1993 CFS.

Copies of the more detailed CFS state reports can be obtained through the Internet at [www.bts.gov](http://www.bts.gov) or by writing the Bureau of the Census, Commodity Flow Survey Branch, Services Division, Washington, DC 20233. For further information about the CFS, contact John Fowler at (301) 457-2805/2114 or email [cfs@bts.gov](mailto:cfs@bts.gov). Additional copies of this summary report may be obtained by contacting the Bureau of Transportation Statistics at (202) 366-3282, by faxing (202) 366-3640, or by emailing [orders@bts.gov](mailto:orders@bts.gov).

Information on related data programs and studies is available by calling the Bureau of Transportation Statistics at 202/366-DATA, or by faxing (202) 366-3640, or by emailing [info@bts.gov](mailto:info@bts.gov).

# Table of Contents

Introduction .....	1
Summary of United States Findings .....	3
U.S. Shipment Characteristics by Mode .....	5
Geographic Reports: State Summary .....	7
Final Tables for each of the 50 States: Shipment Characteristics .....	9
Appendices .....	109
A.    Comparability With Previous Surveys .....	110
B.    Reliability of the Data .....	112
C.    Sample Design, Survey Methodology, and Estimation .....	115
D.    Standard Transportation Commodity Classification Code Information .....	117
E.    Sample Report Forms and Instruction .....	118

## **Introduction**

The 1993 Commodity Flow Survey (CFS) is the most comprehensive effort to identify where and how goods are shipped in the United States since 1977. It measures the value and weight of commodities shipped by manufacturing, mining, wholesale trade, and selected retail and service industries. Prior surveys only measured shipments by manufacturing firms.

The CFS is undertaken through a partnership between the Bureau of Transportation Statistics in the U.S. Department of Transportation, and the Bureau of the Census in the U.S. Department of Commerce. BTS provided funding and technical guidance. Census collected quarterly data, as part of its Economic Census, from approximately 200,000 business establishments in 1993. From this sample of establishments, commodity flows were estimated for a universe of approximately 800,000 businesses. Subsequent surveys are scheduled for 1997 and every five years thereafter.

### **CFS Coverage and Limitations**

The CFS covers employer establishments that are located in the 50 states and the District of Columbia. Surveyed establishments were selected by geographic location and industry. Each surveyed business reported on a sample of individual shipments made during a two-week period in each quarter of 1993. (See appendix C for a description of the survey methodology and sample design.) CFS data on individual shipments include total value and weight, commodity type, modes of transport, and domestic origin and destination. The CFS also reports on whether the commodity is shipped in containers and whether it is a hazardous material. In addition, a sample of firms provides information on the availability of onsite shipping facilities, access to shipping sites, and transportation equipment ownership and leasing data.

The 1993 CFS did not cover shipments of crude petroleum, which primarily affect data for pipeline and water transportation. Oak Ridge National Laboratory has estimated commodity flows for these two modes, which are noted in Table 1. Also, the survey excludes establishments classified in the Standard Industrial Classification as farms, forestry, fisheries, oil and gas extraction, governments, construction, transportation, households, foreign establishments, and some retail and service businesses. Furthermore, the CFS does not cover shipments originating in Puerto Rico and other U.S. territories and possessions. Commodities that are shipped from a foreign location to another foreign destination, through the United States (e.g., from Canada to Mexico) are also excluded from the survey.

## **United States Major Highlights**

Table 1 presents each mode's share of total shipments by weight and value.

- In 1993, the 800,000 establishments represented by the CFS shipped \$6 trillion worth of goods, weighing 12.2 billion tons.
- Trucks (for-hire, private, and a combination of both) moved 72 percent or \$4.4 trillion of the total value of shipments. Of this total, for-hire trucks handled \$2.6 trillion worth of goods.
- The CFS confirms the growing importance of parcel, postal, and courier services, which accounted for over 9 percent of the total value of all shipments in 1993.
- Intermodal shipments exceeded 208 million tons, valued at \$660 billion in 1993. Approximately 41 million tons of goods worth \$83 billion were moved by the "classic" intermodal combination of truck and rail. Assuming 50,000 pounds of payload per truck, about 1 1/2 million large trucks have been diverted from our highways for a major part of their trips.
- Local transportation is important to our nation's commerce. The 1993 CFS reported that 30 percent of the value and 56 percent of the weight of all shipments were moved between locations less than 50 miles apart. More than 39 percent of the value and two-thirds of the weight--6.4 trillion tons--were shipped less than 100 miles.

**Table 1**  
**1993 Commodity Flow Survey: Shipment Characteristics by Mode of Transportation**  
**for the United States**

Mode	Value (million dollars)	Tons (thousands)	Ton miles (millions)	Value (percent)	Tons (percent)	Ton miles (percent)	Value per ton (dollars)	Value per pound (dollars)	Ton miles per ton
<b>Total, CFS plus ORNL estimates</b>	6,123,832	12,157,105	3,627,919	100.0	100.0	100.0	503.7	\$0.25	298
Parcel, postal, courier service	563,277	18,892	13,151	9.2	0.2	0.4	29,815.6	\$14.91	696
Truck (for-hire, private, both)	4,403,495	6,385,915	869,536	71.9	52.5	24.0	689.6	\$0.34	136
Air (including truck and air)	139,087	3,139	4,009	2.3	0.0	0.1	44,309.3	\$22.15	1,277
Rail	247,394	1,544,148	942,561	4.0	12.7	26.0	160.2	\$0.08	610
Water	64,077	518,912	271,981	1.0	4.3	7.5	123.5	\$0.06	524
Pipeline	89,849	483,645	-	1.5	4.0	-	185.8	\$0.09	-
Truck and rail	83,082	40,624	37,675	1.4	0.3	1.0	2,045.1	\$1.02	927
Other intermodal combinations <sup>a</sup>	13,382	148,883	185,030	0.2	1.2	5.1	89.9	\$0.04	1,243
Other and unknown	242,691	544,335	96,972	4.0	4.5	2.7	445.8	\$0.22	178
<b>ORNL estimates</b>									
Water (not in CFS)	187,085	1,609,309	614,104	3.1	13.2	16.9	116.3	\$0.06	382
Pipeline (not in CFS)	90,413	859,303	592,900	1.5	7.1	16.3	105.2	\$0.05	690
Intermodal <sup>b</sup> total	659,741	208,399	235,856	10.8	1.7	6.5	3,165.8	\$1.58	1,132

- Data do not meet publication standards.

<sup>a</sup> This includes truck and water, rail and water, and other combinations.

<sup>b</sup> Intermodal is a combination of parcel, postal or courier; truck and rail; truck and water, rail and water; and other intermodal. It excludes truck and air which is added to air transportation.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1993 Commodity Flow Survey: United States, TC92-CF-52*, and Oak Ridge National Laboratory estimates (Washington, DC: 1996).

## **Geographic Reports: State Summary Tables**

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

Because CFS data are estimates based on a sample, the data are subject to sampling errors. The second table for each state provides the 90-percent confidence interval for each estimate. We can say, with about 90 percent confidence, that this interval contains the value that would have been obtained by averaging the results from all possible samples of the same size and design. Appendix B discusses data reliability in more detail.



**1993 Commodity Flow Survey State Summary: Alabama**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Alabama</b>	<b>\$88.8 billion</b>	<b>218.9 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>1.5</b>	<b>2.2</b>

Commodity Shipments Originating in Alabama Ranked by Value		Commodity Shipments Originating in Alabama Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	13.7	Lumber or wood products, excluding furniture .....	22.6
Primary metal products .....	9.3	Coal .....	14.2
Chemicals or allied products .....	9.1	Petroleum or coal products .....	13.7
Pulp, paper, or allied products .....	7.1	Nonmetallic minerals .....	12.3
Transportation equipment .....	6.6	Clay, concrete, glass, or stone products .....	7.8
Other commodities .....	54.2	Other commodities .....	29.4
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Domestic Destinations of Shipments Originating in Alabama Ranked by Value		Domestic Destinations of Shipments Originating in Alabama Ranked by Weight	
State	Percent of value	State	Percent of weight
Alabama .....	33.8	Alabama .....	71.2
Georgia .....	7.7	Georgia .....	5.6
Florida .....	5.9	Mississippi .....	4.1
Tennessee .....	5.8	Florida .....	3.2
Texas .....	4.3	Tennessee .....	2.2
Mississippi .....	3.5	Louisiana .....	1.6
Other States .....	39.0	Other States .....	12.1
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Alabama		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	4.5	0.1
Truck (for-hire, private, and both private truck and for-hire truck) .....	82.6	78.2
Air (including truck and air) .....	1.4	-
Rail .....	7.3	12.4
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water)	1.1	3.1
Pipeline* .....	-	-
Truck and rail intermodal combination .....	0.3	0.2
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea)	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	2.8	6.0
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Alabama		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	23.3	56.9
50 to 99 miles .....	10.9	13.9
100 to 249 miles .....	17.3	13.1
250 to 499 miles .....	18.3	8.0
500 to 749 miles .....	16.5	4.7
750 to 999 miles .....	7.1	1.8
1,000 to 1,499 miles .....	2.1	0.5
1,500 to 1,999 miles .....	3.1	0.8
2,000 miles or more .....	1.4	0.2
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Alabama**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Alabama</b> (in billion \$ and million tons)	<b>83.98 - 93.62</b>	<b>198.01 - 239.79</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>1.38 - 1.56</b>	<b>2.00 - 2.44</b>

Commodity Shipments Originating in Alabama Ranked by Value		Commodity Shipments Originating in Alabama Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	11.9 - 15.4	Lumber or wood products, excluding furniture .....	16.9 - 28.4
Primary metal products .....	7.4 - 11.3	Coal .....	9.9 - 18.6
Chemicals or allied products .....	7.4 - 10.8	Petroleum or coal products .....	9.1 - 18.4
Pulp, paper, or allied products .....	5.8 - 8.4	Nonmetallic minerals .....	9.1 - 15.6
Transportation equipment .....	4.6 - 8.7	Clay, concrete, glass, or stone products .....	6.2 - 9.3
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Alabama Ranked by Value		Domestic Destinations of Shipments Originating in Alabama Ranked by Weight	
State	Percent of value	State	Percent of weight
Alabama .....	31.8 - 35.8	Alabama .....	67.8 - 74.7
Georgia .....	7.0 - 8.4	Georgia .....	4.6 - 6.6
Florida .....	5.2 - 6.6	Mississippi .....	3.0 - 5.3
Tennessee .....	5.0 - 6.6	Florida .....	2.4 - 4.0
Texas .....	3.8 - 4.8	Tennessee .....	1.7 - 2.7
Mississippi .....	3.2 - 3.8	Louisiana .....	1.3 - 1.9
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Alabama		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	4.0 - 5.0	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	80.4 - 84.8	74.9 - 81.5
Air (including truck and air) .....	1.1 - 1.7	(X)
Rail .....	6.3 - 8.3	10.9 - 13.9
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	0.8 - 1.4	2.3 - 3.9
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	0.1 - 0.5	0.0 - 0.4
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	2.3 - 3.3	3.5 - 8.5
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Alabama		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	21.7 - 25.0	53.1 - 60.7
50 to 99 miles .....	10.2 - 11.6	11.8 - 16.0
100 to 249 miles .....	16.3 - 18.3	11.6 - 14.6
250 to 499 miles .....	17.3 - 19.3	6.7 - 9.3
500 to 749 miles .....	14.9 - 18.2	4.0 - 5.4
750 to 999 miles .....	6.1 - 8.1	1.3 - 2.3
1,000 to 1,499 miles .....	1.9 - 2.3	0.3 - 0.7
1,500 to 1,999 miles .....	2.6 - 3.6	0.6 - 1.0
2,000 miles or more .....	0.6 - 2.2	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Alaska**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Alaska</b>	<b>\$8.1 billion</b>	<b>23.5 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.1</b>	<b>0.2</b>

Commodity Shipments Originating in Alaska Ranked by Value		Commodity Shipments Originating in Alaska Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Petroleum or coal products .....	28.3	Petroleum or coal products .....	38.7
Food or kindred products .....	21.2	Lumber or wood products, excluding furniture .....	22.7
Fresh fish or other marine products .....	16.8	Chemicals or allied products .....	11.8
Chemicals or allied products .....	5.9	Food or kindred products .....	3.5
Lumber or wood products, excluding furniture .....	5.8	Fresh fish or other marine products .....	2.2
Other commodities .....	22.0	Other commodities .....	21.1
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Alaska Ranked by Value		Domestic Destinations of Shipments Originating in Alaska Ranked by Weight	
State	Percent of value	State	Percent of weight
Alaska .....	80.8	Alaska .....	82.6
Washington .....	9.0	Oregon .....	10.4
Oregon .....	5.3	Washington .....	3.4
California .....	2.6		
Texas .....	0.2		
New York .....	-		
Other States .....	2.1	Other States .....	3.6
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Alaska		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	2.2	0.1
Truck (for-hire, private, and both private truck and for-hire truck) .....	44.7	25.7
Air (including truck and air) .....	1.6	0.1
Rail .....	4.8	8.6
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	2.5	14.1
Pipeline* .....	**	**
Truck and rail intermodal combination .....	**	**
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	12.5	14.4
Other, unknown, and withheld for sampling and disclosure reasons .....	31.7	37.0
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Alaska		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	47.0	53.9
50 to 99 miles .....	4.9	**
100 to 249 miles .....	2.8	**
250 to 499 miles .....	11.3	13.5
500 to 749 miles .....	5.2	**
750 to 999 miles .....	9.0	3.7
1,000 to 1,499 miles .....	8.0	**
1,500 to 1,999 miles .....	7.1	12.5
2,000 miles or more .....	4.8	1.4
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Alaska**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Alaska</b> (in billion \$ and million tons)	<b>6.15 - 10.05</b>	<b>17.43 - 29.57</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.10 - 0.17</b>	<b>0.18 - 0.30</b>

Commodity Shipments Originating in Alaska Ranked by Value		Commodity Shipments Originating in Alaska Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Petroleum or coal products .....	14.9 - 41.8	Petroleum or coal products .....	18.3 - 59.1
Food or kindred products .....	6.1 - 36.2	Lumber or wood products, excluding furniture .....	7.6 - 37.8
Fresh fish or other marine products .....	7.9 - 25.8	Chemicals or allied products .....	3.7 - 20.0
Chemicals or allied products .....	2.7 - 9.1	Food or kindred products .....	1.2 - 5.8
Lumber or wood products, excluding furniture .....	1.8 - 9.8	Fresh fish or other marine products .....	1.1 - 3.3
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Alaska Ranked by Value		Domestic Destinations of Shipments Originating in Alaska Ranked by Weight	
State	Percent of value	State	Percent of weight
Alaska .....	76.5 - 85.1	Alaska .....	71.3 - 94.0
Washington .....	5.4 - 12.6	Oregon .....	0.0 - 20.8
Oregon .....	1.2 - 9.4	Washington .....	1.3 - 5.5
California .....	1.3 - 3.9	.....	0 - 0.0
Texas .....	0.0 - 0.4	.....	0 - 0.0
New York .....	(X)	.....	0 - 0.0
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Alaska		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	1.2 - 3.2	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	39.7 - 49.7	17.6 - 33.8
Air (including truck and air) .....	1.0 - 2.2	(X)
Rail .....	1.8 - 7.8	3.7 - 13.5
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	1.6 - 3.4	6.7 - 21.5
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	8.4 - 16.6	3.4 - 25.4
Other, unknown, and withheld for sampling and disclosure reasons .....	26.1 - 37.3	31.9 - 42.1
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Alaska		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	40.3 - 53.7	39.6 - 68.2
50 to 99 miles .....	2.3 - 7.5	(X)
100 to 249 miles .....	2.0 - 3.6	(X)
250 to 499 miles .....	8.8 - 13.8	4.3 - 22.7
500 to 749 miles .....	2.7 - 7.7	(X)
750 to 999 miles .....	5.7 - 12.3	1.4 - 6.0
1,000 to 1,499 miles .....	4.6 - 11.5	(X)
1,500 to 1,999 miles .....	3.2 - 11.1	2.6 - 22.4
2,000 miles or more .....	2.2 - 7.4	0.1 - 2.7
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Arizona**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Arizona</b>	<b>\$68.6 billion</b>	<b>84.0 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>1.1</b>	<b>0.9</b>

Commodity Shipments Originating in Arizona Ranked by Value		Commodity Shipments Originating in Arizona Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Apparel or other textile products .....	19.0	Clay, concrete, glass, or stone .....	16.1
Food or kindred products .....	12.0	Nonmetallic minerals .....	15.6
Electrical machinery and equipment .....	10.9	Petroleum or coal products .....	13.0
Transportation equipment .....	9.0	Food or kindred products .....	10.1
Primary metal products .....	7.6	Metallic ores .....	8.6
Other commodities .....	41.5	Other commodities .....	36.6
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Domestic Destinations of Shipments Originating in Arizona Ranked by Value		Domestic Destinations of Shipments Originating in Arizona Ranked by Weight	
State	Percent of value	State	Percent of weight
Arizona .....	42.7	Arizona .....	77.0
California .....	16.6	Nevada .....	9.7
Texas .....	8.5	California .....	5.6
New Mexico .....	5.7	New Mexico .....	1.9
Nevada .....	4.1	Texas .....	1.9
New York .....	2.0	Colorado .....	0.4
Other States .....	20.4	Other States .....	3.5
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Arizona		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	7.4	0.2
Truck (for-hire, private, and both private truck and for-hire truck) .....	72.2	65.3
Air (including truck and air) .....	8.7	0.1
Rail .....	4.8	23.0
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	-	-
Pipeline* .....	**	**
Truck and rail intermodal combination .....	**	**
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	6.9	11.4
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Arizona		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	29.3	52.7
50 to 99 miles .....	7.4	18.2
100 to 249 miles .....	8.1	8.0
250 to 499 miles .....	24.8	15.2
500 to 749 miles .....	5.7	1.8
750 to 999 miles .....	5.7	1.2
1,000 to 1,499 miles .....	8.3	1.3
1,500 to 1,999 miles .....	6.6	1.2
2,000 miles or more .....	4.1	0.4
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Arizona**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Arizona</b> (in billion \$ and million tons)	<b>55.62 - 81.58</b>	<b>70.87 - 97.13</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.89 - 1.31</b>	<b>0.76 - 1.04</b>

Commodity Shipments Originating in Arizona Ranked by Value		Commodity Shipments Originating in Arizona Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Apparel or other textile products .....	6.6 - 31.4	Clay, concrete, glass, or stone .....	10.3 - 21.9
Food or kindred products .....	8.8 - 15.2	Nonmetallic minerals .....	8.2 - 23.0
Electrical machinery and equipment .....	7.3 - 14.5	Petroleum or coal products .....	7.8 - 18.2
Transportation equipment .....	6.2 - 11.9	Food or kindred products .....	7.3 - 12.9
Primary metal products .....	3.9 - 11.3	Metallic ores .....	4.5 - 12.7
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Arizona Ranked by Value		Domestic Destinations of Shipments Originating in Arizona Ranked by Weight	
State	Percent of value	State	Percent of weight
Arizona .....	38.1 - 47.3	Arizona .....	71.4 - 82.6
California .....	12.8 - 20.4	Nevada .....	3.9 - 15.5
Texas .....	5.4 - 11.6	California .....	3.3 - 7.9
New Mexico .....	3.6 - 7.8	New Mexico .....	0.9 - 2.9
Nevada .....	2.8 - 5.4	Texas .....	0.9 - 2.9
New York .....	1.0 - 3.0	Colorado .....	0.1 - 0.7
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Arizona		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	5.9 - 8.9	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	66.7 - 77.7	60.0 - 70.6
Air (including truck and air) .....	6.2 - 11.2	(X)
Rail .....	3.7 - 6.0	13.1 - 32.9
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	5.4 - 8.4	5.8 - 17.0
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Arizona		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	26.0 - 32.6	47.3 - 58.1
50 to 99 miles .....	5.4 - 9.4	11.5 - 24.9
100 to 249 miles .....	5.6 - 10.6	6.0 - 10.0
250 to 499 miles .....	19.7 - 29.9	9.8 - 20.6
500 to 749 miles .....	4.9 - 6.5	1.3 - 2.3
750 to 999 miles .....	2.6 - 8.8	0.7 - 1.7
1,000 to 1,499 miles .....	6.5 - 10.1	0.5 - 2.1
1,500 to 1,999 miles .....	5.3 - 7.9	0.5 - 1.9
2,000 miles or more .....	3.1 - 5.1	0.2 - 0.6
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Arkansas**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Arkansas</b>	<b>\$66.9 billion</b>	<b>100.2 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>1.0</b>	<b>1.0</b>

Commodity Shipments Originating in Arkansas Ranked by Value		Commodity Shipments Originating in Arkansas Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	22.0	Lumber or wood products, excluding furniture .....	21.1
Miscellaneous freight shipments .....	13.5	Nonmetallic minerals .....	20.7
Electrical machinery, equipment, or supplies .....	6.0	Food or kindred products .....	18.3
Pulp, paper, or allied products .....	5.8	Petroleum or coal products .....	7.7
Transportation equipment .....	4.7	Pulp, paper, or allied products .....	6.0
Other commodities .....	48.1	Other commodities .....	26.4
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Domestic Destinations of Shipments Originating in Arkansas Ranked by Value		Domestic Destinations of Shipments Originating in Arkansas Ranked by Weight	
State	Percent of value	State	Percent of weight
Arkansas .....	26.3	Arkansas .....	59.0
Texas .....	13.1	Texas .....	6.0
Missouri .....	5.5	Louisiana .....	4.8
California .....	5.0	Missouri .....	4.6
Tennessee .....	4.4	Tennessee .....	3.1
Illinois .....	3.8	Oklahoma .....	2.3
Other States .....	41.9	Other States .....	20.2
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Arkansas		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	3.4	0.1
Truck (for-hire, private, and both private truck and for-hire truck) .....	87.5	85.1
Air (including truck and air) .....	0.6	-
Rail .....	5.2	11.2
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water)	**	**
Pipeline* .....	**	**
Truck and rail intermodal combination .....	0.8	0.3
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea)	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	2.5	3.3
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Arkansas		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	17.1	50.7
50 to 99 miles .....	9.1	11.3
100 to 249 miles .....	17.1	13.3
250 to 499 miles .....	21.2	10.3
500 to 749 miles .....	16.3	6.3
750 to 999 miles .....	7.1	3.5
1,000 to 1,499 miles .....	8.5	3.1
1,500 to 1,999 miles .....	3.5	1.4
2,000 miles or more .....	-	-
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Arkansas**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Arkansas</b> (in billion \$ and million tons)	<b>63.27 - 70.53</b>	<b>84.54 - 115.86</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.95 - 1.07</b>	<b>0.85 - 1.18</b>

Commodity Shipments Originating in Arkansas Ranked by Value		Commodity Shipments Originating in Arkansas Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	19.0 - 25.0	Lumber or wood products, excluding furniture .....	17.1 - 25.1
Miscellaneous freight shipments .....	8.7 - 18.3	Nonmetallic minerals .....	6.1 - 35.2
Electrical machinery, equipment, or supplies .....	4.0 - 8.0	Food or kindred products .....	14.2 - 22.3
Pulp, paper, or allied products .....	4.9 - 6.7	Petroleum or coal products .....	5.2 - 10.1
Transportation equipment .....	3.4 - 5.9	Pulp, paper, or allied products .....	4.9 - 7.0
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Arkansas Ranked by Value		Domestic Destinations of Shipments Originating in Arkansas Ranked by Weight	
State	Percent of value	State	Percent of weight
Arkansas .....	25.0 - 27.6	Arkansas .....	55.7 - 62.3
Texas .....	11.5 - 14.8	Texas .....	5.0 - 7.0
Missouri .....	4.8 - 6.2	Louisiana .....	4.1 - 5.5
California .....	4.3 - 5.7	Missouri .....	3.6 - 5.6
Tennessee .....	3.9 - 4.9	Tennessee .....	2.4 - 3.8
Illinois .....	3.3 - 4.3	Oklahoma .....	1.8 - 2.8
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Arkansas		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	3.1 - 3.7	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	85.1 - 89.9	80.8 - 89.4
Air (including truck and air) .....	0.3 - 0.9	(X)
Rail .....	4.4 - 6.0	9.1 - 13.3
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	0.5 - 1.1	0.1 - 0.5
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	2.0 - 3.0	2.5 - 4.1
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Arkansas		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	15.5 - 18.8	46.1 - 55.3
50 to 99 miles .....	8.0 - 10.3	9.2 - 13.4
100 to 249 miles .....	16.3 - 17.9	11.7 - 15.0
250 to 499 miles .....	19.4 - 23.0	8.5 - 12.1
500 to 749 miles .....	15.5 - 17.1	5.5 - 7.1
750 to 999 miles .....	6.4 - 7.8	2.5 - 4.5
1,000 to 1,499 miles .....	7.4 - 9.7	2.6 - 3.6
1,500 to 1,999 miles .....	3.0 - 4.0	0.7 - 2.1
2,000 miles or more .....	(X)	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).



**1993 Commodity Flow Survey State Summary: California**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in California</b>	<b>\$638.5 billion</b>	<b>706.5 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>10.6</b>	<b>7.2</b>

Commodity Shipments Originating in California Ranked by Value		Commodity Shipments Originating in California Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	14.0	Petroleum or coal products .....	29.1
Electrical machinery and equipment .....	12.7	Nonmetallic minerals .....	19.1
Transportation equipment .....	10.5	Food or kindred products .....	11.2
Machinery, including computers .....	9.7	Clay, concrete, glass or stone .....	11.0
Petroleum or coal products .....	7.0	Lumber or wood products .....	4.4
Other commodities .....	46.1	Other commodities .....	25.2
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in California Ranked by Value		Domestic Destinations of Shipments Originating in California Ranked by Weight	
State	Percent of value	State	Percent of weight
California .....	61.2	California .....	91.2
Texas .....	3.6	Oregon .....	1.3
Arizona .....	2.9	Arizona .....	1.0
New York .....	2.3	Nevada .....	0.8
Illinois .....	2.0	Texas .....	0.7
Florida .....	1.8	Washington .....	0.7
Other States .....	26.2	Other States .....	4.3
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in California		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	14.2	0.4
Truck (for-hire, private, and both private truck and for-hire truck) .....	67.4	73.7
Air (including truck and air) .....	4.7	**
Rail .....	1.7	2.2
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	0.1	-
Pipeline* .....	2.7	14.3
Truck and rail intermodal combination .....	0.7	0.2
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	0.5	1.8
Other, unknown, and withheld for sampling and disclosure reasons .....	8.0	7.4
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in California		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	39.2	68.3
50 to 99 miles .....	8.5	8.7
100 to 249 miles .....	6.6	7.6
250 to 499 miles .....	11.0	8.6
500 to 749 miles .....	3.6	1.5
750 to 999 miles .....	3.6	1.0
1,000 to 1,499 miles .....	5.1	0.9
1,500 to 1,999 miles .....	8.3	1.6
2,000 miles or more .....	14.0	1.7
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: California**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in California</b> (in billion \$ and million tons)	<b>613.29 - 663.71</b>	<b>598.42 - 814.58</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>10.11 - 11.09</b>	<b>6.08 - 8.32</b>

Commodity Shipments Originating in California Ranked by Value		Commodity Shipments Originating in California Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	13.1 - 14.9	Petroleum or coal products .....	20.9 - 37.4
Electrical machinery and equipment .....	11.3 - 14.1	Nonmetallic minerals .....	15.1 - 23.1
Transportation equipment .....	7.5 - 13.6	Food or kindred products .....	9.4 - 13.0
Machinery, including computers .....	7.6 - 11.8	Clay, concrete, glass or stone .....	8.7 - 13.3
Petroleum or coal products .....	5.1 - 8.9	Lumber or wood products .....	3.5 - 5.3
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in California Ranked by Value		Domestic Destinations of Shipments Originating in California Ranked by Weight	
State	Percent of value	State	Percent of weight
California .....	59.9 - 62.5	California .....	90.4 - 92.0
Texas .....	3.1 - 4.1	Oregon .....	1.1 - 1.5
Arizona .....	2.4 - 3.4	Arizona .....	0.7 - 1.3
New York .....	2.0 - 2.6	Nevada .....	0.6 - 1.0
Illinois .....	1.7 - 2.3	Texas .....	0.5 - 0.9
Florida .....	1.5 - 2.1	Washington .....	0.5 - 0.9
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in California		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	13.1 - 15.4	0.2 - 0.6
Truck (for-hire, private, and both private truck and for-hire truck) .....	65.5 - 69.3	70.4 - 77.0
Air (including truck and air) .....	4.1 - 5.3	(X)
Rail .....	1.2 - 2.2	1.9 - 2.5
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	1.6 - 3.9	10.0 - 18.6
Truck and rail intermodal combination .....	0.5 - 0.9	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	0.3 - 0.7	0.8 - 2.8
Other, unknown, and withheld for sampling and disclosure reasons .....	6.0 - 10.0	5.3 - 9.5
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in California		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	37.4 - 41.0	66.0 - 70.6
50 to 99 miles .....	7.8 - 9.2	7.4 - 10.0
100 to 249 miles .....	6.1 - 7.1	5.8 - 9.4
250 to 499 miles .....	10.3 - 11.7	7.0 - 10.3
500 to 749 miles .....	3.3 - 3.9	1.3 - 1.7
750 to 999 miles .....	2.9 - 4.3	0.7 - 1.3
1,000 to 1,499 miles .....	4.4 - 5.8	0.7 - 1.1
1,500 to 1,999 miles .....	7.6 - 9.0	1.3 - 1.9
2,000 miles or more .....	12.5 - 15.5	1.4 - 2.0
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Colorado**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Colorado</b>	<b>\$58.8 billion</b>	<b>93.7 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>1.0</b>	<b>0.9</b>

Commodity Shipments Originating in Colorado Ranked by Value		Commodity Shipments Originating in Colorado Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	21.3	Coal .....	24.4
Machinery, including computers .....	13.4	Nonmetallic minerals .....	23.2
Electrical machinery and equipment .....	8.8	Clay, concrete, glass or stone .....	12.5
Instruments , photograhic good, optical, or clocks .....	8.7	Food or kindred products .....	10.9
Misc. products of manufacturing .....	6.8	Farm products .....	10.0
Other commodities .....	41.0	Other commodities .....	19.0
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Colorado Ranked by Value		Domestic Destinations of Shipments Originating in Colorado Ranked by Weight	
State	Percent of value	State	Percent of weight
Colorado .....	42.4	Colorado .....	76.2
California .....	9.7	Texas .....	4.0
Texas .....	5.2	Utah .....	3.0
Arizona .....	2.7	California .....	2.3
Illinois .....	2.4	Indiana .....	1.6
Utah .....	2.2	Kansas .....	1.2
Other States .....	35.4	Other States .....	11.7
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Colorado		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	13.0	0.2
Truck (for-hire, private, and both private truck and for-hire truck) .....	74.5	72.5
Air (including truck and air) .....	4.5	-
Rail .....	2.7	20.9
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	-	-
Pipeline* .....	**	**
Truck and rail intermodal combination .....	1.0	4.4
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	4.3	2.0
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Colorado		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	30.4	62.8
50 to 99 miles .....	7.8	5.7
100 to 249 miles .....	7.1	11.2
250 to 499 miles .....	9.1	5.0
500 to 749 miles .....	9.3	3.4
750 to 999 miles .....	19.2	7.1
1,000 to 1,499 miles .....	10.6	3.8
1,500 to 1,999 miles .....	6.4	1.0
2,000 miles or more .....	0.1	-
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey , TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Colorado**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Colorado</b> (in billion \$ and million tons)	<b>55.70 - 61.90</b>	<b>81.83 - 105.57</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.94 - 1.06</b>	<b>0.78 - 1.02</b>

Commodity Shipments Originating in Colorado Ranked by Value		Commodity Shipments Originating in Colorado Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	18.8 - 23.8	Coal .....	15.9 - 32.9
Machinery, including computers .....	10.4 - 16.4	Nonmetallic minerals .....	14.4 - 31.9
Electrical machinery and equipment .....	6.7 - 10.9	Clay, concrete, glass or stone .....	9.8 - 15.2
Instruments, photographic good, optical, or clocks .....	5.2 - 12.2	Food or kindred products .....	9.2 - 12.5
Misc. products of manufacturing .....	1.4 - 12.2	Farm products .....	5.9 - 14.2
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Colorado Ranked by Value		Domestic Destinations of Shipments Originating in Colorado Ranked by Weight	
State	Percent of value	State	Percent of weight
Colorado .....	39.9 - 44.9	Colorado .....	73.1 - 79.3
California .....	7.7 - 11.7	Texas .....	3.0 - 5.0
Texas .....	4.4 - 6.0	Utah .....	1.7 - 4.3
Arizona .....	0.9 - 4.5	California .....	1.6 - 3.0
Illinois .....	1.9 - 2.9	Indiana .....	0.5 - 2.8
Utah .....	1.9 - 2.5	Kansas .....	0.9 - 1.5
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Colorado		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	11.0 - 15.0	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	69.9 - 79.1	67.4 - 77.6
Air (including truck and air) .....	3.6 - 5.5	(X)
Rail .....	2.2 - 3.2	16.3 - 25.5
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	0.3 - 1.7	2.8 - 6.1
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	1.2 - 7.4	1.5 - 2.5
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Colorado		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	27.9 - 32.9	58.9 - 66.8
50 to 99 miles .....	7.1 - 8.5	4.6 - 6.9
100 to 249 miles .....	6.1 - 8.1	9.2 - 13.2
250 to 499 miles .....	7.1 - 11.1	3.4 - 6.7
500 to 749 miles .....	7.0 - 11.6	1.9 - 4.9
750 to 999 miles .....	16.7 - 21.7	5.8 - 8.4
1,000 to 1,499 miles .....	9.0 - 12.3	2.5 - 5.1
1,500 to 1,999 miles .....	5.3 - 7.6	0.7 - 1.3
2,000 miles or more .....	(X)	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Connecticut**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Connecticut</b>	<b>\$ 71.3 billion</b>	<b>44.2 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>1.2</b>	<b>0.4</b>

Commodity Shipments Originating in Connecticut Ranked by Value		Commodity Shipments Originating in Connecticut Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Machinery, including computers .....	17.1	Nonmetallic minerals .....	33.6
Transportation equipment .....	13.0	Petroleum or coal products .....	18.6
Chemicals or allied products .....	8.9	Clay, concrete, glass, or stone products .....	14.5
Food or kindred products .....	8.0	Food or kindred products .....	9.0
Instruments, photographic goods, optical, or clocks .....	7.0	Primary metal products .....	4.6
Other commodities .....	46.0	Other commodities .....	19.8
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Domestic Destinations of Shipments Originating in Connecticut Ranked by Value		Domestic Destinations of Shipments Originating in Connecticut Ranked by Weight	
State	Percent of value	State	Percent of weight
Connecticut .....	20.8	Connecticut .....	77.0
New York .....	14.8	Massachusetts .....	5.0
Massachusetts .....	9.7	New York .....	4.5
New Jersey .....	5.5	New Jersey .....	2.1
California .....	4.9	Rhode Island .....	2.0
Pennsylvania .....	4.5	Pennsylvania .....	1.8
Other States .....	39.8	Other States .....	7.6
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Connecticut		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	19.3	0.8
Truck (for-hire, private, and both private truck and for-hire truck) .....	73.0	97.6
Air (including truck and air) .....	4.1	0.1
Rail .....	0.2	0.4
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water)	-	-
Pipeline* .....	**	**
Truck and rail intermodal combination .....	-	-
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea)	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	3.4	1.1
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Connecticut		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	24.4	77.9
50 to 99 miles .....	15.7	9.1
100 to 249 miles .....	16.7	6.1
250 to 499 miles .....	6.3	2.1
500 to 749 miles .....	8.5	1.5
750 to 999 miles .....	10.5	1.5
1,000 to 1,499 miles .....	8.1	1.0
1,500 to 1,999 miles .....	2.3	0.2
2,000 miles or more .....	7.4	0.6
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Connecticut**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Connecticut</b> (in billion \$ and million tons)	<b>64.73 - 77.87</b>	<b>39.04 - 49.36</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>1.07 - 1.29</b>	<b>0.39 - 0.50</b>

Commodity Shipments Originating in Connecticut Ranked by Value		Commodity Shipments Originating in Connecticut Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Machinery, including computers .....	6.9 - 27.4	Nonmetallic minerals .....	23.9 - 43.3
Transportation equipment .....	6.5 - 19.6	Petroleum or coal products .....	11.4 - 25.8
Chemicals or allied products .....	6.8 - 10.9	Clay, concrete, glass, or stone products .....	10.5 - 18.5
Food or kindred products .....	6.4 - 9.6	Food or kindred products .....	7.3 - 10.7
Instruments, photographic good, optical, or clocks .....	3.3 - 10.8	Primary metal products .....	3.5 - 5.6
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Connecticut Ranked by Value		Domestic Destinations of Shipments Originating in Connecticut Ranked by Weight	
State	Percent of value	State	Percent of weight
Connecticut .....	18.2 - 23.4	Connecticut .....	74.0 - 80.0
New York .....	11.4 - 18.3	Massachusetts .....	4.0 - 6.0
Massachusetts .....	5.6 - 13.8	New York .....	3.5 - 5.5
New Jersey .....	5.0 - 6.0	New Jersey .....	1.6 - 2.6
California .....	3.9 - 5.9	Rhode Island .....	1.0 - 3.0
Pennsylvania .....	3.2 - 5.8	Pennsylvania .....	1.3 - 2.3
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Connecticut		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	16.2 - 22.4	0.6 - 1.0
Truck (for-hire, private, and both private truck and for-hire truck) .....	69.4 - 76.6	92.1 - 103.1
Air (including truck and air) .....	2.8 - 5.4	(X)
Rail .....	0.0 - 0.4	0.2 - 0.6
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	2.6 - 4.2	0.8 - 1.4
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Connecticut		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	20.8 - 28.0	75.4 - 80.4
50 to 99 miles .....	12.6 - 18.8	8.1 - 10.1
100 to 249 miles .....	12.9 - 20.5	5.0 - 7.3
250 to 499 miles .....	5.3 - 7.3	1.6 - 2.6
500 to 749 miles .....	7.0 - 10.0	1.2 - 1.8
750 to 999 miles .....	7.5 - 13.5	1.2 - 1.8
1,000 to 1,499 miles .....	7.1 - 9.1	0.8 - 1.2
1,500 to 1,999 miles .....	1.8 - 2.8	(X)
2,000 miles or more .....	6.1 - 8.7	0.4 - 0.8
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Delaware**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Delaware</b>	<b>\$16.1 billion</b>	<b>24.3 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.3</b>	<b>0.2</b>

Commodity Shipments Originating in Delaware Ranked by Value		Commodity Shipments Originating in Delaware Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Chemicals or allied products .....	21.1	Food or kindred products .....	11.8
Transportation equipment .....	17.1	Clay, concrete, glass, or stone products .....	10.0
Food or kindred products .....	11.9	Nonmetallic minerals .....	8.9
Apparel or other finished textile products .....	8.1	Lumber or wood products, excluding furniture .....	4.7
Textile mill products .....	4.5	Primary metal products .....	3.4
Other commodities .....	37.3	Other commodities .....	61.3
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Delaware Ranked by Value		Domestic Destinations of Shipments Originating in Delaware Ranked by Weight	
State	Percent of value	State	Percent of weight
Delaware .....	14.8	Delaware .....	27.8
Pennsylvania .....	15.6	Pennsylvania .....	30.0
New Jersey .....	9.0	Maryland .....	10.1
New York .....	7.7	New Jersey .....	6.0
Massachusetts .....	5.9	Virginia .....	5.8
Maryland .....	5.9	New York .....	2.0
Other States .....	41.1	Other States .....	18.3
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Delaware		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	3.9	0.1
Truck (for-hire, private, and both private truck and for-hire truck) .....	70.3	61.7
Air (including truck and air) .....	1.7	-
Rail .....	2.5	5.6
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	**	**
Pipeline* .....	**	**
Truck and rail intermodal combination .....	11.8	0.8
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	9.8	31.8
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Delaware		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	27.6	58.5
50 to 99 miles .....	11.1	10.3
100 to 249 miles .....	18.3	16.8
250 to 499 miles .....	18.7	**
500 to 749 miles .....	8.8	2.5
750 to 999 miles .....	4.9	1.8
1,000 to 1,499 miles .....	4.6	0.8
1,500 to 1,999 miles .....	**	0.1
2,000 miles or more .....	4.9	0.6
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Delaware**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Delaware</b> (in billion \$ and million tons)	<b>13.03 - 19.17</b>	<b>12.07 - 36.53</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.22 - 0.32</b>	<b>0.12 - 0.37</b>

Commodity Shipments Originating in Delaware Ranked by Value		Commodity Shipments Originating in Delaware Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Chemicals or allied products .....	13.2 - 29.0	Food or kindred products .....	4.0 - 19.6
Transportation equipment .....	4.6 - 29.6	Clay, concrete, glass, or stone products .....	1.4 - 18.6
Food or kindred products .....	9.0 - 14.9	Nonmetallic minerals .....	2.2 - 15.5
Apparel or other finished textile products .....	1.8 - 14.3	Lumber or wood products, excluding furniture .....	1.1 - 8.3
Textile mill products .....	1.1 - 8.0	Primary metal products .....	1.3 - 5.4
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Delaware Ranked by Value		Domestic Destinations of Shipments Originating in Delaware Ranked by Weight	
State	Percent of value	State	Percent of weight
Delaware .....	11.5 - 18.1	Delaware .....	19.1 - 36.5
Pennsylvania .....	11.7 - 19.6	Pennsylvania .....	20.8 - 39.2
New Jersey .....	5.9 - 12.1	Maryland .....	4.3 - 15.9
New York .....	5.9 - 9.5	New Jersey .....	3.5 - 8.5
Massachusetts .....	3.9 - 7.9	Virginia .....	1.7 - 9.9
Maryland .....	4.4 - 7.4	New York .....	0.7 - 3.3
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Delaware		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	2.4 - 5.4	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	65.1 - 75.5	51.3 - 72.1
Air (including truck and air) .....	0.6 - 2.9	(X)
Rail .....	1.4 - 3.7	2.2 - 9.1
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	5.1 - 18.5	0.0 - 1.6
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	9.1 - 10.5	(X)
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Delaware		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	21.2 - 34.0	49.3 - 67.7
50 to 99 miles .....	8.3 - 13.9	6.9 - 13.8
100 to 249 miles .....	15.2 - 21.4	9.4 - 24.2
250 to 499 miles .....	14.8 - 22.7	(X)
500 to 749 miles .....	6.5 - 11.1	1.0 - 4.0
750 to 999 miles .....	2.9 - 6.9	1.1 - 2.5
1,000 to 1,499 miles .....	3.1 - 6.1	0.1 - 1.5
1,500 to 1,999 miles .....	(X)	0.0 - 0.3
2,000 miles or more .....	3.1 - 6.7	0.3 - 0.9
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).



**1993 Commodity Flow Survey State Summary: Florida**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Florida</b>	<b>\$172.0 billion</b>	<b>345.9 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>2.8</b>	<b>3.5</b>

Commodity Shipments Originating in Florida Ranked by Value		Commodity Shipments Originating in Florida Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	21.7	Nonmetallic minerals .....	36.9
Transportation equipment .....	10.1	Petroleum or coal products .....	12.2
Chemicals or allied products .....	8.5	Food or kindred products .....	11.6
Electrical machinery, equipment, or supplies .....	8.0	Clay, concrete, glass, or stone products .....	10.9
Machinery, including computers .....	6.2	Chemicals or allied products .....	9.7
Other commodities .....	45.5	Other commodities .....	18.7
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Domestic Destinations of Shipments Originating in Florida Ranked by Value		Domestic Destinations of Shipments Originating in Florida Ranked by Weight	
State	Percent of value	State	Percent of weight
Florida .....	63.2	Florida .....	81.8
Texas .....	4.4	Georgia .....	4.6
Georgia .....	4.1	Texas .....	1.1
California .....	3.2	Alabama .....	0.9
New York .....	2.2	California .....	0.6
New Jersey .....	1.5	Ohio .....	0.6
Other States .....	21.4	Other States .....	10.4
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Florida		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	10.8	0.2
Truck (for-hire, private, and both private truck and for-hire truck) .....	77.6	67.8
Air (including truck and air) .....	3.2	-
Rail .....	2.9	22.7
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water)	**	**
Pipeline* .....	**	**
Truck and rail intermodal combination .....	0.1	0.3
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea)	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	5.4	9.0
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Florida		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	39.1	60.5
50 to 99 miles .....	9.0	13.0
100 to 249 miles .....	14.6	9.5
250 to 499 miles .....	7.7	5.3
500 to 749 miles .....	5.2	**
750 to 999 miles .....	9.4	3.0
1,000 to 1,499 miles .....	9.8	1.8
1,500 to 1,999 miles .....	1.2	0.2
2,000 miles or more .....	4.0	0.7
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Florida**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Florida</b> (in billion \$ and million tons)	<b>163.51 - 180.49</b>	<b>298.10 - 393.70</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>2.69 - 3.01</b>	<b>3.01 - 4.00</b>

Commodity Shipments Originating in Florida Ranked by Value		Commodity Shipments Originating in Florida Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	18.6 - 24.8	Nonmetallic minerals .....	25.7 - 48.0
Transportation equipment .....	8.0 - 12.2	Petroleum or coal products .....	9.1 - 15.3
Chemicals or allied products .....	7.3 - 9.8	Food or kindred products .....	9.4 - 13.8
Electrical machinery, equipment, or supplies .....	6.0 - 10.0	Clay, concrete, glass, or stone products .....	9.1 - 12.7
Machinery, including computers .....	4.8 - 7.7	Chemicals or allied products .....	6.1 - 13.3
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Florida Ranked by Value		Domestic Destinations of Shipments Originating in Florida Ranked by Weight	
State	Percent of value	State	Percent of weight
Florida .....	61.6 - 64.9	Florida .....	76.7 - 86.9
Texas .....	3.1 - 5.7	Georgia .....	3.0 - 6.3
Georgia .....	3.6 - 4.6	Texas .....	0.6 - 1.6
California .....	2.1 - 4.4	Alabama .....	0.7 - 1.1
New York .....	1.7 - 2.7	California .....	0.3 - 0.9
New Jersey .....	1.3 - 1.7	Ohio .....	0.1 - 1.1
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Florida		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	9.8 - 11.8	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	75.8 - 79.4	63.7 - 71.9
Air (including truck and air) .....	2.6 - 3.8	(X)
Rail .....	2.1 - 3.7	16.9 - 28.5
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	0.1 - 0.5
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	4.7 - 6.1	8.0 - 10.0
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Florida		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	37.6 - 40.6	55.2 - 65.8
50 to 99 miles .....	8.3 - 9.7	11.5 - 14.5
100 to 249 miles .....	13.1 - 16.1	7.5 - 11.5
250 to 499 miles .....	6.9 - 8.5	3.5 - 7.1
500 to 749 miles .....	4.5 - 5.9	(X)
750 to 999 miles .....	7.9 - 10.9	1.9 - 4.2
1,000 to 1,499 miles .....	8.8 - 10.8	1.5 - 2.1
1,500 to 1,999 miles .....	0.9 - 1.5	(X)
2,000 miles or more .....	2.9 - 5.2	0.4 - 1.0
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Georgia**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Georgia</b>	<b>\$210.1 billion</b>	<b>262.2 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>3.5</b>	<b>2.7</b>

Commodity Shipments Originating in Georgia Ranked by Value		Commodity Shipments Originating in Georgia Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Transportation equipment .....	16.7	Nonmetallic minerals .....	24.1
Food or kindred products .....	11.4	Lumber or wood products, excluding furniture .....	14.9
Chemicals or allied products .....	8.7	Clay, concrete, glass, or stone products .....	12.2
Apparel or other finished textile products .....	8.6	Food or kindred products .....	9.7
Textile mill products .....	8.3	Pulp, paper, or allied products .....	5.5
Other commodities .....	46.3	Other commodities .....	33.5
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Georgia Ranked by Value		Domestic Destinations of Shipments Originating in Georgia Ranked by Weight	
State	Percent of value	State	Percent of weight
Georgia .....	33.2	Georgia .....	71.7
Florida .....	11.5	Florida .....	5.1
North Carolina .....	6.2	South Carolina .....	2.6
Tennessee .....	6.1	Alabama .....	2.5
Alabama .....	5.6	Tennessee .....	2.3
South Carolina .....	4.3	North Carolina .....	2.3
Other States .....	33.1	Other States .....	13.5
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Georgia		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	6.8	0.2
Truck (for-hire, private, and both private truck and for-hire truck) .....	84.6	82.8
Air (including truck and air) .....	0.8	-
Rail .....	3.1	10.6
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	**	**
Pipeline* .....	-	-
Truck and rail intermodal combination .....	2.5	0.3
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	2.2	6.1
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Georgia		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	22.1	56.7
50 to 99 miles .....	6.1	11.0
100 to 249 miles .....	21.2	13.2
250 to 499 miles .....	23.4	8.2
500 to 749 miles .....	16.4	6.8
750 to 999 miles .....	5.8	2.5
1,000 to 1,499 miles .....	1.4	0.9
1,500 to 1,999 miles .....	2.1	0.3
2,000 miles or more .....	1.7	0.3
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Georgia**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Georgia</b> (in billion \$ and million tons)	<b>189.36 - 230.84</b>	<b>216.91 - 307.49</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>3.13 - 3.83</b>	<b>2.20 - 3.12</b>

Commodity Shipments Originating in Georgia Ranked by Value		Commodity Shipments Originating in Georgia Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Transportation equipment .....	8.6 - 24.9	Nonmetallic minerals .....	17.9 - 30.4
Food or kindred products .....	10.0 - 12.8	Lumber or wood products, excluding furniture .....	10.6 - 19.3
Chemicals or allied products .....	5.7 - 11.6	Clay, concrete, glass, or stone products .....	9.6 - 14.8
Apparel or other finished textile products .....	4.9 - 12.4	Food or kindred products .....	7.5 - 11.9
Textile mill products .....	7.0 - 9.6	Pulp, paper, or allied products .....	4.4 - 6.7
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Georgia Ranked by Value		Domestic Destinations of Shipments Originating in Georgia Ranked by Weight	
State	Percent of value	State	Percent of weight
Georgia .....	29.9 - 36.5	Georgia .....	66.4 - 77.0
Florida .....	10.4 - 12.7	Florida .....	4.0 - 6.3
North Carolina .....	5.4 - 7.0	South Carolina .....	2.1 - 3.1
Tennessee .....	4.8 - 7.4	Alabama .....	2.0 - 3.0
Alabama .....	4.5 - 6.8	Tennessee .....	1.3 - 3.3
South Carolina .....	3.8 - 4.8	North Carolina .....	1.8 - 2.8
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Georgia		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	6.0 - 7.6	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	81.2 - 88.1	77.9 - 87.7
Air (including truck and air) .....	0.6 - 1.0	(X)
Rail .....	2.6 - 3.6	8.5 - 12.7
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	1.0 - 4.0	0.1 - 0.5
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	1.9 - 2.5	3.6 - 8.6
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Georgia		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	19.0 - 25.2	51.3 - 62.1
50 to 99 miles .....	5.1 - 7.1	9.4 - 12.7
100 to 249 miles .....	18.1 - 24.3	9.4 - 17.0
250 to 499 miles .....	21.3 - 25.5	7.1 - 9.4
500 to 749 miles .....	14.6 - 18.2	4.0 - 9.6
750 to 999 miles .....	5.1 - 6.5	2.0 - 3.0
1,000 to 1,499 miles .....	1.2 - 1.6	0.6 - 1.2
1,500 to 1,999 miles .....	1.8 - 2.4	(X)
2,000 miles or more .....	1.4 - 2.0	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Hawaii**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Hawaii</b>	<b>\$11.5 billion</b>	<b>24.8 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.2</b>	<b>0.3</b>

Commodity Shipments Originating in Hawaii Ranked by Value		Commodity Shipments Originating in Hawaii Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	25.1	Petroleum or coal products .....	52.1
Petroleum or coal products .....	24.9	Clay, concrete, glass, or stone products .....	19.1
Chemicals and allied products .....	8.5	Food or kindred products .....	12.2
Farm products .....	4.8	Nonmetallic minerals .....	3.7
Transportation equipment .....	4.6	Farm products .....	1.6
Other commodities .....	32.1	Other commodities .....	11.3
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Hawaii Ranked by Value		Domestic Destinations of Shipments Originating in Hawaii Ranked by Weight	
State	Percent of value	State	Percent of weight
Hawaii .....	92.6	Hawaii .....	89.2
California .....	5.0	California .....	5.9
Washington .....	0.3	Washington .....	0.4
Texas .....	0.2	Texas .....	-
Florida .....	0.1		
New York .....	0.1		
Other States .....	1.6	Other States .....	4.5
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Hawaii		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	3.2	-
Truck (for-hire, private, and both private truck and for-hire truck) .....	61.4	50.7
Air (including truck and air) .....	3.5	0.2
Rail .....	-	-
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	5.9	4.6
Pipeline* .....	**	**
Truck and rail intermodal combination .....	**	**
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	26.0	44.5
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Hawaii		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	77.2	80.4
50 to 99 miles .....	5.8	**
100 to 249 miles .....	9.5	6.0
250 to 499 miles .....	0.1	0.1
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 .....	7.4	10.8
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Hawaii**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Hawaii</b> (in billion \$ and million tons)	<b>10.10 - 12.90</b>	<b>17.95 - 31.65</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.18 - 0.22</b>	<b>0.22 - 0.38</b>

Commodity Shipments Originating in Hawaii Ranked by Value		Commodity Shipments Originating in Hawaii Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	20.1 - 30.2	Petroleum or coal products .....	23.0 - 81.2
Petroleum or coal products .....	11.9 - 37.8	Clay, concrete, glass, or stone products .....	7.3 - 30.9
Chemicals and allied products .....	4.1 - 12.8	Food or kindred products .....	7.9 - 16.4
Farm products .....	3.7 - 6.0	Nonmetallic minerals .....	1.5 - 5.8
Transportation equipment .....	2.5 - 6.8	Farm products .....	0.9 - 2.2
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Hawaii Ranked by Value		Domestic Destinations of Shipments Originating in Hawaii Ranked by Weight	
State	Percent of value	State	Percent of weight
Hawaii .....	90.2 - 95.1	Hawaii .....	83.8 - 94.6
California .....	2.7 - 7.4	California .....	3.6 - 8.3
Washington .....	0.1 - 0.4	Washington .....	0.0 - 0.7
Texas .....	0.0 - 0.4	Texas .....	(X)
Florida .....	(X)		
New York .....	(X)		
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Hawaii		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	2.5 - 3.9	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	55.8 - 67.0	40.9 - 60.5
Air (including truck and air) .....	2.8 - 4.2	0.0 - 0.4
Rail .....	(X)	(X)
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	5.1 - 6.7	3.0 - 6.3
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	20.4 - 31.6	(X)
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Hawaii		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	73.4 - 81.0	73.7 - 87.1
50 to 99 miles .....	5.1 - 6.5	(X)
100 to 249 miles .....	7.7 - 11.3	3.4 - 8.6
250 to 499 miles .....	(X)	(X)
500 to 749 miles .....	(X)	(X)
750 to 999 miles .....	(X)	(X)
1,000 to 1,499 miles .....	(X)	(X)
1,500 to 1,999 miles .....	(X)	(X)
2,000 miles or more .....	4.9 - 9.9	5.4 - 16.2
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Idaho**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Idaho</b>	<b>\$16.5 billion</b>	<b>48.6 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.3</b>	<b>0.5</b>

Commodity Shipments Originating in Idaho Ranked by Value		Commodity Shipments Originating in Idaho Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	27.0	Lumber or wood products, excluding furniture .....	42.8
Lumber or wood products, excluding furniture .....	17.7	Nonmetallic minerals .....	14.0
Machinery, including computers .....	13.1	Farm products .....	13.3
Chemicals or allied products .....	8.9	Food or kindred products .....	10.8
Farm products .....	8.4	Clay, concrete, glass, or stone products .....	5.8
Other commodities .....	24.9	Other commodities .....	13.4
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Idaho Ranked by Value		Domestic Destinations of Shipments Originating in Idaho Ranked by Weight	
State	Percent of value	State	Percent of weight
Idaho .....	31.8	Idaho .....	64.5
California .....	15.4	Washington .....	6.4
Washington .....	5.9	Oregon .....	5.8
Oregon .....	5.8	California .....	3.2
Utah .....	4.8	Montana .....	3.1
Texas .....	2.6	Utah .....	3.0
Other States .....	33.7	Other States .....	14.0
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Idaho		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	6.3	0.1
Truck (for-hire, private, and both private truck and for-hire truck) .....	70.5	65.5
Air (including truck and air) .....	1.7	-
Rail .....	16.7	33.0
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	0.1	**
Pipeline* .....	-	-
Truck and rail intermodal combination .....	**	0.1
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	4.7	1.3
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Idaho		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	21.0	45.3
50 to 99 miles .....	7.8	19.4
100 to 249 miles .....	9.2	8.0
250 to 499 miles .....	13.6	8.9
500 to 749 miles .....	16.3	5.4
750 to 999 miles .....	4.3	2.1
1,000 to 1,499 miles .....	10.9	5.2
1,500 to 1,999 miles .....	9.5	4.3
2,000 miles or more .....	7.4	1.3
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Idaho**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Idaho</b> (in billion \$ and million tons)	<b>14.6 - 18.4</b>	<b>43.7 - 53.5</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.2 - 0.3</b>	<b>0.4 - 0.5</b>

Commodity Shipments Originating in Idaho Ranked by Value		Commodity Shipments Originating in Idaho Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	21.4 - 32.6	Lumber or wood products, excluding furniture .....	33.6 - 52.0
Lumber or wood products, excluding furniture .....	13.8 - 21.6	Nonmetallic minerals .....	9.3 - 18.6
Machinery, including computers .....	2.8 - 23.4	Farm products .....	8.4 - 18.1
Chemicals or allied products .....	6.8 - 11.0	Food or kindred products .....	7.8 - 13.8
Farm products .....	6.4 - 10.3	Clay, concrete, glass, or stone products .....	3.4 - 8.1
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Idaho Ranked by Value		Domestic Destinations of Shipments Originating in Idaho Ranked by Weight	
State	Percent of value	State	Percent of weight
Idaho .....	28.4 - 35.3	Idaho .....	56.9 - 72.1
California .....	10.0 - 20.8	Washington .....	2.8 - 10.0
Washington .....	4.6 - 7.2	Oregon .....	3.2 - 8.4
Oregon .....	4.7 - 7.0	California .....	2.2 - 4.2
Utah .....	2.8 - 6.8	Montana .....	1.5 - 4.8
Texas .....	2.1 - 3.1	Utah .....	1.7 - 4.3
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Idaho		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	4.7 - 8.0	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	66.7 - 74.3	58.3 - 72.7
Air (including truck and air) .....	0.6 - 2.9	(X)
Rail .....	12.9 - 20.5	23.3 - 42.7
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	(X)	0.5 - 2.1
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Idaho		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	18.2 - 23.8	36.1 - 54.5
50 to 99 miles .....	6.0 - 9.3	12.8 - 26.0
100 to 249 miles .....	7.4 - 11.0	5.2 - 10.8
250 to 499 miles .....	11.6 - 15.6	5.6 - 12.2
500 to 749 miles .....	12.7 - 23.9	2.3 - 8.5
750 to 999 miles .....	3.8 - 6.1	1.6 - 2.6
1,000 to 1,499 miles .....	9.4 - 12.4	5.1 - 7.4
1,500 to 1,999 miles .....	8.2 - 10.8	2.7 - 6.0
2,000 miles or more .....	3.6 - 11.2	1.0 - 1.6
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).



**1993 Commodity Flow Survey State Summary: Illinois**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
Total shipments originating in Illinois	\$346.6 billion	525.2 million tons
Percent of total U.S. shipments (preliminary U.S. estimate)	5.7	5.3

Commodity Shipments Originating in Illinois Ranked by Value		Commodity Shipments Originating in Illinois Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	16.4	Nonmetallic minerals .....	19.8
Chemicals or allied products .....	13.3	Petroleum or coal products .....	16.9
Machinery, including computers .....	9.6	Coal .....	13.7
Transportation equipment .....	8.8	Farm products .....	12.9
Electrical machinery, equipment, or supplies .....	6.8	Food or kindred products .....	11.5
Other commodities .....	45.1	Other commodities .....	25.1
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Illinois Ranked by Value		Domestic Destinations of Shipments Originating in Illinois Ranked by Weight	
State	Percent of value	State	Percent of weight
Illinois .....	34.0	Illinois .....	57.4
Ohio .....	5.8	Indiana .....	8.5
Wisconsin .....	5.2	Louisiana .....	4.7
Indiana .....	5.1	Missouri .....	4.4
Michigan .....	5.1	Wisconsin .....	3.6
California .....	4.0	Ohio .....	2.2
Other States .....	40.8	Other States .....	19.2
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Illinois		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	11.1	0.3
Truck (for-hire, private, and both private truck and for-hire truck) .....	74.5	59.2
Air (including truck and air) .....	1.9	-
Rail .....	5.0	18.6
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water)	1.1	7.3
Pipeline* .....	2.1	7.5
Truck and rail intermodal combination .....	1.6	0.4
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea)	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	2.7	6.7
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Illinois		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	29.0	54.1
50 to 99 miles .....	6.5	9.1
100 to 249 miles .....	16.2	12.8
250 to 499 miles .....	19.0	11.4
500 to 749 miles .....	12.9	8.3
750 to 999 miles .....	7.6	2.5
1,000 to 1,499 miles .....	3.5	0.7
1,500 to 1,999 miles .....	5.2	1.1
2,000 miles or more .....	0.1	-
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Illinois**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Illinois</b> (in billion \$ and million tons)	<b>322.65 - 370.55</b>	<b>494.96 - 555.44</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>5.32 - 6.16</b>	<b>4.99 - 5.65</b>

Commodity Shipments Originating in Illinois Ranked by Value		Commodity Shipments Originating in Illinois Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	14.2 - 18.5	Nonmetallic minerals .....	16.0 - 23.7
Chemicals or allied products .....	8.9 - 17.7	Petroleum or coal products .....	11.5 - 22.3
Machinery, including computers .....	7.4 - 11.8	Coal .....	11.0 - 16.5
Transportation equipment .....	7.0 - 10.5	Farm products .....	8.2 - 17.6
Electrical machinery, equipment, or supplies .....	5.7 - 7.8	Food or kindred products .....	10.4 - 12.7
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Illinois Ranked by Value		Domestic Destinations of Shipments Originating in Illinois Ranked by Weight	
State	Percent of value	State	Percent of weight
Illinois .....	32.5 - 35.5	Illinois .....	54.1 - 60.7
Ohio .....	4.8 - 6.8	Indiana .....	6.2 - 10.8
Wisconsin .....	4.7 - 5.7	Louisiana .....	2.4 - 7.0
Indiana .....	4.4 - 5.8	Missouri .....	2.9 - 5.9
Michigan .....	4.6 - 5.6	Wisconsin .....	2.0 - 5.3
California .....	3.7 - 4.3	Ohio .....	1.2 - 3.2
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Illinois		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	9.6 - 12.6	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	71.5 - 77.5	56.0 - 62.4
Air (including truck and air) .....	1.6 - 2.2	(X)
Rail .....	4.3 - 5.7	16.8 - 20.4
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	0.7 - 1.6	5.0 - 9.6
Pipeline* .....	1.3 - 2.9	4.5 - 10.5
Truck and rail intermodal combination .....	0.8 - 2.4	0.2 - 0.6
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	2.0 - 3.4	4.9 - 8.5
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Illinois		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	27.2 - 30.8	49.8 - 58.4
50 to 99 miles .....	5.7 - 7.3	6.6 - 11.6
100 to 249 miles .....	14.7 - 17.7	11.0 - 14.6
250 to 499 miles .....	17.7 - 20.3	8.8 - 14.0
500 to 749 miles .....	12.1 - 13.7	6.0 - 10.6
750 to 999 miles .....	7.1 - 8.1	2.2 - 2.8
1,000 to 1,499 miles .....	3.0 - 4.0	0.5 - 0.9
1,500 to 1,999 miles .....	4.9 - 5.5	0.9 - 1.3
2,000 miles or more .....	(X)	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Indiana**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Indiana</b>	<b>\$178.7 billion</b>	<b>285.8 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>3.0</b>	<b>2.9</b>

Commodity Shipments Originating in Indiana Ranked by Value		Commodity Shipments Originating in Indiana Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Transportation equipment .....	19.3	Petroleum or coal products .....	21.9
Primary metal products .....	9.8	Nonmetallic minerals .....	20.1
Food or kindred products .....	9.5	Farm products .....	14.0
Electrical machinery, equipment, or supplies .....	8.9	Primary metal products .....	9.8
Chemicals or allied products .....	6.4	Clay, concrete, glass, or stone products .....	7.7
Other commodities .....	46.2	Other commodities .....	26.7
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Indiana Ranked by Value		Domestic Destinations of Shipments Originating in Indiana Ranked by Weight	
State	Percent of value	State	Percent of weight
Indiana .....	28.4	Indiana .....	56.1
Michigan .....	9.8	Illinois .....	12.4
Illinois .....	9.2	Michigan .....	3.9
Ohio .....	8.0	Ohio .....	3.9
California .....	4.0	Kentucky .....	3.9
Kentucky .....	3.7	Louisiana .....	2.4
Other States .....	36.9	Other States .....	17.3
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Indiana		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	7.1	0.2
Truck (for-hire, private, and both private truck and for-hire truck) .....	77.3	74.0
Air (including truck and air) .....	1.9	0.1
Rail .....	6.9	15.2
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	0.6	3.7
Pipeline* .....	0.7	2.8
Truck and rail intermodal combination .....	0.4	0.2
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	5.1	3.8
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Indiana		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	22.3	56.1
50 to 99 miles .....	10.1	11.3
100 to 249 miles .....	24.9	13.0
250 to 499 miles .....	17.6	9.1
500 to 749 miles .....	12.6	7.2
750 to 999 miles .....	4.7	1.6
1,000 to 1,499 miles .....	2.3	0.7
1,500 to 1,999 miles .....	5.4	1.1
2,000 miles or more .....	0.1	-
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Indiana**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Indiana</b> (in billion \$ and million tons)	<b>168.71 - 188.69</b>	<b>249.13 - 322.47</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>2.78 - 3.14</b>	<b>2.52 - 3.27</b>

Commodity Shipments Originating in Indiana Ranked by Value		Commodity Shipments Originating in Indiana Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Transportation equipment .....	14.4 - 24.1	Petroleum or coal products .....	9.4 - 34.4
Primary metal products .....	9.0 - 10.6	Nonmetallic minerals .....	15.3 - 24.8
Food or kindred products .....	8.6 - 10.3	Farm products .....	11.2 - 16.7
Electrical machinery, equipment, or supplies .....	5.9 - 11.9	Primary metal products .....	7.9 - 11.6
Chemicals or allied products .....	5.1 - 7.7	Clay, concrete, glass, or stone products .....	6.3 - 9.0
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Indiana Ranked by Value		Domestic Destinations of Shipments Originating in Indiana Ranked by Weight	
State	Percent of value	State	Percent of weight
Indiana .....	26.6 - 30.2	Indiana .....	52.7 - 59.6
Michigan .....	8.8 - 10.8	Illinois .....	9.4 - 15.4
Illinois .....	7.9 - 10.5	Michigan .....	3.0 - 4.9
Ohio .....	7.3 - 8.7	Ohio .....	3.4 - 4.4
California .....	3.3 - 4.7	Kentucky .....	2.3 - 5.6
Kentucky .....	3.4 - 4.0	Louisiana .....	1.6 - 3.2
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Indiana		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	6.4 - 7.8	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	73.3 - 81.3	70.4 - 77.7
Air (including truck and air) .....	1.1 - 2.7	(X)
Rail .....	4.8 - 9.0	12.9 - 17.5
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	0.3 - 0.9	1.6 - 5.8
Pipeline* .....	0.2 - 1.2	1.0 - 4.6
Truck and rail intermodal combination .....	0.2 - 0.6	0.0 - 0.4
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	4.4 - 5.8	2.8 - 4.8
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Indiana		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	20.8 - 23.8	54.1 - 58.1
50 to 99 miles .....	9.1 - 11.1	8.0 - 14.6
100 to 249 miles .....	23.4 - 26.4	11.9 - 14.2
250 to 499 miles .....	16.3 - 18.9	7.8 - 10.4
500 to 749 miles .....	11.5 - 13.8	5.6 - 8.9
750 to 999 miles .....	3.9 - 5.5	1.3 - 1.9
1,000 to 1,499 miles .....	1.8 - 2.8	0.4 - 1.0
1,500 to 1,999 miles .....	4.4 - 6.4	0.8 - 1.4
2,000 miles or more .....	(X)	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Iowa**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Iowa</b>	<b>\$79.9 billion</b>	<b>164.5 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>1.3</b>	<b>1.7</b>

Commodity Shipments Originating in Iowa Ranked by Value		Commodity Shipments Originating in Iowa Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	31.7	Farm products .....	33.1
Farm products .....	10.3	Food or kindred products .....	24.2
Machinery, including computers .....	9.0	Nonmetallic minerals .....	15.1
Chemicals or allied products .....	8.4	Clay, concrete, glass, or stone products .....	9.3
Electrical machinery, equipment, or supplies .....	5.3	Petroleum or coal products .....	5.9
Other commodities .....	35.3	Other commodities .....	12.6
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Iowa Ranked by Value		Domestic Destinations of Shipments Originating in Iowa Ranked by Weight	
State	Percent of value	State	Percent of weight
Iowa .....	35.1	Iowa .....	60.4
Illinois .....	10.1	Illinois .....	7.1
California .....	4.1	Minnesota .....	3.8
Nebraska .....	3.9	Nebraska .....	3.3
Minnesota .....	3.7	Missouri .....	2.7
Missouri .....	3.7	Texas .....	2.2
Other States .....	39.4	Other States .....	20.5
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Iowa		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	7.1	0.1
Truck (for-hire, private, and both private truck and for-hire truck) .....	80.3	74.5
Air (including truck and air) .....	**	-
Rail .....	6.5	15.6
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	-	-
Pipeline* .....	**	**
Truck and rail intermodal combination .....	0.4	0.1
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	5.7	9.7
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Iowa		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	22.5	45.1
50 to 99 miles .....	10.0	13.9
100 to 249 miles .....	22.4	15.7
250 to 499 miles .....	14.9	8.3
500 to 749 miles .....	9.3	3.5
750 to 999 miles .....	10.0	9.2
1,000 to 1,499 miles .....	7.3	3.0
1,500 to 1,999 miles .....	3.7	1.1
2,000 miles or more .....	-	-
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Iowa**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Iowa</b> (in billion \$ and million tons)	<b>77.40 - 82.40</b>	<b>151.51 - 177.49</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>1.27 - 1.37</b>	<b>1.53 - 1.80</b>

Commodity Shipments Originating in Iowa Ranked by Value		Commodity Shipments Originating in Iowa Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	28.9 - 34.6	Farm products .....	22.0 - 44.1
Farm products .....	7.3 - 13.4	Food or kindred products .....	20.5 - 27.8
Machinery, including computers .....	8.0 - 10.1	Nonmetallic minerals .....	12.9 - 17.3
Chemicals or allied products .....	6.0 - 10.8	Clay, concrete, glass, or stone products .....	7.6 - 10.9
Electrical machinery, equipment, or supplies .....	4.4 - 6.1	Petroleum or coal products .....	2.7 - 9.0
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Iowa Ranked by Value		Domestic Destinations of Shipments Originating in Iowa Ranked by Weight	
State	Percent of value	State	Percent of weight
Iowa .....	33.0 - 37.2	Iowa .....	56.8 - 64.0
Illinois .....	9.0 - 11.3	Illinois .....	5.5 - 8.8
California .....	3.4 - 4.8	Minnesota .....	2.7 - 5.0
Nebraska .....	3.1 - 4.7	Nebraska .....	1.5 - 5.1
Minnesota .....	3.2 - 4.2	Missouri .....	1.7 - 3.7
Missouri .....	3.4 - 4.0	Texas .....	0.6 - 3.9
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Iowa		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	6.0 - 8.3	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	76.9 - 83.7	70.7 - 78.3
Air (including truck and air) .....	(X)	(X)
Rail .....	5.0 - 8.0	11.7 - 19.6
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	0.1 - 0.7	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	5.0 - 6.4	8.4 - 11.0
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Iowa		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	20.2 - 24.8	40.2 - 50.0
50 to 99 miles .....	9.2 - 10.8	10.8 - 17.0
100 to 249 miles .....	20.6 - 24.2	13.2 - 18.2
250 to 499 miles .....	14.1 - 15.7	5.8 - 10.8
500 to 749 miles .....	8.3 - 10.3	2.8 - 4.2
750 to 999 miles .....	8.2 - 11.8	4.3 - 14.1
1,000 to 1,499 miles .....	6.2 - 8.5	1.5 - 4.5
1,500 to 1,999 miles .....	2.6 - 4.9	0.8 - 1.4
2,000 miles or more .....	(X)	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Kansas**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Kansas</b>	<b>\$70.5 billion</b>	<b>134.5 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>1.2</b>	<b>1.4</b>

Commodity Shipments Originating in Kansas Ranked by Value		Commodity Shipments Originating in Kansas Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	24.4	Farm products .....	25.1
Transportation equipment .....	11.3	Petroleum or coal products .....	22.1
Petroleum or coal products .....	6.9	Nonmetallic minerals .....	19.3
Rubber or miscellaneous plastic products .....	6.7	Food or kindred products .....	14.5
Farm products .....	6.6	Clay, concrete, glass, or stone products .....	6.6
Other commodities .....	44.1	Other commodities .....	12.5
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Kansas Ranked by Value		Domestic Destinations of Shipments Originating in Kansas Ranked by Weight	
State	Percent of value	State	Percent of weight
Kansas .....	25.3	Kansas .....	53.8
Missouri .....	11.3	Missouri .....	10.3
Texas .....	8.5	Texas .....	12.4
California .....	6.5	Oklahoma .....	6.9
Washington .....	4.0	Louisiana .....	2.1
Oklahoma .....	3.6	Arkansas .....	1.6
Other States .....	40.8	Other States .....	12.9
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Kansas		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	8.4	0.2
Truck (for-hire, private, and both private truck and for-hire truck) .....	75.0	71.4
Air (including truck and air) .....	1.9	-
Rail .....	9.3	20.6
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	**	**
Pipeline* .....	1.2	3.9
Truck and rail intermodal combination .....	0.4	0.3
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	3.8	3.6
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Kansas		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	20.4	42.6
50 to 99 miles .....	7.0	12.7
100 to 249 miles .....	13.8	16.4
250 to 499 miles .....	13.7	9.6
500 to 749 miles .....	14.7	11.5
750 to 999 miles .....	7.8	3.4
1,000 to 1,499 miles .....	22.0	3.6
1,500 to 1,999 miles .....	0.3	-
2,000 miles or more .....	**	-
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Kansas**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Kansas</b> (in billion \$ and million tons)	<b>63.66 - 77.34</b>	<b>122.11 - 146.89</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>1.05 - 1.28</b>	<b>1.23 - 1.49</b>

Commodity Shipments Originating in Kansas Ranked by Value		Commodity Shipments Originating in Kansas Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	19.5 - 29.3	Farm products .....	19.6 - 30.5
Transportation equipment .....	7.2 - 15.5	Petroleum or coal products .....	15.0 - 29.2
Petroleum or coal products .....	5.1 - 8.6	Nonmetallic minerals .....	12.5 - 26.1
Rubber or miscellaneous plastic products .....	3.1 - 10.3	Food or kindred products .....	10.9 - 18.1
Farm products .....	5.3 - 7.9	Clay, concrete, glass, or stone products .....	4.9 - 8.2
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Kansas Ranked by Value		Domestic Destinations of Shipments Originating in Kansas Ranked by Weight	
State	Percent of value	State	Percent of weight
Kansas .....	22.0 - 28.6	Kansas .....	50.7 - 56.9
Missouri .....	9.3 - 13.3	Missouri .....	8.3 - 12.3
Texas .....	7.2 - 9.8	Texas .....	8.8 - 16.0
California .....	5.2 - 7.8	Oklahoma .....	4.1 - 9.7
Washington .....	1.2 - 6.8	Louisiana .....	0.6 - 3.6
Oklahoma .....	2.9 - 4.3	Arkansas .....	0.9 - 2.3
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Kansas		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	6.4 - 10.4	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	70.2 - 79.8	68.3 - 74.5
Air (including truck and air) .....	1.6 - 2.2	(X)
Rail .....	5.9 - 12.8	17.2 - 24.1
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	0.5 - 1.9	1.9 - 5.9
Truck and rail intermodal combination .....	0.2 - 0.6	0.1 - 0.5
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	3.0 - 4.6	2.8 - 4.4
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Kansas		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	17.4 - 23.4	39.2 - 46.1
50 to 99 miles .....	5.7 - 8.3	9.9 - 15.5
100 to 249 miles .....	12.7 - 15.0	14.8 - 18.1
250 to 499 miles .....	12.2 - 15.2	8.5 - 10.8
500 to 749 miles .....	12.9 - 16.5	8.1 - 15.0
750 to 999 miles .....	7.0 - 8.6	1.8 - 5.1
1,000 to 1,499 miles .....	17.7 - 26.3	3.1 - 4.1
1,500 to 1,999 miles .....	0.1 - 0.5	(X)
2,000 miles or more .....	(X)	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).



**1993 Commodity Flow Survey State Summary: Kentucky**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Kentucky</b>	<b>\$112.0 billion</b>	<b>353.2 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>1.9</b>	<b>3.6</b>

Commodity Shipments Originating in Kentucky Ranked by Value		Commodity Shipments Originating in Kentucky Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Transportation equipment .....	19.4	Coal .....	55.8
Food or kindred products .....	9.8	Nonmetallic minerals .....	12.5
Chemicals or allied products .....	9.2	Petroleum or coal products .....	10.8
Machinery, including computers .....	6.5	Clay, concrete, glass, or stone products .....	6.4
Tobacco products, excluding insecticides .....	6.4	Food or kindred products .....	2.8
Other commodities .....	48.8	Other commodities .....	11.8
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Kentucky Ranked by Value		Domestic Destinations of Shipments Originating in Kentucky Ranked by Weight	
State	Percent of value	State	Percent of weight
Kentucky .....	24.4	Kentucky .....	49.0
Ohio .....	8.0	Ohio .....	8.5
California .....	5.5	Tennessee .....	5.8
Tennessee .....	5.4	Indiana .....	4.2
Indiana .....	5.3	North Carolina .....	3.7
Michigan .....	4.7	South Carolina .....	3.5
Other States .....	46.7	Other States .....	25.3
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Kentucky		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	3.9	0.1
Truck (for-hire, private, and both private truck and for-hire truck) .....	77.2	45.4
Air (including truck and air) .....	2.5	-
Rail .....	5.1	29.9
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	3.0	16.3
Pipeline* .....	**	**
Truck and rail intermodal combination .....	4.4	0.6
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	3.9	7.7
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Kentucky		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	19.5	40.2
50 to 99 miles .....	8.2	11.7
100 to 249 miles .....	16.9	21.8
250 to 499 miles .....	26.7	17.5
500 to 749 miles .....	14.5	7.7
750 to 999 miles .....	5.0	0.5
1,000 to 1,499 miles .....	2.1	0.2
1,500 to 1,999 miles .....	6.1	0.4
2,000 miles or more .....	1.0	-
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Kentucky**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Kentucky</b> (in billion \$ and million tons)	<b>102.79 - 121.21</b>	<b>306.14 - 400.26</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>1.70 - 2.02</b>	<b>3.09 - 4.06</b>

Commodity Shipments Originating in Kentucky Ranked by Value		Commodity Shipments Originating in Kentucky Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Transportation equipment .....	13.9 - 24.9	Coal .....	41.0 - 70.6
Food or kindred products .....	8.1 - 11.4	Nonmetallic minerals .....	7.9 - 17.0
Chemicals or allied products .....	8.1 - 10.2	Petroleum or coal products .....	6.4 - 15.2
Machinery, including computers .....	5.4 - 7.5	Clay, concrete, glass, or stone products .....	4.4 - 8.4
Tobacco products, excluding insecticides .....	3.7 - 9.1	Food or kindred products .....	2.3 - 3.3
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Kentucky Ranked by Value		Domestic Destinations of Shipments Originating in Kentucky Ranked by Weight	
State	Percent of value	State	Percent of weight
Kentucky .....	22.1 - 26.7	Kentucky .....	46.5 - 51.5
Ohio .....	6.9 - 9.2	Ohio .....	6.4 - 10.6
California .....	4.0 - 7.0	Tennessee .....	4.0 - 7.6
Tennessee .....	4.7 - 6.1	Indiana .....	2.4 - 6.0
Indiana .....	4.6 - 6.0	North Carolina .....	2.2 - 5.2
Michigan .....	4.0 - 5.4	South Carolina .....	2.7 - 4.3
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Kentucky		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	3.2 - 4.6	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	73.0 - 81.4	41.6 - 49.2
Air (including truck and air) .....	0.9 - 4.2	(X)
Rail .....	4.0 - 6.3	25.6 - 34.2
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	1.8 - 4.3	11.7 - 20.9
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	1.9 - 6.9	0.3 - 0.9
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	1.9 - 5.9	5.6 - 9.8
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Kentucky		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	17.9 - 21.2	36.8 - 43.7
50 to 99 miles .....	7.4 - 9.0	9.2 - 14.2
100 to 249 miles .....	15.6 - 18.2	16.9 - 26.7
250 to 499 miles .....	24.9 - 28.5	13.4 - 21.6
500 to 749 miles .....	12.5 - 16.5	4.6 - 10.8
750 to 999 miles .....	4.2 - 5.8	0.3 - 0.7
1,000 to 1,499 miles .....	1.8 - 2.4	(X)
1,500 to 1,999 miles .....	4.8 - 7.4	0.2 - 0.6
2,000 miles or more .....	0.7 - 1.3	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Louisiana**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Louisiana</b>	<b>\$96.2 billion</b>	<b>359.9 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>1.6</b>	<b>3.7</b>

Commodity Shipments Originating in Louisiana Ranked by Value		Commodity Shipments Originating in Louisiana Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Petroleum or coal products .....	27.2	Petroleum or coal products .....	37.6
Chemicals or allied products .....	23.7	Chemicals or allied products .....	17.4
Food or kindred products .....	11.9	Farm products .....	10.4
Farm products .....	6.8	Lumber or wood products, excluding furniture .....	8.6
Pulp, paper, or allied products .....	4.5	Nonmetallic minerals .....	8.1
Other commodities .....	26.0	Other commodities .....	18.0
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Domestic Destinations of Shipments Originating in Louisiana Ranked by Value		Domestic Destinations of Shipments Originating in Louisiana Ranked by Weight	
State	Percent of value	State	Percent of weight
Louisiana .....	49.3	Louisiana .....	66.4
Texas .....	10.3	Texas .....	7.1
Mississippi .....	4.8	Mississippi .....	4.3
Illinois .....	3.3	Illinois .....	1.9
Florida .....	2.8	California .....	1.8
California .....	2.8	Alabama .....	1.5
Other States .....	26.7	Other States .....	17.0
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Louisiana		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	2.9	-
Truck (for-hire, private, and both private truck and for-hire truck) .....	48.5	35.4
Air (including truck and air) .....	0.3	-
Rail .....	14.2	8.3
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water)	11.1	19.2
Pipeline* .....	13.5	19.5
Truck and rail intermodal combination .....	0.3	0.1
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea)	2.1	3.4
Other, unknown, and withheld for sampling and disclosure reasons .....	7.1	14.1
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Louisiana		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	37.6	53.6
50 to 99 miles .....	9.6	11.4
100 to 249 miles .....	13.1	11.0
250 to 499 miles .....	12.4	7.8
500 to 749 miles .....	9.4	6.2
750 to 999 miles .....	8.1	3.6
1,000 to 1,499 miles .....	6.6	4.0
1,500 to 1,999 miles .....	2.7	1.8
2,000 miles or more .....	0.5	**
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Louisiana**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Louisiana</b> (in billion \$ and million tons)	<b>88.92 - 103.48</b>	<b>330.89 - 388.91</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>1.46 - 1.72</b>	<b>3.34 - 3.96</b>

Commodity Shipments Originating in Louisiana Ranked by Value		Commodity Shipments Originating in Louisiana Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Petroleum or coal products .....	21.0 - 33.4	Petroleum or coal products .....	29.4 - 45.7
Chemicals or allied products .....	21.3 - 26.0	Chemicals or allied products .....	13.5 - 21.4
Food or kindred products .....	9.6 - 14.1	Farm products .....	7.9 - 12.9
Farm products .....	5.5 - 8.0	Lumber or wood products, excluding furniture .....	4.9 - 12.3
Pulp, paper, or allied products .....	4.1 - 4.9	Nonmetallic minerals .....	5.6 - 10.5
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Louisiana Ranked by Value		Domestic Destinations of Shipments Originating in Louisiana Ranked by Weight	
State	Percent of value	State	Percent of weight
Louisiana .....	45.9 - 52.8	Louisiana .....	62.3 - 70.5
Texas .....	8.3 - 12.3	Texas .....	5.3 - 8.9
Mississippi .....	3.5 - 6.1	Mississippi .....	3.0 - 5.6
Illinois .....	2.5 - 4.1	Illinois .....	1.4 - 2.4
Florida .....	1.7 - 4.0	California .....	0.3 - 3.3
California .....	1.8 - 3.8	Alabama .....	1.0 - 2.0
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Louisiana		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	2.4 - 3.4	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	45.5 - 51.5	32.2 - 38.6
Air (including truck and air) .....	0.1 - 0.5	(X)
Rail .....	12.2 - 16.2	7.5 - 9.1
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	9.4 - 12.8	15.1 - 23.3
Pipeline* .....	10.9 - 16.1	14.7 - 24.3
Truck and rail intermodal combination .....	0.1 - 0.5	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	1.0 - 3.2	1.6 - 5.2
Other, unknown, and withheld for sampling and disclosure reasons .....	5.5 - 8.8	9.8 - 18.4
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Louisiana		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	34.5 - 40.7	50.5 - 56.7
50 to 99 miles .....	8.3 - 10.9	9.1 - 13.7
100 to 249 miles .....	10.8 - 15.4	8.5 - 13.5
250 to 499 miles .....	9.9 - 14.9	5.5 - 10.1
500 to 749 miles .....	8.6 - 10.2	5.2 - 7.2
750 to 999 miles .....	7.0 - 9.3	3.1 - 4.1
1,000 to 1,499 miles .....	4.8 - 8.4	1.5 - 6.5
1,500 to 1,999 miles .....	1.7 - 3.7	0.3 - 3.3
2,000 miles or more .....	0.2 - 0.8	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Maine**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Maine</b>	<b>\$20.2 billion</b>	<b>42.5 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.3</b>	<b>0.4</b>

Commodity Shipments Originating in Maine Ranked by Value		Commodity Shipments Originating in Maine Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Pulp, paper, or allied products .....	18.5	Lumber or wood products .....	51.2
Apparel or other textile products .....	12.1	Pulp, paper, or allied products .....	12.5
Food or kindred products .....	12.0	Petroleum or coal products .....	10.2
Leather or leather products .....	8.5	Clay, concrete, glass or stone .....	4.7
Lumber or wood products .....	7.9	Nonmetallic minerals .....	4.6
Other commodities .....	41.1	Other commodities .....	16.8
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Maine Ranked by Value		Domestic Destinations of Shipments Originating in Maine Ranked by Weight	
State	Percent of value	State	Percent of weight
Maine .....	34.5	Maine .....	72.8
Massachusetts .....	8.0	New York .....	7.3
New York .....	5.3	Massachusetts .....	3.4
New Hampshire .....	4.7	New Hampshire .....	3.4
California .....	4.1	Pennsylvania .....	1.8
Pennsylvania .....	3.9	Vermont .....	1.3
Other States .....	39.5	Other States .....	10.0
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Maine		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	11.9	0.2
Truck (for-hire, private, and both private truck and for-hire truck) .....	74.5	90.2
Air (including truck and air) .....	2.4	-
Rail .....	7.0	6.6
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	-	-
Pipeline* .....	**	**
Truck and rail intermodal combination .....	**	**
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	4.2	3.0
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Maine		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	21.5	41.6
50 to 99 miles .....	13.7	31.8
100 to 249 miles .....	16.6	8.2
250 to 499 miles .....	11.3	8.4
500 to 749 miles .....	6.4	3.0
750 to 999 miles .....	9.0	2.6
1,000 to 1,499 miles .....	11.6	3.1
1,500 to 1,999 miles .....	2.5	0.6
2,000 miles or more .....	7.5	0.7
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Maine**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Maine</b> (in billion \$ and million tons)	<b>18.34 - 22.06</b>	<b>34.88 - 50.12</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.27 - 0.33</b>	<b>0.33 - 0.47</b>

Commodity Shipments Originating in Maine Ranked by Value		Commodity Shipments Originating in Maine Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Pulp, paper, or allied products .....	15.8 - 21.1	Lumber or wood products .....	29.9 - 72.5
Apparel or other textile products .....	3.8 - 20.4	Pulp, paper, or allied products .....	8.7 - 16.2
Food or kindred products .....	10.0 - 14.1	Petroleum or coal products .....	4.2 - 16.1
Leather or leather products .....	7.2 - 9.7	Clay, concrete, glass or stone .....	2.3 - 7.2
Lumber or wood products .....	6.5 - 9.3	Nonmetallic minerals .....	2.5 - 6.7
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Maine Ranked by Value		Domestic Destinations of Shipments Originating in Maine Ranked by Weight	
State	Percent of value	State	Percent of weight
Maine .....	30.9 - 38.1	Maine .....	66.4 - 79.2
Massachusetts .....	7.0 - 9.0	New York .....	5.0 - 9.6
New York .....	4.8 - 5.8	Massachusetts .....	2.4 - 4.4
New Hampshire .....	3.9 - 5.6	New Hampshire .....	2.1 - 4.7
California .....	1.6 - 6.6	Pennsylvania .....	0.8 - 2.8
Pennsylvania .....	3.1 - 4.7	Vermont .....	0.0 - 2.8
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Maine		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	8.0 - 15.9	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	70.1 - 78.9	81.3 - 99.1
Air (including truck and air) .....	1.6 - 3.2	(X)
Rail .....	5.7 - 8.3	3.3 - 9.9
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	2.4 - 6.0	2.3 - 3.7
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Maine		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	19.2 - 23.8	37.0 - 46.2
50 to 99 miles .....	11.7 - 15.7	24.9 - 38.7
100 to 249 miles .....	15.0 - 18.3	6.2 - 10.2
250 to 499 miles .....	10.2 - 12.5	6.6 - 10.2
500 to 749 miles .....	5.4 - 7.4	0.5 - 5.5
750 to 999 miles .....	7.7 - 10.3	1.8 - 3.4
1,000 to 1,499 miles .....	9.8 - 13.4	2.3 - 3.9
1,500 to 1,999 miles .....	1.8 - 3.2	0.3 - 0.9
2,000 miles or more .....	4.9 - 10.1	0.5 - 0.9
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Maryland**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Maryland</b>	<b>\$98.5 billion</b>	<b>123.2 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>1.6</b>	<b>1.3</b>

Commodity Shipments Originating in Maryland Ranked by Value		Commodity Shipments Originating in Maryland Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	22.5	Nonmetallic minerals .....	28.1
Transportation equipment .....	16.2	Food and kindred products .....	16.4
Chemicals or allied products .....	7.1	Petroleum or coal products .....	16.2
Electrical machinery, equipment, or supplies .....	6.8	Clay, concrete, glass, or stone products .....	7.9
Machinery, including computers .....	5.4	Chemicals or allied products .....	5.0
Other commodities .....	42.1	Other commodities .....	26.5
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Domestic Destinations of Shipments Originating in Maryland Ranked by Value		Domestic Destinations of Shipments Originating in Maryland Ranked by Weight	
State	Percent of value	State	Percent of weight
Maryland .....	31.0	Maryland .....	56.6
Virginia .....	11.6	Virginia .....	8.0
Pennsylvania .....	8.5	Pennsylvania .....	6.9
New York .....	6.7	Delaware .....	4.4
New Jersey .....	5.3	District of Columbia .....	3.2
District of Columbia .....	4.0	New Jersey .....	2.8
Other States .....	32.9	Other States .....	18.1
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Maryland		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	11.6	0.4
Truck (for-hire, private, and both private truck and for-hire truck) .....	80.8	83.8
Air (including truck and air) .....	0.8	-
Rail .....	3.5	5.1
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water)	**	**
Pipeline* .....	-	-
Truck and rail intermodal combination .....	0.1	-
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea)	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	3.2	10.7
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Maryland		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	39.2	69.4
50 to 99 miles .....	9.7	10.1
100 to 249 miles .....	18.5	8.8
250 to 499 miles .....	13.2	7.1
500 to 749 miles .....	6.3	2.2
750 to 999 miles .....	5.0	0.9
1,000 to 1,499 miles .....	3.3	1.0
1,500 to 1,999 miles .....	1.0	0.1
2,000 miles or more .....	3.6	0.4
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Maryland**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Maryland</b> (in billion \$ and million tons)	<b>84.08 - 112.92</b>	<b>98.88 - 147.52</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>1.39 - 1.87</b>	<b>1.00 - 1.50</b>

Commodity Shipments Originating in Maryland Ranked by Value		Commodity Shipments Originating in Maryland Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	12.6 - 32.4	Nonmetallic minerals .....	14.4 - 41.8
Transportation equipment .....	11.9 - 20.5	Food and kindred products .....	9.6 - 23.1
Chemicals or allied products .....	5.2 - 8.9	Petroleum or coal products .....	3.5 - 29.0
Electrical machinery, equipment, or supplies .....	4.6 - 8.9	Clay, concrete, glass, or stone products .....	5.1 - 10.6
Machinery, including computers .....	2.8 - 8.0	Chemicals or allied products .....	3.4 - 6.6
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Maryland Ranked by Value		Domestic Destinations of Shipments Originating in Maryland Ranked by Weight	
State	Percent of value	State	Percent of weight
Maryland .....	29.0 - 33.0	Maryland .....	52.0 - 61.2
Virginia .....	10.5 - 12.8	Virginia .....	5.4 - 10.6
Pennsylvania .....	7.2 - 9.8	Pennsylvania .....	5.4 - 8.4
New York .....	5.4 - 8.0	Delaware .....	3.3 - 5.6
New Jersey .....	3.5 - 7.1	District of Columbia .....	1.6 - 4.9
District of Columbia .....	2.4 - 5.7	New Jersey .....	1.7 - 4.0
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Maryland		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	9.0 - 14.2	0.2 - 0.6
Truck (for-hire, private, and both private truck and for-hire truck) .....	75.9 - 85.7	76.2 - 91.4
Air (including truck and air) .....	0.5 - 1.1	(X)
Rail .....	2.4 - 4.7	3.0 - 7.2
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	0.0 - 0.3	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	3.3 - 4.3	(X)
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Maryland		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	36.4 - 42.0	64.6 - 74.2
50 to 99 miles .....	8.4 - 11.0	8.5 - 11.8
100 to 249 miles .....	14.7 - 22.3	6.2 - 11.4
250 to 499 miles .....	10.6 - 15.8	4.3 - 9.9
500 to 749 miles .....	5.2 - 7.5	1.5 - 2.9
750 to 999 miles .....	3.4 - 6.7	0.2 - 1.6
1,000 to 1,499 miles .....	2.5 - 4.1	0.5 - 1.5
1,500 to 1,999 miles .....	0.7 - 1.3	0.0 - 0.3
2,000 miles or more .....	2.8 - 4.4	0.2 - 0.6
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).



**1993 Commodity Flow Survey State Summary: Massachusetts**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Massachusetts</b>	<b>\$111.7 billion</b>	<b>73.1 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>1.9</b>	<b>0.7</b>

Commodity Shipments Originating in Massachusetts Ranked by Value		Commodity Shipments Originating in Massachusetts Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Electrical machinery, equipment, or supplies .....	12.5	Nonmetallic minerals .....	35.2
Food or kindred products .....	11.0	Petroleum or coal products .....	20.0
Chemicals or allied products .....	8.4	Food or kindred products .....	13.0
Machinery, including computers .....	8.1	Clay, concrete, glass, or stone products .....	6.5
Instruments, photographic good, optical, or clocks .....	7.7	Pulp, paper, or allied products .....	4.6
Other commodities .....	52.3	Other commodities .....	20.8
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Domestic Destinations of Shipments Originating in Massachusetts Ranked by Value		Domestic Destinations of Shipments Originating in Massachusetts Ranked by Weight	
State	Percent of value	State	Percent of weight
Massachusetts .....	33.5	Massachusetts .....	71.7
New York .....	6.9	Rhode Island .....	6.7
Connecticut .....	5.7	New Hampshire .....	3.8
California .....	5.4	New York .....	3.0
New Jersey .....	4.0	Connecticut .....	3.0
Pennsylvania .....	3.9	Pennsylvania .....	1.3
Other States .....	40.6	Other States .....	10.5
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Massachusetts		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	19.2	0.7
Truck (for-hire, private, and both private truck and for-hire truck) .....	72.0	95.6
Air (including truck and air) .....	3.6	-
Rail .....	0.3	0.8
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water)	-	-
Pipeline* .....	-	-
Truck and rail intermodal combination .....	-	-
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea)	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	4.9	2.9
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Massachusetts		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	34.5	77.2
50 to 99 miles .....	8.7	8.0
100 to 249 miles .....	14.5	6.6
250 to 499 miles .....	9.1	2.9
500 to 749 miles .....	7.2	1.3
750 to 999 miles .....	7.2	1.5
1,000 to 1,499 miles .....	7.0	1.3
1,500 to 1,999 miles .....	3.2	0.4
2,000 miles or more .....	8.5	0.9
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Massachusetts**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Massachusetts</b> (in billion \$ and million tons)	<b>107.84 - 115.56</b>	<b>59.87 - 86.33</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>1.77 - 1.93</b>	<b>0.60 - 0.88</b>

Commodity Shipments Originating in Massachusetts Ranked by Value		Commodity Shipments Originating in Massachusetts Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Electrical machinery, equipment, or supplies .....	10.7 - 14.3	Nonmetallic minerals .....	15.9 - 54.4
Food or kindred products .....	8.7 - 13.2	Petroleum or coal products .....	11.2 - 28.7
Chemicals or allied products .....	7.0 - 9.7	Food or kindred products .....	9.4 - 16.7
Machinery, including computers .....	7.0 - 9.2	Clay, concrete, glass, or stone products .....	4.4 - 8.7
Instruments, photographic good, optical, or clocks .....	6.1 - 9.3	Pulp, paper, or allied products .....	3.5 - 5.7
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Massachusetts Ranked by Value		Domestic Destinations of Shipments Originating in Massachusetts Ranked by Weight	
State	Percent of value	State	Percent of weight
Massachusetts .....	31.5 - 35.5	Massachusetts .....	67.8 - 75.7
New York .....	5.9 - 7.9	Rhode Island .....	3.7 - 9.7
Connecticut .....	4.6 - 6.9	New Hampshire .....	2.5 - 5.1
California .....	4.9 - 5.9	New York .....	2.3 - 3.7
New Jersey .....	3.2 - 4.8	Connecticut .....	2.5 - 3.5
Pennsylvania .....	3.1 - 4.7	Pennsylvania .....	0.8 - 1.8
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Massachusetts		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	17.4 - 21.0	0.5 - 0.9
Truck (for-hire, private, and both private truck and for-hire truck) .....	69.0 - 75.1	90.9 - 100.3
Air (including truck and air) .....	2.6 - 4.6	(X)
Rail .....	0.1 - 0.5	0.3 - 1.3
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	3.8 - 6.1	1.8 - 4.1
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Massachusetts		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	32.5 - 36.5	73.3 - 81.2
50 to 99 miles .....	7.7 - 9.7	6.5 - 9.5
100 to 249 miles .....	13.2 - 15.8	5.3 - 7.9
250 to 499 miles .....	7.0 - 11.2	2.1 - 3.7
500 to 749 miles .....	6.2 - 8.2	0.8 - 1.8
750 to 999 miles .....	6.7 - 7.7	1.2 - 1.8
1,000 to 1,499 miles .....	6.0 - 8.0	0.6 - 2.0
1,500 to 1,999 miles .....	2.7 - 3.7	0.2 - 0.6
2,000 miles or more .....	7.5 - 9.5	0.6 - 1.2
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Michigan**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
Total shipments originating in Michigan	\$256.3 billion	323.8 million tons
Percent of total U.S. shipments (preliminary U.S. estimate)	4.3	3.3

Commodity Shipments Originating in Michigan Ranked by Value		Commodity Shipments Originating in Michigan Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Transportation equipment .....	32.9	Nonmetallic minerals .....	25.0
Food or kindred products .....	13.6	Petroleum or coal products .....	18.0
Fabricated metal products .....	8.0	Clay, concrete, glass, or stone products .....	8.9
Machinery, including computers .....	6.5	Food or kindred products .....	8.1
Chemicals or allied products .....	5.8	Primary metal products .....	6.4
Other commodities .....	33.3	Other commodities .....	33.7
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Michigan Ranked by Value		Domestic Destinations of Shipments Originating in Michigan Ranked by Weight	
State	Percent of value	State	Percent of weight
Michigan .....	47.9	Michigan .....	73.9
Ohio .....	8.1	Ohio .....	8.3
Illinois .....	5.1	Illinois .....	2.8
Indiana .....	3.9	Indiana .....	2.8
California .....	3.4	Wisconsin .....	1.4
Texas .....	3.4	Pennsylvania .....	1.0
Other States .....	28.2	Other States .....	9.8
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Michigan		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	5.6	0.2
Truck (for-hire, private, and both private truck and for-hire truck) .....	77.0	77.3
Air (including truck and air) .....	0.8	-
Rail .....	6.6	9.4
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	0.1	6.8
Pipeline* .....	**	**
Truck and rail intermodal combination .....	5.5	0.5
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	4.4	5.8
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Michigan		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	34.0	57.6
50 to 99 miles .....	11.1	10.7
100 to 249 miles .....	19.0	14.8
250 to 499 miles .....	12.0	10.3
500 to 749 miles .....	9.8	3.5
750 to 999 miles .....	4.2	1.4
1,000 to 1,499 miles .....	4.5	0.9
1,500 to 1,999 miles .....	4.3	0.7
2,000 miles or more .....	1.0	0.1
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Michigan**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Michigan</b> (in billion \$ and million tons)	<b>236.48 - 276.12</b>	<b>285.45 - 362.15</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>3.91 - 4.59</b>	<b>2.88 - 3.68</b>

Commodity Shipments Originating in Michigan Ranked by Value		Commodity Shipments Originating in Michigan Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Transportation equipment .....	26.4 - 39.3	Nonmetallic minerals .....	16.4 - 33.5
Food or kindred products .....	10.9 - 16.3	Petroleum or coal products .....	9.0 - 27.0
Fabricated metal products .....	6.9 - 9.0	Clay, concrete, glass, or stone products .....	6.9 - 10.8
Machinery, including computers .....	5.4 - 7.6	Food or kindred products .....	6.7 - 9.4
Chemicals or allied products .....	4.6 - 7.0	Primary metal products .....	4.9 - 7.9
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Michigan Ranked by Value		Domestic Destinations of Shipments Originating in Michigan Ranked by Weight	
State	Percent of value	State	Percent of weight
Michigan .....	43.6 - 52.2	Michigan .....	70.5 - 77.4
Ohio .....	7.1 - 9.1	Ohio .....	6.0 - 10.6
Illinois .....	4.1 - 6.1	Illinois .....	2.0 - 3.6
Indiana .....	3.2 - 4.6	Indiana .....	1.8 - 3.8
California .....	2.7 - 4.1	Wisconsin .....	1.1 - 1.7
Texas .....	2.7 - 4.1	Pennsylvania .....	0.8 - 1.2
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Michigan		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	4.6 - 6.6	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	74.4 - 79.6	72.4 - 82.2
Air (including truck and air) .....	0.6 - 1.0	(X)
Rail .....	5.3 - 7.9	4.5 - 14.3
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	4.0 - 9.6
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	3.0 - 8.0	0.2 - 0.8
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	3.3 - 5.6	5.3 - 6.3
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Michigan		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	30.4 - 37.6	53.5 - 61.7
50 to 99 miles .....	9.8 - 12.4	8.7 - 12.7
100 to 249 miles .....	17.2 - 20.8	12.7 - 16.9
250 to 499 miles .....	11.0 - 13.0	8.2 - 12.4
500 to 749 miles .....	8.8 - 10.8	2.5 - 4.5
750 to 999 miles .....	3.4 - 5.0	1.2 - 1.6
1,000 to 1,499 miles .....	3.5 - 5.5	0.6 - 1.2
1,500 to 1,999 miles .....	3.6 - 5.0	0.5 - 0.9
2,000 miles or more .....	0.7 - 1.3	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Minnesota**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Minnesota</b>	<b>\$110.2 billion</b>	<b>189.9 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>1.8</b>	<b>1.9</b>

Commodity Shipments Originating in Minnesota Ranked by Value		Commodity Shipments Originating in Minnesota Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	21.8	Farm products .....	20.7
Machinery, including computers .....	10.6	Metallic ores .....	18.9
Electrical machinery, equipment, or supplies .....	6.5	Food or kindred products .....	16.8
Farm products .....	6.5	Nonmetallic minerals .....	12.7
Chemicals or allied products .....	5.6	Petroleum or coal products .....	7.5
Other commodities .....	48.9	Other commodities .....	23.5
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Minnesota Ranked by Value		Domestic Destinations of Shipments Originating in Minnesota Ranked by Weight	
State	Percent of value	State	Percent of weight
Minnesota .....	40.0	Minnesota .....	58.7
Wisconsin .....	6.9	Wisconsin .....	6.2
Illinois .....	4.8	Ohio .....	4.7
California .....	4.8	Illinois .....	4.5
Texas .....	3.9	Iowa .....	2.0
Iowa .....	3.4	North Dakota .....	1.1
Other States .....	36.2	Other States .....	22.8
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Minnesota		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	14.1	0.4
Truck (for-hire, private, and both private truck and for-hire truck) .....	70.8	60.1
Air (including truck and air) .....	2.7	-
Rail .....	5.0	20.1
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water)	0.1	**
Pipeline* .....	0.6	1.9
Truck and rail intermodal combination .....	1.6	0.3
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea)	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	5.1	17.2
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Minnesota		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	26.9	42.4
50 to 99 miles .....	8.7	13.5
100 to 249 miles .....	13.6	10.7
250 to 499 miles .....	12.6	8.8
500 to 749 miles .....	8.8	9.8
750 to 999 miles .....	11.5	**
1,000 to 1,499 miles .....	13.8	8.1
1,500 to 1,999 miles .....	3.9	0.4
2,000 miles or more .....	0.2	-
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Minnesota**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Minnesota</b> (in billion \$ and million tons)	<b>103.86 - 116.54</b>	<b>170.53 - 209.27</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>1.71 - 1.94</b>	<b>1.72 - 2.13</b>

Commodity Shipments Originating in Minnesota Ranked by Value		Commodity Shipments Originating in Minnesota Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	18.2 - 25.4	Farm products .....	13.1 - 28.2
Machinery, including computers .....	8.9 - 12.3	Metallic ores .....	10.1 - 27.7
Electrical machinery, equipment, or supplies .....	5.8 - 7.3	Food or kindred products .....	13.1 - 20.5
Farm products .....	4.6 - 8.5	Nonmetallic minerals .....	7.5 - 17.9
Chemicals or allied products .....	3.9 - 7.4	Petroleum or coal products .....	4.9 - 10.0
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Minnesota Ranked by Value		Domestic Destinations of Shipments Originating in Minnesota Ranked by Weight	
State	Percent of value	State	Percent of weight
Minnesota .....	37.0 - 43.0	Minnesota .....	51.3 - 66.1
Wisconsin .....	6.1 - 7.7	Wisconsin .....	4.2 - 8.2
Illinois .....	3.8 - 5.8	Ohio .....	0.8 - 8.7
California .....	4.1 - 5.5	Illinois .....	2.0 - 7.0
Texas .....	3.1 - 4.7	Iowa .....	1.5 - 2.5
Iowa .....	2.9 - 3.9	North Dakota .....	0.8 - 1.4
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Minnesota		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	12.6 - 15.6	0.2 - 0.6
Truck (for-hire, private, and both private truck and for-hire truck) .....	67.9 - 73.7	54.7 - 65.5
Air (including truck and air) .....	1.7 - 3.7	(X)
Rail .....	3.5 - 6.5	12.4 - 27.8
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	0.0 - 0.3	(X)
Pipeline* .....	0.3 - 0.9	0.4 - 3.4
Truck and rail intermodal combination .....	0.6 - 2.6	0.1 - 0.5
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	3.6 - 6.6	14.4 - 20.0
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Minnesota		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	24.1 - 29.7	34.0 - 50.8
50 to 99 miles .....	8.2 - 9.2	7.4 - 19.6
100 to 249 miles .....	12.1 - 15.1	7.6 - 13.8
250 to 499 miles .....	11.1 - 14.1	5.5 - 12.1
500 to 749 miles .....	8.1 - 9.5	5.5 - 14.1
750 to 999 miles .....	10.5 - 12.5	(X)
1,000 to 1,499 miles .....	11.8 - 15.8	3.7 - 12.5
1,500 to 1,999 miles .....	3.1 - 4.7	0.2 - 0.6
2,000 miles or more .....	(X)	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Mississippi**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Mississippi</b>	<b>\$56.3 billion</b>	<b>117.8 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.9</b>	<b>1.2</b>

Commodity Shipments Originating in Mississippi Ranked by Value		Commodity Shipments Originating in Mississippi Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	13.7	Lumber or wood products, excluding furniture .....	28.2
Petroleum or coal products .....	8.9	Petroleum or coal products .....	24.1
Chemicals or allied products .....	8.0	Nonmetallic minerals .....	9.5
Miscellaneous freight shipments .....	7.5	Food or kindred products .....	6.4
Electrical machinery, equipment, or supplies .....	6.5	Chemicals or allied products .....	6.1
Other commodities .....	55.5	Other commodities .....	25.7
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Mississippi Ranked by Value		Domestic Destinations of Shipments Originating in Mississippi Ranked by Weight	
State	Percent of value	State	Percent of weight
Mississippi .....	28.7	Mississippi .....	56.1
Texas .....	7.7	Louisiana .....	12.8
Louisiana .....	6.4	Florida .....	5.5
Tennessee .....	6.3	Alabama .....	5.4
Alabama .....	4.9	Tennessee .....	3.8
Florida .....	4.7	Texas .....	3.6
Other States .....	41.3	Other States .....	12.8
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Mississippi		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	3.1	0.1
Truck (for-hire, private, and both private truck and for-hire truck) .....	82.2	69.2
Air (including truck and air) .....	0.3	-
Rail .....	5.1	8.2
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	0.9	2.3
Pipeline* .....	1.3	4.0
Truck and rail intermodal combination .....	0.5	0.2
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	2.5	9.3
Other, unknown, and withheld for sampling and disclosure reasons .....	4.1	6.7
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Mississippi		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	19.4	46.9
50 to 99 miles .....	9.1	15.6
100 to 249 miles .....	19.0	16.2
250 to 499 miles .....	19.7	10.1
500 to 749 miles .....	17.2	7.7
750 to 999 miles .....	7.2	1.8
1,000 to 1,499 miles .....	3.3	1.0
1,500 to 1,999 miles .....	4.2	0.8
2,000 miles or more .....	0.7	0.1
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Mississippi**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Mississippi</b> (in billion \$ and million tons)	<b>49.82 - 62.78</b>	<b>92.80 - 142.80</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.82 - 1.04</b>	<b>0.94 - 1.44</b>

Commodity Shipments Originating in Mississippi Ranked by Value		Commodity Shipments Originating in Mississippi Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	11.0 - 16.5	Lumber or wood products, excluding furniture .....	18.3 - 38.1
Petroleum or coal products .....	3.8 - 13.9	Petroleum or coal products .....	10.4 - 37.9
Chemicals or allied products .....	6.2 - 9.8	Nonmetallic minerals .....	6.1 - 13.0
Miscellaneous freight shipments .....	2.4 - 12.6	Food or kindred products .....	4.5 - 8.3
Electrical machinery, equipment, or supplies .....	4.6 - 8.4	Chemicals or allied products .....	4.3 - 7.9
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Mississippi Ranked by Value		Domestic Destinations of Shipments Originating in Mississippi Ranked by Weight	
State	Percent of value	State	Percent of weight
Mississippi .....	25.3 - 32.2	Mississippi .....	51.5 - 60.7
Texas .....	6.7 - 8.7	Louisiana .....	8.4 - 17.2
Louisiana .....	5.4 - 7.4	Florida .....	2.7 - 8.3
Tennessee .....	5.3 - 7.3	Alabama .....	3.9 - 6.9
Alabama .....	4.1 - 5.7	Tennessee .....	2.3 - 5.3
Florida .....	3.6 - 5.9	Texas .....	2.9 - 4.3
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Mississippi		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	2.4 - 3.8	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	78.4 - 86.1	63.9 - 74.5
Air (including truck and air) .....	0.1 - 0.5	(X)
Rail .....	4.1 - 6.1	6.1 - 10.3
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	0.6 - 1.2	1.5 - 3.1
Pipeline* .....	0.5 - 2.1	1.9 - 6.1
Truck and rail intermodal combination .....	0.3 - 0.7	0.0 - 0.4
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	0.7 - 4.3	3.9 - 14.7
Other, unknown, and withheld for sampling and disclosure reasons .....	2.0 - 6.2	(X)
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Mississippi		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	16.1 - 22.7	41.1 - 52.7
50 to 99 miles .....	8.1 - 10.1	11.8 - 19.4
100 to 249 miles .....	16.5 - 21.5	12.8 - 19.7
250 to 499 miles .....	18.1 - 21.4	8.5 - 11.8
500 to 749 miles .....	15.7 - 18.7	5.9 - 9.5
750 to 999 miles .....	5.9 - 8.5	1.3 - 2.3
1,000 to 1,499 miles .....	2.8 - 3.8	0.7 - 1.3
1,500 to 1,999 miles .....	3.7 - 4.7	0.6 - 1.0
2,000 miles or more .....	0.2 - 1.2	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).



**1993 Commodity Flow Survey State Summary: Missouri**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Missouri</b>	<b>\$136.9 billion</b>	<b>195.2 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>2.3</b>	<b>2.0</b>

Commodity Shipments Originating in Missouri Ranked by Value		Commodity Shipments Originating in Missouri Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Transportation equipment .....	17.5	Nonmetallic minerals .....	31.1
Food or kindred products .....	16.7	Clay, concrete, glass, or stone products .....	18.7
Chemicals or allied products .....	10.0	Food or kindred products .....	14.0
Electrical machinery, equipment, or supplies .....	6.1	Farm products .....	12.0
Machinery, including computers .....	5.5	Petroleum or coal products .....	6.3
Other commodities .....	44.2	Other commodities .....	17.9
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Domestic Destinations of Shipments Originating in Missouri Ranked by Value		Domestic Destinations of Shipments Originating in Missouri Ranked by Weight	
State	Percent of value	State	Percent of weight
Missouri .....	26.5	Missouri .....	63.4
Illinois .....	7.8	Louisiana .....	6.7
Texas .....	6.6	Illinois .....	4.6
Kansas .....	5.6	Kansas .....	4.6
California .....	5.0	Arkansas .....	2.8
Iowa .....	3.2	Texas .....	2.7
Other States .....	45.3	Other States .....	15.2
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Missouri		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	10.1	0.3
Truck (for-hire, private, and both private truck and for-hire truck) .....	72.5	79.4
Air (including truck and air) .....	-	-
Rail .....	3.0	6.1
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	1.0	10.5
Pipeline* .....	-	-
Truck and rail intermodal combination .....	3.7	0.5
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	9.7	3.2
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Missouri		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	22.6	58.5
50 to 99 miles .....	6.1	7.5
100 to 249 miles .....	14.5	10.5
250 to 499 miles .....	19.1	11.2
500 to 749 miles .....	13.9	8.1
750 to 999 miles .....	11.2	2.1
1,000 to 1,499 miles .....	7.9	1.4
1,500 to 1,999 miles .....	4.4	0.6
2,000 miles or more .....	0.3	-
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Missouri**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Missouri</b> (in billion \$ and million tons)	<b>119.78 - 154.02</b>	<b>169.19 - 221.21</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>1.98 - 2.56</b>	<b>1.71 - 2.25</b>

Commodity Shipments Originating in Missouri Ranked by Value		Commodity Shipments Originating in Missouri Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Transportation equipment .....	9.4 - 25.5	Nonmetallic minerals .....	21.2 - 41.0
Food or kindred products .....	13.1 - 20.3	Clay, concrete, glass, or stone products .....	12.8 - 24.7
Chemicals or allied products .....	7.9 - 12.1	Food or kindred products .....	10.8 - 17.2
Electrical machinery, equipment, or supplies .....	4.6 - 7.7	Farm products .....	6.6 - 17.4
Machinery, including computers .....	4.5 - 6.5	Petroleum or coal products .....	4.4 - 8.1
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Missouri Ranked by Value		Domestic Destinations of Shipments Originating in Missouri Ranked by Weight	
State	Percent of value	State	Percent of weight
Missouri .....	23.2 - 29.8	Missouri .....	58.3 - 68.5
Illinois .....	7.0 - 8.6	Louisiana .....	2.6 - 10.8
Texas .....	5.5 - 7.8	Illinois .....	3.9 - 5.3
Kansas .....	4.9 - 6.3	Kansas .....	4.1 - 5.1
California .....	3.9 - 6.2	Arkansas .....	2.3 - 3.3
Iowa .....	2.2 - 4.2	Texas .....	1.9 - 3.5
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Missouri		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	8.6 - 11.6	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	68.8 - 76.2	76.0 - 82.8
Air (including truck and air) .....	(X)	(X)
Rail .....	1.9 - 4.2	4.8 - 7.4
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	0.3 - 1.7	6.7 - 14.3
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	0.6 - 6.8	0.0 - 1.2
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	8.1 - 11.4	2.7 - 3.7
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Missouri		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	19.0 - 26.2	54.1 - 62.9
50 to 99 miles .....	5.1 - 7.1	6.5 - 8.5
100 to 249 miles .....	13.4 - 15.7	9.0 - 12.0
250 to 499 miles .....	17.6 - 20.6	7.8 - 14.7
500 to 749 miles .....	12.9 - 14.9	5.0 - 11.2
750 to 999 miles .....	7.9 - 14.5	1.8 - 2.4
1,000 to 1,499 miles .....	5.6 - 10.2	1.1 - 1.7
1,500 to 1,999 miles .....	3.3 - 5.6	0.4 - 0.8
2,000 miles or more .....	0.0 - 0.6	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Montana**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Montana</b>	<b>\$10.2 billion</b>	<b>82 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.2</b>	<b>0.8</b>

Commodity Shipments Originating in Montana Ranked by Value		Commodity Shipments Originating in Montana Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Petroleum or coal products .....	18.2	Lumber or wood products, excluding furniture .....	16.1
Food or kindred products .....	16.9	Petroleum or coal products .....	12.8
Lumber or wood products, excluding furniture .....	16.2	Farm products .....	8.5
Farm products .....	9.4	Clay, concrete, glass, or stone products .....	3.5
Coal .....	6.3	Food or kindred products .....	2.6
Other commodities .....	33.1	Other commodities .....	56.6
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Montana Ranked by Value		Domestic Destinations of Shipments Originating in Montana Ranked by Weight	
State	Percent of value	State	Percent of weight
Montana .....	53.0	Montana .....	42.2
Washington .....	6.5	Wisconsin .....	16.2
Wyoming .....	4.9	Illinois .....	7.0
California .....	3.9	Washington .....	5.9
Wisconsin .....	2.8	Idaho .....	2.8
Illinois .....	2.7	Oregon .....	2.2
Other States .....	26.2	Other States .....	23.7
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Montana		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	6.7	-
Truck (for-hire, private, and both private truck and for-hire truck) .....	61.7	35.2
Air (including truck and air) .....	**	-
Rail .....	22.1	52.1
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	-	-
Pipeline* .....	4.6	3.1
Truck and rail intermodal combination .....	0.8	0.2
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	4.1	9.4
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Montana		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	29.5	30.6
50 to 99 miles .....	11.5	6.5
100 to 249 miles .....	15.9	6.3
250 to 499 miles .....	12.0	7.9
500 to 749 miles .....	8.8	32.5
750 to 999 miles .....	8.9	12.3
1,000 to 1,499 miles .....	8.7	3.1
1,500 to 1,999 miles .....	3.8	0.8
2,000 miles or more .....	0.8	0.1
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Montana**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Montana</b> (in billion \$ and million tons)	<b>9.14 - 11.26</b>	<b>48.55 - 115.45</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.15 - 0.19</b>	<b>0.50 - 1.18</b>

Commodity Shipments Originating in Montana Ranked by Value		Commodity Shipments Originating in Montana Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Petroleum or coal products .....	9.7 - 26.7	Lumber or wood products, excluding furniture .....	6.3 - 26.0
Food or kindred products .....	13.8 - 19.9	Petroleum or coal products .....	5.6 - 19.9
Lumber or wood products, excluding furniture .....	12.9 - 19.4	Farm products .....	3.9 - 13.0
Farm products .....	6.8 - 12.1	Clay, concrete, glass, or stone products .....	1.8 - 5.3
Coal .....	1.7 - 10.8	Food or kindred products .....	1.5 - 3.7
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Montana Ranked by Value		Domestic Destinations of Shipments Originating in Montana Ranked by Weight	
State	Percent of value	State	Percent of weight
Montana .....	49.4 - 56.6	Montana .....	32.7 - 51.7
Washington .....	4.7 - 8.3	Wisconsin .....	9.8 - 22.6
Wyoming .....	4.4 - 5.4	Illinois .....	2.2 - 11.8
California .....	2.4 - 5.4	Washington .....	2.5 - 9.4
Wisconsin .....	2.0 - 3.6	Idaho .....	0.8 - 4.8
Illinois .....	1.7 - 3.7	Oregon .....	1.1 - 3.4
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Montana		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	5.2 - 8.2	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	57.9 - 65.5	27.3 - 43.1
Air (including truck and air) .....	(X)	(X)
Rail .....	19.0 - 25.2	42.4 - 61.8
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	1.8 - 7.4	0.5 - 5.7
Truck and rail intermodal combination .....	0.3 - 1.3	0.0 - 0.4
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	1.6 - 6.6	(X)
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Montana		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	26.4 - 32.6	23.4 - 37.8
50 to 99 miles .....	7.9 - 15.1	1.4 - 11.6
100 to 249 miles .....	14.8 - 17.1	3.5 - 9.1
250 to 499 miles .....	10.7 - 13.3	3.1 - 12.7
500 to 749 miles .....	6.3 - 11.3	22.3 - 42.7
750 to 999 miles .....	6.8 - 11.0	6.9 - 17.7
1,000 to 1,499 miles .....	7.6 - 9.9	1.8 - 4.4
1,500 to 1,999 miles .....	3.0 - 4.6	0.5 - 1.1
2,000 miles or more .....	0.5 - 1.1	0.0 - 0.3
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Nebraska**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Nebraska</b>	<b>\$42.5 billion</b>	<b>97.9 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.7</b>	<b>1.0</b>

Commodity Shipments Originating in Nebraska Ranked by Value		Commodity Shipments Originating in Nebraska Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	44.1	Farm products .....	45.8
Farm products .....	11.6	Food or kindred products .....	17.4
Machinery, including computers .....	5.9	Nonmetallic minerals .....	14.0
Chemicals or allied products .....	5.7	Clay, concrete, glass, or stone products .....	9.5
Transportation equipment .....	4.2	Chemicals or allied products .....	4.2
Other commodities .....	28.5	Other commodities .....	9.2
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Nebraska Ranked by Value		Domestic Destinations of Shipments Originating in Nebraska Ranked by Weight	
State	Percent of value	State	Percent of weight
Nebraska .....	29.1	Nebraska .....	49.0
California .....	6.3	Washington .....	8.7
Texas .....	5.9	Texas .....	6.4
Iowa .....	5.8	Kansas .....	5.2
Illinois .....	4.6	Iowa .....	4.6
Kansas .....	4.2	California .....	3.9
Other States .....	44.1	Other States .....	22.2
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Nebraska		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	6.9	0.2
Truck (for-hire, private, and both private truck and for-hire truck) .....	80.3	65.6
Air (including truck and air) .....	0.4	-
Rail .....	9.9	30.8
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	**	**
Pipeline* .....	-	-
Truck and rail intermodal combination .....	0.5	0.2
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	2.0	3.2
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Nebraska		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	21.0	43.2
50 to 99 miles .....	6.6	5.9
100 to 249 miles .....	12.9	10.7
250 to 499 miles .....	15.0	10.8
500 to 749 miles .....	11.7	4.4
750 to 999 miles .....	10.7	9.0
1,000 to 1,499 miles .....	21.8	16.0
1,500 to 1,999 miles .....	0.2	-
2,000 miles or more .....	0.1	-
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Nebraska**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Nebraska</b> (in billion \$ and million tons)	<b>40.47 - 44.53</b>	<b>88.08 - 107.72</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.66 - 0.74</b>	<b>0.89 - 1.09</b>

Commodity Shipments Originating in Nebraska Ranked by Value		Commodity Shipments Originating in Nebraska Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	35.0 - 53.3	Farm products .....	31.9 - 59.7
Farm products .....	8.6 - 14.6	Food or kindred products .....	12.9 - 22.0
Machinery, including computers .....	4.7 - 7.1	Nonmetallic minerals .....	10.7 - 17.3
Chemicals or allied products .....	4.2 - 7.2	Clay, concrete, glass, or stone products .....	6.0 - 12.9
Transportation equipment .....	3.2 - 5.3	Chemicals or allied products .....	2.8 - 5.6
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Nebraska Ranked by Value		Domestic Destinations of Shipments Originating in Nebraska Ranked by Weight	
State	Percent of value	State	Percent of weight
Nebraska .....	26.3 - 31.9	Nebraska .....	40.3 - 57.7
California .....	5.3 - 7.3	Washington .....	3.6 - 13.8
Texas .....	4.6 - 7.2	Texas .....	3.6 - 9.2
Iowa .....	4.8 - 6.8	Kansas .....	3.4 - 7.0
Illinois .....	3.6 - 5.6	Iowa .....	3.5 - 5.8
Kansas .....	3.5 - 4.9	California .....	1.9 - 5.9
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Nebraska		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	5.9 - 7.9	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	77.8 - 82.8	58.9 - 72.3
Air (including truck and air) .....	(X)	(X)
Rail .....	6.5 - 13.4	20.9 - 40.7
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	0.3 - 0.7	0.0 - 0.4
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	1.5 - 2.5	2.9 - 3.5
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Nebraska		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	18.2 - 23.8	34.3 - 52.1
50 to 99 miles .....	5.9 - 7.3	4.8 - 7.1
100 to 249 miles .....	11.1 - 14.7	8.4 - 13.0
250 to 499 miles .....	13.4 - 16.7	7.5 - 14.1
500 to 749 miles .....	10.9 - 12.5	3.7 - 5.1
750 to 999 miles .....	9.2 - 12.2	4.7 - 13.3
1,000 to 1,499 miles .....	18.7 - 24.9	8.4 - 23.6
1,500 to 1,999 miles .....	0.0 - 0.4	(X)
2,000 miles or more .....	(X)	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Nevada**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Nevada</b>	<b>\$19.6 billion</b>	<b>30.9 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.3</b>	<b>0.3</b>

Commodity Shipments Originating in Nevada Ranked by Value		Commodity Shipments Originating in Nevada Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Apparel or other textile products .....	14.6	Nonmetallic minerals .....	38.1
Metallic ores .....	13.1	Clay, concrete, glass or stone .....	32.8
Food or kindred products .....	9.3	Petroleum and coal products .....	11.1
Chemicals and allied products .....	8.4	Food or kindred products .....	4.6
Miscellaneous products of manufacturing .....	6.0	Chemicals and allied products .....	4.3
Other commodities .....	48.7	Other commodities .....	9.1
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Nevada Ranked by Value		Domestic Destinations of Shipments Originating in Nevada Ranked by Weight	
State	Percent of value	State	Percent of weight
Nevada .....	25.9	Nevada .....	81.0
California .....	30.7	California .....	11.5
Utah .....	7.1	Utah .....	1.6
Washington .....	4.4	Arizona .....	1.4
Arizona .....	4.3	Oregon .....	0.9
New York .....	3.3	Washington .....	0.8
Other States .....	24.3	Other States .....	2.8
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Nevada		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	11.6	0.3
Truck (for-hire, private, and both private truck and for-hire truck) .....	80.6	91.1
Air (including truck and air) .....	4.0	-
Rail .....	0.9	4.4
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	-	-
Pipeline* .....	-	-
Truck and rail intermodal combination .....	0.2	-
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	2.7	4.2
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Nevada		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	22.1	77.4
50 to 99 miles .....	2.4	3.4
100 to 249 miles .....	18.1	8.9
250 to 499 miles .....	26.7	7.1
500 to 749 miles .....	8.0	1.3
750 to 999 miles .....	2.9	0.5
1,000 to 1,499 miles .....	3.5	0.5
1,500 to 1,999 miles .....	5.5	0.6
2,000 miles or more .....	10.8	0.4
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Nevada**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Nevada</b> (in billion \$ and million tons)	<b>17.38 - 21.82</b>	<b>23.94 - 37.86</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.27 - 0.33</b>	<b>0.23 - 0.37</b>

Commodity Shipments Originating in Nevada Ranked by Value		Commodity Shipments Originating in Nevada Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Apparel or other textile products .....	8.8 - 20.4	Nonmetallic minerals .....	19.4 - 56.9
Metallic ores .....	7.9 - 18.2	Clay, concrete, glass or stone .....	20.0 - 45.6
Food or kindred products .....	7.7 - 10.9	Petroleum and coal products .....	7.0 - 15.2
Chemicals and allied products .....	5.3 - 11.5	Food or kindred products .....	3.0 - 6.2
Miscellaneous products of manufacturing .....	3.8 - 8.2	Chemicals and allied products .....	2.5 - 6.0
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Nevada Ranked by Value		Domestic Destinations of Shipments Originating in Nevada Ranked by Weight	
State	Percent of value	State	Percent of weight
Nevada .....	21.8 - 30.0	Nevada .....	72.5 - 89.6
California .....	27.0 - 34.5	California .....	5.9 - 17.1
Utah .....	5.4 - 8.7	Utah .....	0.0 - 3.4
Washington .....	3.5 - 5.4	Arizona .....	0.7 - 2.1
Arizona .....	3.0 - 5.6	Oregon .....	0.4 - 1.4
New York .....	1.5 - 5.1	Washington .....	0.3 - 1.3
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Nevada		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	9.3 - 13.9	0.1 - 0.5
Truck (for-hire, private, and both private truck and for-hire truck) .....	76.6 - 84.6	82.6 - 99.6
Air (including truck and air) .....	2.7 - 5.3	(X)
Rail .....	0.2 - 1.6	1.6 - 7.2
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	0.0 - 0.4	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	1.9 - 3.5	(X)
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Nevada		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	17.8 - 26.4	67.4 - 87.4
50 to 99 miles .....	1.9 - 2.9	1.4 - 5.4
100 to 249 miles .....	15.1 - 21.1	4.5 - 13.3
250 to 499 miles .....	23.9 - 29.5	2.8 - 11.4
500 to 749 miles .....	6.2 - 9.8	0.8 - 1.8
750 to 999 miles .....	2.1 - 3.7	0.3 - 0.7
1,000 to 1,499 miles .....	2.5 - 4.5	0.3 - 0.7
1,500 to 1,999 miles .....	4.2 - 6.8	0.4 - 0.8
2,000 miles or more .....	9.3 - 12.3	0.2 - 0.6
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).



**1993 Commodity Flow Survey State Summary: New Hampshire**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in New Hampshire</b>	<b>\$16.5 billion</b>	<b>**</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.3</b>	<b>**</b>

Commodity Shipments Originating in New Hampshire Ranked by Value		Commodity Shipments Originating in New Hampshire Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Electrical machinery, equipment, or supplies .....	18.0	Clay, concrete, glass or stone .....	//
Machinery, including computers .....	11.8	Lumber or wood products, excl. furniture .....	//
Food or kindred products .....	7.9	Food or kindred products .....	//
Fabricated metal products .....	6.5	Fabricated metal products .....	//
Transportation equipment .....	5.7	Primary metal products .....	//
Other commodities .....	50.0	Other commodities .....	100.0
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Domestic Destinations of Shipments Originating in New Hampshire Ranked by Value		Domestic Destinations of Shipments Originating in New Hampshire Ranked by Weight	
State	Percent of value	State	Percent of weight
New Hampshire .....	22.2	New Hampshire .....	**
Massachusetts .....	14.0	Massachusetts .....	4.5
California .....	9.1	Vermont .....	2.6
New York .....	6.9	Maine .....	1.8
New Jersey .....	3.9	New York .....	1.5
Connecticut .....	3.1	Connecticut .....	1.0
Other States .....	40.9	Other States .....	**
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in New Hampshire		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	21.9	0.2
Truck (for-hire, private, and both private truck and for-hire truck) .....	66.8	**
Air (including truck and air) .....	6.0	-
Rail .....	0.3	**
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	-	-
Pipeline* .....	-	-
Truck and rail intermodal combination .....	**	**
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	5.0	99.8
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in New Hampshire		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	30.5	**
50 to 99 miles .....	8.4	3.9
100 to 249 miles .....	15.6	3.7
250 to 499 miles .....	7.5	0.6
500 to 749 miles .....	6.9	0.3
750 to 999 miles .....	9.1	0.4
1,000 to 1,499 miles .....	7.2	0.3
1,500 to 1,999 miles .....	2.8	0.1
2,000 miles or more .....	12.1	0.3
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

// percentages are not calculated because total number in this category is statistically unreliable.

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: New Hampshire**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in New Hampshire</b> (in billion \$ and million tons)	<b>14.08 - 18.92</b>	<b>(X)</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.26 - 0.34</b>	<b>(X)</b>

Commodity Shipments Originating in New Hampshire Ranked by Value		Commodity Shipments Originating in New Hampshire Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Electrical machinery, equipment, or supplies .....	11.1 - 25.0	Clay, concrete, glass or stone .....	(X)
Machinery, including computers .....	8.9 - 14.8	Lumber or wood products, excl. furniture .....	(X)
Food or kindred products .....	4.3 - 11.6	Food or kindred products .....	(X)
Fabricated metal products .....	4.6 - 8.5	Fabricated metal products .....	(X)
Transportation equipment .....	3.9 - 7.4	Primary metal products .....	(X)
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in New Hampshire Ranked by Value		Domestic Destinations of Shipments Originating in New Hampshire Ranked by Weight	
State	Percent of value	State	Percent of weight
New Hampshire .....	18.4 - 26.0	New Hampshire .....	(X)
Massachusetts .....	12.5 - 15.5	Massachusetts .....	0.0 - 9.3
California .....	5.6 - 12.6	Vermont .....	0.6 - 4.6
New York .....	5.3 - 8.6	Maine .....	0.0 - 4.6
New Jersey .....	3.1 - 4.7	New York .....	0.0 - 3.3
Connecticut .....	2.4 - 3.7	Connecticut .....	0.0 - 2.3
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in New Hampshire		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	18.0 - 25.9	0.0 - 0.5
Truck (for-hire, private, and both private truck and for-hire truck) .....	63.0 - 70.6	(X)
Air (including truck and air) .....	2.9 - 9.1	(X)
Rail .....	0.1 - 0.5	(X)
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	3.0 - 7.0	(X)
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in New Hampshire		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	26.1 - 34.9	(X)
50 to 99 miles .....	6.9 - 9.9	0.0 - 10.5
100 to 249 miles .....	13.0 - 18.2	0.0 - 7.7
250 to 499 miles .....	6.0 - 9.0	0.0 - 1.6
500 to 749 miles .....	5.6 - 8.2	0.0 - 1.0
750 to 999 miles .....	7.1 - 11.1	0.0 - 0.9
1,000 to 1,499 miles .....	5.1 - 9.3	0.0 - 0.6
1,500 to 1,999 miles .....	2.3 - 3.3	0.0 - 0.3
2,000 miles or more .....	8.7 - 15.6	0.0 - 0.6
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: New Jersey**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in New Jersey</b>	<b>\$252.8 billion</b>	<b>179.5 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>4.2</b>	<b>1.8</b>

Commodity Shipments Originating in New Jersey Ranked by Value		Commodity Shipments Originating in New Jersey Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Chemicals or allied products .....	14.2	Petroleum or coal products .....	35.7
Food or kindred products .....	12.8	Nonmetallic minerals .....	16.4
Electrical machinery, equipment, or supplies .....	10.8	Food or kindred products .....	13.1
Apparel or other finished textile products .....	8.7	Chemicals or allied products .....	7.6
Transportation equipment .....	8.4	Clay, concrete, glass, or stone products .....	5.3
Other commodities .....	45.2	Other commodities .....	21.9
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in New Jersey Ranked by Value		Domestic Destinations of Shipments Originating in New Jersey Ranked by Weight	
State	Percent of value	State	Percent of weight
New Jersey .....	31.3	New Jersey .....	59.4
New York .....	13.6	New York .....	12.5
Pennsylvania .....	8.6	Pennsylvania .....	9.7
California .....	4.3	Massachusetts .....	3.1
Massachusetts .....	4.2	Connecticut .....	2.5
Texas .....	3.3	Maryland .....	1.3
Other States .....	34.7	Other States .....	11.5
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in New Jersey		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	14.0	0.5
Truck (for-hire, private, and both private truck and for-hire truck) .....	78.1	75.7
Air (including truck and air) .....	1.6	0.1
Rail .....	0.6	1.6
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	0.5	**
Pipeline* .....	0.7	5.5
Truck and rail intermodal combination .....	**	-
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	4.5	16.6
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in New Jersey		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	37.4	60.3
50 to 99 miles .....	12.1	15.8
100 to 249 miles .....	13.5	12.7
250 to 499 miles .....	8.8	4.2
500 to 749 miles .....	9.3	2.6
750 to 999 miles .....	5.5	1.1
1,000 to 1,499 miles .....	6.3	2.1
1,500 to 1,999 miles .....	1.7	0.3
2,000 miles or more .....	5.5	0.8
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: New Jersey**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in New Jersey</b> (in billion \$ and million tons)	<b>225.35 - 280.25</b>	<b>158.24 - 200.76</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>3.71 - 4.65</b>	<b>1.60 - 2.04</b>

Commodity Shipments Originating in New Jersey Ranked by Value		Commodity Shipments Originating in New Jersey Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Chemicals or allied products .....	11.6 - 16.7	Petroleum or coal products .....	22.4 - 49.0
Food or kindred products .....	9.5 - 16.1	Nonmetallic minerals .....	12.4 - 20.4
Electrical machinery, equipment, or supplies .....	5.9 - 15.7	Food or kindred products .....	9.4 - 16.8
Apparel or other finished textile products .....	5.4 - 11.9	Chemicals or allied products .....	6.1 - 9.1
Transportation equipment .....	3.6 - 13.2	Clay, concrete, glass, or stone products .....	3.0 - 7.6
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in New Jersey Ranked by Value		Domestic Destinations of Shipments Originating in New Jersey Ranked by Weight	
State	Percent of value	State	Percent of weight
New Jersey .....	28.0 - 34.6	New Jersey .....	52.7 - 66.1
New York .....	11.8 - 15.4	New York .....	8.9 - 16.1
Pennsylvania .....	7.5 - 9.8	Pennsylvania .....	7.7 - 11.7
California .....	3.8 - 4.8	Massachusetts .....	1.1 - 5.1
Massachusetts .....	3.5 - 4.9	Connecticut .....	0.9 - 4.2
Texas .....	2.5 - 4.1	Maryland .....	1.0 - 1.6
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in New Jersey		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	11.0 - 17.0	0.3 - 0.7
Truck (for-hire, private, and both private truck and for-hire truck) .....	73.6 - 82.6	69.5 - 81.9
Air (including truck and air) .....	1.4 - 1.8	(X)
Rail .....	0.4 - 0.8	1.1 - 2.1
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	0.2 - 0.8	(X)
Pipeline* .....	0.2 - 1.2	2.4 - 8.6
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	3.7 - 5.3	14.6 - 18.6
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in New Jersey		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	34.1 - 40.7	54.9 - 65.7
50 to 99 miles .....	10.1 - 14.1	10.0 - 21.6
100 to 249 miles .....	12.8 - 14.2	8.8 - 16.7
250 to 499 miles .....	8.1 - 9.5	3.5 - 4.9
500 to 749 miles .....	8.3 - 10.3	1.9 - 3.3
750 to 999 miles .....	4.8 - 6.2	0.8 - 1.4
1,000 to 1,499 miles .....	5.5 - 7.1	1.0 - 3.3
1,500 to 1,999 miles .....	1.2 - 2.2	0.1 - 0.5
2,000 miles or more .....	4.8 - 6.2	0.6 - 1.0
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: New Mexico**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in New Mexico</b>	<b>\$11.8 billion</b>	<b>61.4 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.2</b>	<b>0.6</b>

Commodity Shipments Originating in New Mexico Ranked by Value		Commodity Shipments Originating in New Mexico Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Petroleum or coal products .....	17.6	Coal .....	36.5
Food or kindred products .....	12.7	Petroleum or coal products .....	25.3
Machinery, including computers .....	9.5	Nonmetallic minerals .....	13.2
Primary metal products .....	7.9	Clay, concrete, glass, or stone products .....	7.6
Chemicals or allied products .....	5.2	Lumber or wood products, excluding furniture .....	3.2
Other commodities .....	47.0	Other commodities .....	14.2
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Domestic Destinations of Shipments Originating in New Mexico Ranked by Value		Domestic Destinations of Shipments Originating in New Mexico Ranked by Weight	
State	Percent of value	State	Percent of weight
New Mexico .....	48.3	New Mexico .....	59.7
Texas .....	19.8	Arizona .....	20.5
Arizona .....	8.2	Texas .....	9.7
California .....	4.5	Wisconsin .....	2.3
Colorado .....	2.6	Colorado .....	1.0
Massachusetts .....	2.1	Kansas .....	0.7
Other States .....	14.5	Other States .....	6.1
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in New Mexico		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	12.4	-
Truck (for-hire, private, and both private truck and for-hire truck) .....	65.4	41.9
Air (including truck and air) .....	2.9	-
Rail .....	9.0	21.6
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water)	-	-
Pipeline* .....	**	**
Truck and rail intermodal combination .....	0.9	**
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea)	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	9.4	36.5
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in New Mexico		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	34.6	54.5
50 to 99 miles .....	10.1	16.7
100 to 249 miles .....	24.0	15.7
250 to 499 miles .....	8.6	2.8
500 to 749 miles .....	6.4	3.1
750 to 999 miles .....	5.0	4.0
1,000 to 1,499 miles .....	5.5	2.9
1,500 to 1,999 miles .....	5.0	0.3
2,000 miles or more .....	0.8	0.1
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: New Mexico**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in New Mexico</b> (in billion \$ and million tons)	<b>9.82 - 13.78</b>	<b>53.02 - 69.78</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.16 - 0.23</b>	<b>0.54 - 0.71</b>

Commodity Shipments Originating in New Mexico Ranked by Value		Commodity Shipments Originating in New Mexico Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Petroleum or coal products .....	10.6 - 24.6	Coal .....	21.7 - 51.3
Food or kindred products .....	9.2 - 16.3	Petroleum or coal products .....	13.2 - 37.3
Machinery, including computers .....	3.6 - 15.5	Nonmetallic minerals .....	9.2 - 17.3
Primary metal products .....	5.0 - 10.9	Clay, concrete, glass, or stone products .....	3.9 - 11.2
Chemicals or allied products .....	2.6 - 7.8	Lumber or wood products, excluding furniture .....	1.5 - 5.0
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in New Mexico Ranked by Value		Domestic Destinations of Shipments Originating in New Mexico Ranked by Weight	
State	Percent of value	State	Percent of weight
New Mexico .....	44.7 - 51.9	New Mexico .....	49.0 - 70.4
Texas .....	12.9 - 26.7	Arizona .....	9.6 - 31.4
Arizona .....	4.6 - 11.8	Texas .....	4.9 - 14.5
California .....	3.4 - 5.7	Wisconsin .....	1.3 - 3.3
Colorado .....	2.1 - 3.1	Colorado .....	0.5 - 1.5
Massachusetts .....	0.6 - 3.6	Kansas .....	0.2 - 1.2
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in New Mexico		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	8.6 - 16.2	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	62.0 - 68.9	36.7 - 47.2
Air (including truck and air) .....	1.9 - 3.9	(X)
Rail .....	6.4 - 11.6	13.7 - 29.5
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	0.4 - 1.4	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	7.1 - 11.7	21.5 - 51.5
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in New Mexico		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	32.0 - 37.2	43.2 - 65.9
50 to 99 miles .....	8.1 - 12.1	6.8 - 26.6
100 to 249 miles .....	18.1 - 29.9	11.3 - 20.1
250 to 499 miles .....	5.6 - 11.6	2.1 - 3.5
500 to 749 miles .....	5.4 - 7.4	2.0 - 4.3
750 to 999 miles .....	4.0 - 6.0	2.7 - 5.3
1,000 to 1,499 miles .....	4.7 - 6.3	1.4 - 4.4
1,500 to 1,999 miles .....	3.0 - 7.0	0.1 - 0.5
2,000 miles or more .....	0.3 - 1.3	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: New York**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in New York</b>	<b>\$261.9 billion</b>	<b>219.8 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>4.3</b>	<b>2.2</b>

Commodity Shipments Originating in New York Ranked by Value		Commodity Shipments Originating in New York Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Instruments, photographic and optical goods, or clocks ....	16.9	Nonmetallic minerals .....	22.3
Food or kindred products .....	16.0	Food or kindred products .....	18.4
Transportation equipment .....	7.5	Petroleum or coal products .....	18.0
Chemicals or allied products .....	7.2	Clay, concrete, glass, or stone products .....	13.1
Electrical machinery, equipment, or supplies .....	6.9	Chemicals or allied products .....	5.6
Other commodities .....	45.4	Other commodities .....	22.6
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in New York Ranked by Value		Domestic Destinations of Shipments Originating in New York Ranked by Weight	
State	Percent of value	State	Percent of weight
New York .....	41.2	New York .....	76.2
New Jersey .....	6.9	Pennsylvania .....	4.7
Pennsylvania .....	5.6	New Jersey .....	3.4
Connecticut .....	5.5	Massachusetts .....	1.7
California .....	5.3	Connecticut .....	1.7
Illinois .....	3.5	Ohio .....	1.2
Other States .....	32.0	Other States .....	11.1
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in New York		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	13.3	0.4
Truck (for-hire, private, and both private truck and for-hire truck) .....	76.0	88.8
Air (including truck and air) .....	4.0	0.1
Rail .....	1.6	3.2
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	**	**
Pipeline* .....	**	**
Truck and rail intermodal combination .....	-	-
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	5.1	7.5
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in New York		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	33.8	67.8
50 to 99 miles .....	10.3	8.8
100 to 249 miles .....	17.7	11.0
250 to 499 miles .....	10.0	5.2
500 to 749 miles .....	9.3	2.9
750 to 999 miles .....	4.6	1.1
1,000 to 1,499 miles .....	6.1	1.9
1,500 to 1,999 miles .....	1.5	0.2
2,000 miles or more .....	6.8	1.1
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: New York**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in New York</b> (in billion \$ and million tons)	<b>242.51 - 281.29</b>	<b>203.89 - 235.71</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>4.00 - 4.68</b>	<b>2.06 - 2.40</b>

Commodity Shipments Originating in New York Ranked by Value		Commodity Shipments Originating in New York Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Instruments, photographic and optical goods, or clocks .....	8.7 - 25.2	Nonmetallic minerals .....	16.4 - 28.2
Food or kindred products .....	12.7 - 19.4	Food or kindred products .....	15.5 - 21.4
Transportation equipment .....	5.7 - 9.4	Petroleum or coal products .....	11.2 - 24.8
Chemicals or allied products .....	6.3 - 8.1	Clay, concrete, glass, or stone products .....	11.1 - 15.0
Electrical machinery, equipment, or supplies .....	4.9 - 8.8	Chemicals or allied products .....	2.9 - 8.4
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in New York Ranked by Value		Domestic Destinations of Shipments Originating in New York Ranked by Weight	
State	Percent of value	State	Percent of weight
New York .....	36.9 - 45.5	New York .....	74.1 - 78.3
New Jersey .....	6.2 - 7.6	Pennsylvania .....	3.9 - 5.5
Pennsylvania .....	4.6 - 6.6	New Jersey .....	2.7 - 4.1
Connecticut .....	2.5 - 8.5	Massachusetts .....	1.2 - 2.2
California .....	3.7 - 7.0	Connecticut .....	1.2 - 2.2
Illinois .....	2.4 - 4.7	Ohio .....	1.0 - 1.4
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in New York		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	11.5 - 15.1	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	72.3 - 79.7	84.8 - 92.9
Air (including truck and air) .....	1.7 - 6.3	(X)
Rail .....	0.9 - 2.3	2.4 - 4.0
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	4.1 - 6.1	6.0 - 9.0
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in New York		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	30.0 - 37.6	65.0 - 70.6
50 to 99 miles .....	7.3 - 13.3	7.3 - 10.3
100 to 249 miles .....	14.3 - 21.2	9.5 - 12.5
250 to 499 miles .....	8.9 - 11.2	4.5 - 5.9
500 to 749 miles .....	6.3 - 12.3	2.1 - 3.7
750 to 999 miles .....	3.5 - 5.8	0.9 - 1.3
1,000 to 1,499 miles .....	4.6 - 7.6	0.8 - 3.1
1,500 to 1,999 miles .....	1.2 - 1.8	(X)
2,000 miles or more .....	5.0 - 8.6	0.8 - 1.4
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).



**1993 Commodity Flow Survey State Summary: North Carolina**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in North Carolina</b>	<b>\$209.4 billion</b>	<b>205.3 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>3.5</b>	<b>2.1</b>

Commodity Shipments Originating in North Carolina Ranked by Value		Commodity Shipments Originating in North Carolina Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Apparel or other finished textile products .....	11.1	Lumber or wood products, excluding furniture .....	19.0
Textile mill products .....	10.8	Nonmetallic minerals .....	16.8
Chemicals or allied products .....	10.5	Petroleum or coal products .....	15.4
Food or kindred products .....	10.4	Food or kindred products .....	12.1
Machinery, including computers .....	8.9	Clay, concrete, glass, or stone products .....	10.4
Other commodities .....	48.4	Other commodities .....	26.4
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in North Carolina Ranked by Value		Domestic Destinations of Shipments Originating in North Carolina Ranked by Weight	
State	Percent of value	State	Percent of weight
North Carolina .....	38.1	North Carolina .....	69.6
Virginia .....	6.0	South Carolina .....	7.3
Georgia .....	5.8	Virginia .....	5.6
South Carolina .....	5.5	New York .....	2.2
Florida .....	4.2	Georgia .....	2.1
California .....	3.7	Tennessee .....	1.3
Other States .....	36.7	Other States .....	11.9
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in North Carolina		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	5.7	0.2
Truck (for-hire, private, and both private truck and for-hire truck) .....	87.1	91.0
Air (including truck and air) .....	1.2	-
Rail .....	1.6	7.2
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	0.1	-
Pipeline* .....	-	-
Truck and rail intermodal combination .....	0.1	-
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	4.2	1.6
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in North Carolina		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	24.7	53.9
50 to 99 miles .....	10.4	16.6
100 to 249 miles .....	17.9	13.7
250 to 499 miles .....	20.2	7.9
500 to 749 miles .....	14.3	4.8
750 to 999 miles .....	3.9	1.2
1,000 to 1,499 miles .....	2.8	1.0
1,500 to 1,999 miles .....	1.0	0.2
2,000 miles or more .....	4.9	0.7
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: North Carolina**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in North Carolina</b> (in billion \$ and million tons)	<b>198.03 - 220.77</b>	<b>192.13 - 218.47</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>3.26 - 3.67</b>	<b>1.94 - 2.22</b>

Commodity Shipments Originating in North Carolina Ranked by Value		Commodity Shipments Originating in North Carolina Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Apparel or other finished textile products .....	9.3 - 12.8	Lumber or wood products, excluding furniture .....	15.5 - 22.6
Textile mill products .....	9.9 - 11.7	Nonmetallic minerals .....	14.0 - 19.6
Chemicals or allied products .....	8.8 - 12.3	Petroleum or coal products .....	11.0 - 19.7
Food or kindred products .....	9.4 - 11.3	Food or kindred products .....	10.7 - 13.5
Machinery, including computers .....	4.7 - 13.1	Clay, concrete, glass, or stone products .....	8.8 - 11.9
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in North Carolina Ranked by Value		Domestic Destinations of Shipments Originating in North Carolina Ranked by Weight	
State	Percent of value	State	Percent of weight
North Carolina .....	36.3 - 39.9	North Carolina .....	67.6 - 71.6
Virginia .....	5.3 - 6.7	South Carolina .....	6.5 - 8.1
Georgia .....	4.7 - 7.0	Virginia .....	4.5 - 6.8
South Carolina .....	5.2 - 5.8	New York .....	0.9 - 3.5
Florida .....	3.4 - 5.0	Georgia .....	1.9 - 2.3
California .....	3.2 - 4.2	Tennessee .....	1.1 - 1.5
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in North Carolina		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	5.2 - 6.2	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	85.3 - 88.9	87.3 - 94.7
Air (including truck and air) .....	0.7 - 1.7	(X)
Rail .....	1.3 - 1.9	6.1 - 8.4
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	1.9 - 6.5	1.4 - 1.8
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in North Carolina		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	23.2 - 26.2	50.9 - 56.9
50 to 99 miles .....	9.4 - 11.4	14.6 - 18.6
100 to 249 miles .....	16.8 - 19.1	12.4 - 15.0
250 to 499 miles .....	19.2 - 21.2	7.1 - 8.7
500 to 749 miles .....	13.2 - 15.5	3.5 - 6.1
750 to 999 miles .....	3.4 - 4.4	0.9 - 1.5
1,000 to 1,499 miles .....	2.5 - 3.1	0.7 - 1.3
1,500 to 1,999 miles .....	0.8 - 1.2	(X)
2,000 miles or more .....	4.2 - 5.6	0.5 - 0.9
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: North Dakota**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in North Dakota</b>	<b>\$10.5 billion</b>	<b>60.8 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.2</b>	<b>0.6</b>

Commodity Shipments Originating in North Dakota Ranked by Value		Commodity Shipments Originating in North Dakota Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Farm products .....	25.8	Farm products .....	31.5
Food or kindred products .....	25.3	Petroleum or coal products .....	13.7
Machinery, including computers .....	10.6	Food or kindred products .....	6.6
Petroleum or coal products .....	9.3	Nonmetallic minerals .....	3.3
Chemicals or allied products .....	4.9	Clay, concrete, glass, or stone products .....	2.2
Other commodities .....	24.1	Other commodities .....	42.6
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in North Dakota Ranked by Value		Domestic Destinations of Shipments Originating in North Dakota Ranked by Weight	
State	Percent of value	State	Percent of weight
North Dakota .....	37.5	North Dakota .....	56.1
Minnesota .....	27.4	Minnesota .....	21.7
Wisconsin .....	3.3	South Dakota .....	6.1
Texas .....	3.2	Wisconsin .....	2.7
South Dakota .....	3.1	Oregon .....	1.6
Illinois .....	2.6	Texas .....	1.6
Other States .....	22.9	Other States .....	10.2
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in North Dakota		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	5.7	0.1
Truck (for-hire, private, and both private truck and for-hire truck) .....	63.2	28.6
Air (including truck and air) .....	0.1	-
Rail .....	19.5	35.7
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	-	-
Pipeline* .....	**	**
Truck and rail intermodal combination .....	**	**
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	11.5	35.6
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in North Dakota		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	22.0	44.7
50 to 99 miles .....	12.9	9.3
100 to 249 miles .....	25.0	14.5
250 to 499 miles .....	12.7	17.4
500 to 749 miles .....	8.4	5.1
750 to 999 miles .....	5.3	**
1,000 to 1,499 miles .....	13.2	7.0
1,500 to 1,999 miles .....	0.6	0.1
2,000 miles or more .....	-	-
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: North Dakota**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in North Dakota</b> (in billion \$ and million tons)	<b>9.19 - 11.81</b>	<b>45.60 - 76.00</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.15 - 0.20</b>	<b>0.46 - 0.77</b>

Commodity Shipments Originating in North Dakota Ranked by Value		Commodity Shipments Originating in North Dakota Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Farm products .....	18.5 - 33.1	Farm products .....	19.6 - 43.4
Food or kindred products .....	19.3 - 31.3	Petroleum or coal products .....	8.1 - 19.4
Machinery, including computers .....	8.4 - 12.9	Food or kindred products .....	4.7 - 8.4
Petroleum or coal products .....	4.5 - 14.0	Nonmetallic minerals .....	0.7 - 5.9
Chemicals or allied products .....	3.5 - 6.4	Clay, concrete, glass, or stone products .....	1.3 - 3.2
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in North Dakota Ranked by Value		Domestic Destinations of Shipments Originating in North Dakota Ranked by Weight	
State	Percent of value	State	Percent of weight
North Dakota .....	33.4 - 41.6	North Dakota .....	45.4 - 66.8
Minnesota .....	22.6 - 32.2	Minnesota .....	15.5 - 28.0
Wisconsin .....	2.3 - 4.3	South Dakota .....	0.3 - 11.9
Texas .....	2.1 - 4.4	Wisconsin .....	0.0 - 5.7
South Dakota .....	2.3 - 3.9	Oregon .....	0.1 - 3.1
Illinois .....	1.6 - 3.6	Texas .....	0.0 - 3.4
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in North Dakota		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	4.7 - 6.7	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	57.6 - 68.8	23.3 - 33.9
Air (including truck and air) .....	(X)	(X)
Rail .....	16.5 - 22.5	23.7 - 47.7
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	9.4 - 13.6	21.1 - 50.1
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in North Dakota		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	18.7 - 25.3	31.5 - 57.9
50 to 99 miles .....	10.3 - 15.5	0.0 - 19.0
100 to 249 miles .....	21.6 - 28.5	11.1 - 18.0
250 to 499 miles .....	9.7 - 15.7	10.5 - 24.3
500 to 749 miles .....	6.8 - 10.1	1.3 - 8.9
750 to 999 miles .....	4.2 - 6.5	(X)
1,000 to 1,499 miles .....	10.7 - 15.7	3.7 - 10.3
1,500 to 1,999 miles .....	0.4 - 0.8	(X)
2,000 miles or more .....	(X)	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Ohio**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Ohio</b>	<b>\$325.6 billion</b>	<b>469.6 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>5.4</b>	<b>4.8</b>

Commodity Shipments Originating in Ohio Ranked by Value		Commodity Shipments Originating in Ohio Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Transportation equipment.....	19.0	Nonmetallic minerals.....	27.4
Food or kindred products.....	10.3	Petroleum or coal products.....	17.1
Chemicals or allied products.....	9.0	Primary metal products.....	8.7
Primary metal products.....	8.1	Clay, concrete, glass, or stone products.....	7.6
Machinery, including computers.....	7.9	Food or kindred products.....	7.0
Other commodities .....	45.8	Other commodities .....	32.3
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Domestic Destinations of Shipments Originating in Ohio Ranked by Value		Domestic Destinations of Shipments Originating in Ohio Ranked by Weight	
State	Percent of value	State	Percent of weight
Ohio.....	37.5	Ohio.....	70.0
Michigan.....	7.6	Pennsylvania.....	4.0
Pennsylvania.....	5.2	Michigan.....	3.4
Indiana.....	4.7	Indiana.....	2.5
Illinois.....	4.1	New York.....	2.2
New York.....	3.7	Kentucky.....	2.2
Other States .....	37.2	Other States .....	15.7
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Ohio		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	8.7	0.2
Truck (for-hire, private, and both private truck and for-hire truck) .....	76.9	78.0
Air (including truck and air) .....	1.1	-
Rail .....	3.9	8.2
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water)	0.3	1.7
Pipeline* .....	1.1	4.5
Truck and rail intermodal combination .....	3.5	0.4
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea)	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	4.5	7.0
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Ohio		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	27.3	55.1
50 to 99 miles .....	10.5	15.4
100 to 249 miles .....	19.4	13.0
250 to 499 miles .....	21.5	10.3
500 to 749 miles .....	10.0	2.9
750 to 999 miles .....	3.4	1.0
1,000 to 1,499 miles .....	3.4	0.7
1,500 to 1,999 miles .....	2.4	0.4
2,000 miles or more .....	2.2	**
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Ohio**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Ohio</b> (in billion \$ and million tons)	<b>312.75 - 338.45</b>	<b>431.75 - 507.45</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>5.14 - 5.64</b>	<b>4.36 - 5.16</b>

Commodity Shipments Originating in Ohio Ranked by Value		Commodity Shipments Originating in Ohio Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Transportation equipment.....	16.1 - 21.9	Nonmetallic minerals.....	20.4 - 34.4
Food or kindred products.....	9.0 - 11.5	Petroleum or coal products.....	13.9 - 20.3
Chemicals or allied products.....	7.8 - 10.1	Primary metal products.....	6.8 - 10.6
Primary metal products.....	6.8 - 9.3	Clay, concrete, glass, or stone products.....	6.4 - 8.7
Machinery, including computers.....	5.7 - 10.2	Food or kindred products.....	5.9 - 8.1
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Ohio Ranked by Value		Domestic Destinations of Shipments Originating in Ohio Ranked by Weight	
State	Percent of value	State	Percent of weight
Ohio.....	35.7 - 39.3	Ohio.....	67.4 - 72.6
Michigan.....	7.1 - 8.1	Pennsylvania.....	3.3 - 4.7
Pennsylvania.....	4.7 - 5.7	Michigan.....	2.9 - 3.9
Indiana.....	4.4 - 5.0	Indiana.....	2.3 - 2.7
Illinois.....	3.6 - 4.6	New York.....	1.4 - 3.0
New York.....	3.2 - 4.2	Kentucky.....	1.7 - 2.7
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Ohio		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	8.0 - 9.4	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	75.3 - 78.6	74.4 - 81.6
Air (including truck and air) .....	0.6 - 1.6	(X)
Rail .....	3.7 - 4.1	7.2 - 9.2
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	0.1 - 0.5	0.8 - 2.6
Pipeline* .....	0.8 - 1.4	3.2 - 5.8
Truck and rail intermodal combination .....	2.5 - 4.5	0.2 - 0.6
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	3.8 - 5.2	5.0 - 9.0
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Ohio		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	25.8 - 28.8	54.1 - 56.1
50 to 99 miles .....	9.8 - 11.2	12.4 - 18.4
100 to 249 miles .....	18.4 - 20.4	11.2 - 14.8
250 to 499 miles .....	20.4 - 22.7	9.3 - 11.3
500 to 749 miles .....	8.2 - 11.8	2.6 - 3.2
750 to 999 miles .....	3.1 - 3.7	0.7 - 1.3
1,000 to 1,499 miles .....	2.9 - 3.9	0.5 - 0.9
1,500 to 1,999 miles .....	1.9 - 2.9	(X)
2,000 miles or more .....	2.0 - 2.4	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Oklahoma**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Oklahoma</b>	<b>\$48.7 billion</b>	<b>119.6 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.8</b>	<b>1.2</b>

Commodity Shipments Originating in Oklahoma Ranked by Value		Commodity Shipments Originating in Oklahoma Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	13.9	Petroleum or coal products .....	33.0
Petroleum or coal products .....	12.5	Nonmetallic minerals .....	21.4
Transportation equipment .....	12.5	Clay, concrete, glass, or stone products .....	10.6
Machinery, including computers .....	9.8	Farm products .....	9.5
Electrical machinery, equipment, or supplies .....	7.2	Food or kindred products .....	7.5
Other commodities .....	44.1	Other commodities .....	18.0
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Oklahoma Ranked by Value		Domestic Destinations of Shipments Originating in Oklahoma Ranked by Weight	
State	Percent of value	State	Percent of weight
Oklahoma .....	34.5	Oklahoma .....	54.9
Texas .....	16.9	Texas .....	20.8
California .....	5.8	Kansas .....	5.4
Kansas .....	3.3	Missouri .....	3.8
Illinois .....	3.2	Illinois .....	2.9
Missouri .....	3.0	Arkansas .....	2.6
Other States .....	33.3	Other States .....	9.6
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Oklahoma		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	5.7	0.1
Truck (for-hire, private, and both private truck and for-hire truck) .....	68.1	63.6
Air (including truck and air) .....	3.6	-
Rail .....	4.3	11.6
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	**	**
Pipeline* .....	3.8	9.6
Truck and rail intermodal combination .....	6.7	**
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	7.8	15.1
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Oklahoma		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	22.6	38.6
50 to 99 miles .....	9.5	20.7
100 to 249 miles .....	14.1	14.8
250 to 499 miles .....	17.2	15.8
500 to 749 miles .....	11.6	6.5
750 to 999 miles .....	9.6	1.9
1,000 to 1,499 miles .....	13.9	1.6
1,500 to 1,999 miles .....	1.4	0.1
2,000 miles or more .....	**	**
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Oklahoma**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Oklahoma</b> (in billion \$ and million tons)	<b>45.74 - 51.66</b>	<b>107.80 - 131.40</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.75 - 0.86</b>	<b>1.09 - 1.34</b>

Commodity Shipments Originating in Oklahoma Ranked by Value		Commodity Shipments Originating in Oklahoma Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	11.4 - 16.3	Petroleum or coal products .....	23.4 - 42.6
Petroleum or coal products .....	9.5 - 15.5	Nonmetallic minerals .....	16.0 - 26.8
Transportation equipment .....	7.9 - 17.1	Clay, concrete, glass, or stone products .....	9.0 - 12.2
Machinery, including computers .....	7.7 - 11.9	Farm products .....	6.5 - 12.5
Electrical machinery, equipment, or supplies .....	2.2 - 12.2	Food or kindred products .....	5.5 - 9.4
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Oklahoma Ranked by Value		Domestic Destinations of Shipments Originating in Oklahoma Ranked by Weight	
State	Percent of value	State	Percent of weight
Oklahoma .....	31.2 - 37.8	Oklahoma .....	51.0 - 58.9
Texas .....	13.8 - 20.0	Texas .....	17.8 - 23.8
California .....	3.5 - 8.1	Kansas .....	4.1 - 6.7
Kansas .....	2.6 - 4.0	Missouri .....	1.8 - 5.8
Illinois .....	2.4 - 4.0	Illinois .....	1.1 - 4.7
Missouri .....	2.3 - 3.7	Arkansas .....	1.9 - 3.3
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Oklahoma		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	4.9 - 6.5	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	64.5 - 71.7	58.4 - 68.9
Air (including truck and air) .....	1.0 - 6.2	(X)
Rail .....	3.0 - 5.6	8.3 - 14.9
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	2.0 - 5.6	5.2 - 14.0
Truck and rail intermodal combination .....	2.6 - 10.8	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	4.2 - 11.4	9.3 - 20.9
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Oklahoma		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	21.1 - 24.1	34.3 - 42.9
50 to 99 miles .....	7.7 - 11.3	15.9 - 25.5
100 to 249 miles .....	11.8 - 16.4	12.7 - 16.9
250 to 499 miles .....	14.1 - 20.3	11.4 - 20.2
500 to 749 miles .....	10.5 - 12.8	5.0 - 8.0
750 to 999 miles .....	7.6 - 11.6	1.4 - 2.4
1,000 to 1,499 miles .....	11.8 - 16.0	1.3 - 1.9
1,500 to 1,999 miles .....	0.7 - 2.1	(X)
2,000 miles or more .....	(X)	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).



**1993 Commodity Flow Survey State Summary: Oregon**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Oregon</b>	<b>\$81.9 billion</b>	<b>204.6 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>1.4</b>	<b>2.1</b>

Commodity Shipments Originating in Oregon Ranked by Value		Commodity Shipments Originating in Oregon Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Lumber or wood products, excluding furniture .....	14.4	Lumber or wood products, excluding furniture .....	36.1
Food or kindred products .....	11.5	Nonmetallic minerals .....	23.8
Petroleum or coal products .....	6.1	Petroleum or coal products .....	11.1
Farm products .....	5.6	Farm products .....	11.0
Machinery, including computers .....	5.0	Food or kindred products .....	4.3
Other commodities .....	57.3	Other commodities .....	13.7
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Domestic Destinations of Shipments Originating in Oregon Ranked by Value		Domestic Destinations of Shipments Originating in Oregon Ranked by Weight	
State	Percent of value	State	Percent of weight
Oregon .....	41.5	Oregon .....	80.2
Washington .....	13.6	Washington .....	8.1
California .....	10.6	California .....	5.7
Idaho .....	1.9	Idaho .....	0.7
Illinois .....	1.4	Illinois .....	0.5
Pennsylvania .....	1.3	Texas .....	0.3
Other States .....	29.7	Other States .....	4.5
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Oregon		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	6.9	0.1
Truck (for-hire, private, and both private truck and for-hire truck) .....	64.3	75.9
Air (including truck and air) .....	1.4	-
Rail .....	5.3	4.8
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	0.6	2.5
Pipeline* .....	-	-
Truck and rail intermodal combination .....	**	**
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	0.2	**
Other, unknown, and withheld for sampling and disclosure reasons .....	21.3	16.7
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Oregon		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	31.5	69.1
50 to 99 miles .....	6.5	10.3
100 to 249 miles .....	16.5	9.7
250 to 499 miles .....	5.6	2.9
500 to 749 miles .....	4.9	1.7
750 to 999 miles .....	7.8	1.9
1,000 to 1,499 miles .....	2.8	0.6
1,500 to 1,999 miles .....	9.2	1.7
2,000 miles or more .....	**	2.1
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Oregon**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Oregon</b> (in billion \$ and million tons)	<b>62.10 - 101.70</b>	<b>155.46 - 253.74</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>1.02 - 1.68</b>	<b>1.57 - 2.57</b>

Commodity Shipments Originating in Oregon Ranked by Value		Commodity Shipments Originating in Oregon Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Lumber or wood products, excluding furniture .....	10.4 - 18.5	Lumber or wood products, excluding furniture .....	25.3 - 47.0
Food or kindred products .....	7.7 - 15.4	Nonmetallic minerals .....	6.5 - 41.1
Petroleum or coal products .....	3.3 - 9.0	Petroleum or coal products .....	5.8 - 16.4
Farm products .....	3.6 - 7.7	Farm products .....	5.5 - 16.5
Machinery, including computers .....	3.4 - 6.5	Food or kindred products .....	3.1 - 5.6
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Oregon Ranked by Value		Domestic Destinations of Shipments Originating in Oregon Ranked by Weight	
State	Percent of value	State	Percent of weight
Oregon .....	35.1 - 47.9	Oregon .....	76.9 - 83.5
Washington .....	11.3 - 15.9	Washington .....	6.6 - 9.6
California .....	8.5 - 12.7	California .....	3.1 - 8.3
Idaho .....	1.6 - 2.2	Idaho .....	0.5 - 0.9
Illinois .....	1.1 - 1.7	Illinois .....	0.3 - 0.7
Pennsylvania .....	1.0 - 1.6	Texas .....	0.1 - 0.5
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Oregon		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	5.6 - 8.2	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	59.4 - 69.2	69.2 - 82.6
Air (including truck and air) .....	0.7 - 2.1	(X)
Rail .....	4.0 - 6.6	3.8 - 5.8
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	0.4 - 0.8	0.5 - 4.6
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	0.0 - 0.4	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	19.2 - 23.4	12.6 - 20.8
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Oregon		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	26.7 - 36.3	63.8 - 74.4
50 to 99 miles .....	5.4 - 7.7	7.8 - 12.8
100 to 249 miles .....	13.9 - 19.1	6.6 - 12.8
250 to 499 miles .....	4.5 - 6.8	1.9 - 3.9
500 to 749 miles .....	4.1 - 5.7	1.4 - 2.0
750 to 999 miles .....	6.5 - 9.1	1.6 - 2.2
1,000 to 1,499 miles .....	2.3 - 3.3	0.4 - 0.8
1,500 to 1,999 miles .....	7.2 - 11.2	1.4 - 2.0
2,000 miles or more .....	(X)	1.3 - 2.9
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Pennsylvania**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Pennsylvania</b>	<b>\$248.8 billion</b>	<b>416.9 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>4.1</b>	<b>4.2</b>

Commodity Shipments Originating in Pennsylvania Ranked by Value		Commodity Shipments Originating in Pennsylvania Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food and kindred products .....	16.9	Nonmetallic minerals .....	22.8
Chemicals or allied products .....	10.6	Coal .....	19.3
Primary metal products .....	7.1	Petroleum or coal products .....	18.0
Machinery, including computers .....	6.9	Clay, concrete, glass, or stone products .....	9.2
Electrical machinery, equipment, or supplies .....	5.6	Food or kindred products .....	8.0
Other commodities .....	52.8	Other commodities .....	22.7
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Pennsylvania Ranked by Value		Domestic Destinations of Shipments Originating in Pennsylvania Ranked by Weight	
State	Percent of value	State	Percent of weight
Pennsylvania .....	35.3	Pennsylvania .....	61.9
New York .....	8.5	Maryland .....	7.0
New Jersey .....	8.4	New York .....	5.7
Ohio .....	4.5	New Jersey .....	4.7
Maryland .....	4.5	Ohio .....	3.8
California .....	3.4	Delaware .....	2.9
Other States .....	35.4	Other States .....	14.0
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Pennsylvania		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	11.4	0.2
Truck (for-hire, private, and both private truck and for-hire truck) .....	80.7	72.2
Air (including truck and air) .....	1.1	-
Rail .....	2.9	16.9
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	0.9	8.1
Pipeline* .....	-	-
Truck and rail intermodal combination .....	0.1	0.1
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	2.9	2.5
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Pennsylvania		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	28.9	56.8
50 to 99 miles .....	15.5	13.2
100 to 249 miles .....	19.2	16.5
250 to 499 miles .....	13.9	8.1
500 to 749 miles .....	8.0	2.6
750 to 999 miles .....	4.0	1.0
1,000 to 1,499 miles .....	4.3	0.7
1,500 to 1,999 miles .....	1.0	**
2,000 miles or more .....	5.2	0.7
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Pennsylvania**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Pennsylvania</b> (in billion \$ and million tons)	<b>236.11 - 261.49</b>	<b>381.92 - 451.88</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>3.87 - 4.33</b>	<b>3.83 - 4.57</b>

Commodity Shipments Originating in Pennsylvania Ranked by Value		Commodity Shipments Originating in Pennsylvania Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food and kindred products .....	15.6 - 18.3	Nonmetallic minerals .....	18.1 - 27.5
Chemicals or allied products .....	8.4 - 12.8	Coal .....	13.9 - 24.8
Primary metal products .....	6.4 - 7.7	Petroleum or coal products .....	8.8 - 27.3
Machinery, including computers .....	6.0 - 7.8	Clay, concrete, glass, or stone products .....	7.4 - 11.1
Electrical machinery, equipment, or supplies .....	4.8 - 6.5	Food or kindred products .....	7.1 - 9.1
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Pennsylvania Ranked by Value		Domestic Destinations of Shipments Originating in Pennsylvania Ranked by Weight	
State	Percent of value	State	Percent of weight
Pennsylvania .....	33.3 - 37.2	Pennsylvania .....	59.0 - 64.9
New York .....	7.5 - 9.5	Maryland .....	4.4 - 9.6
New Jersey .....	7.7 - 9.1	New York .....	5.2 - 6.2
Ohio .....	4.2 - 4.9	New Jersey .....	4.1 - 5.4
Maryland .....	4.0 - 5.0	Ohio .....	2.6 - 4.9
California .....	3.0 - 3.7	Delaware .....	1.6 - 4.2
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Pennsylvania		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	10.4 - 12.4	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	78.9 - 82.5	68.1 - 76.3
Air (including truck and air) .....	0.9 - 1.3	(X)
Rail .....	2.1 - 3.7	11.1 - 22.7
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	0.5 - 1.3	5.8 - 10.5
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	2.4 - 3.4	1.8 - 3.2
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Pennsylvania		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	27.4 - 30.4	52.7 - 60.9
50 to 99 miles .....	14.5 - 16.5	10.6 - 15.8
100 to 249 miles .....	18.4 - 20.0	13.4 - 19.6
250 to 499 miles .....	13.4 - 14.4	6.6 - 9.6
500 to 749 miles .....	7.3 - 8.7	2.3 - 2.9
750 to 999 miles .....	3.7 - 4.3	0.8 - 1.2
1,000 to 1,499 miles .....	3.8 - 4.8	0.5 - 0.9
1,500 to 1,999 miles .....	0.8 - 1.2	(X)
2,000 miles or more .....	4.5 - 5.9	0.5 - 0.9
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Rhode Island**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Rhode Island</b>	<b>\$19.5 billion</b>	<b>14.7 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.3</b>	<b>0.1</b>

Commodity Shipments Originating in Rhode Island Ranked by Value		Commodity Shipments Originating in Rhode Island Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Miscellaneous products of manufacturing .....	14.6	Food or kindred products .....	7.0
Electrical machinery, equipment, or supplies .....	6.8	Primary metal products .....	5.7
Food or kindred products .....	6.6	Chemicals and allied products .....	4.4
Textile mill products .....	5.9	Textile mill products .....	1.1
Primary metal products .....	4.3	Fabricated metal products .....	0.9
Other commodities .....	61.7	Other commodities .....	80.9
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Rhode Island Ranked by Value		Domestic Destinations of Shipments Originating in Rhode Island Ranked by Weight	
State	Percent of value	State	Percent of weight
Rhode Island .....	20.9	Rhode Island .....	54.2
Massachusetts .....	19.9	Connecticut .....	4.3
New York .....	7.1	New York .....	1.7
Connecticut .....	5.6	New Jersey .....	1.4
New Jersey .....	5.0	Pennsylvania .....	0.9
California .....	4.9	New Hampshire .....	0.5
Other States .....	36.6	Other States .....	37.1
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Rhode Island		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	18.2	0.5
Truck (for-hire, private, and both private truck and for-hire truck) .....	72.8	97.6
Air (including truck and air) .....	1.4	-
Rail .....	**	0.2
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	-	-
Pipeline* .....	-	-
Truck and rail intermodal combination .....	**	0.1
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	7.6	1.6
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Rhode Island		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	35.3	81.6
50 to 99 miles .....	11.2	8.6
100 to 249 miles .....	14.9	4.2
250 to 499 miles .....	4.8	1.1
500 to 749 miles .....	6.5	1.1
750 to 999 miles .....	5.9	1.1
1,000 to 1,499 miles .....	6.8	0.9
1,500 to 1,999 miles .....	2.9	0.4
2,000 miles or more .....	11.7	1.1
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Rhode Island**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Rhode Island</b> (in billion \$ and million tons)	<b>15.07 - 23.93</b>	<b>8.75 - 20.65</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.23 - 0.37</b>	<b>0.06 - 0.14</b>

Commodity Shipments Originating in Rhode Island Ranked by Value		Commodity Shipments Originating in Rhode Island Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Miscellaneous products of manufacturing .....	9.9 - 19.4	Food or kindred products .....	3.3 - 10.8
Electrical machinery, equipment, or supplies .....	2.4 - 11.3	Primary metal products .....	1.3 - 10.2
Food or kindred products .....	3.5 - 9.6	Chemicals and allied products .....	1.6 - 7.2
Textile mill products .....	3.0 - 8.8	Textile mill products .....	0.5 - 1.7
Primary metal products .....	2.8 - 5.8	Fabricated metal products .....	0.4 - 1.3
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Rhode Island Ranked by Value		Domestic Destinations of Shipments Originating in Rhode Island Ranked by Weight	
State	Percent of value	State	Percent of weight
Rhode Island .....	16.1 - 25.6	Rhode Island .....	42.2 - 66.2
Massachusetts .....	15.8 - 24.0	Connecticut .....	1.3 - 7.2
New York .....	5.7 - 8.4	New York .....	0.6 - 2.9
Connecticut .....	4.3 - 7.0	New Jersey .....	0.0 - 3.2
New Jersey .....	4.1 - 5.8	Pennsylvania .....	0.0 - 2.5
California .....	4.0 - 5.9	New Hampshire .....	0.0 - 1.2
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Rhode Island		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	13.3 - 23.1	0.2 - 0.8
Truck (for-hire, private, and both private truck and for-hire truck) .....	65.8 - 79.8	92.3 - 102.9
Air (including truck and air) .....	0.5 - 2.3	(X)
Rail .....	(X)	0.0 - 0.7
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	(X)	(X)
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Rhode Island		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	28.2 - 42.4	72.1 - 91.1
50 to 99 miles .....	7.1 - 15.3	5.3 - 11.9
100 to 249 miles .....	12.4 - 17.4	0.0 - 8.6
250 to 499 miles .....	3.7 - 6.0	0.0 - 2.3
500 to 749 miles .....	5.0 - 8.0	0.6 - 1.6
750 to 999 miles .....	4.3 - 7.6	0.3 - 1.9
1,000 to 1,499 miles .....	4.7 - 8.9	0.2 - 1.6
1,500 to 1,999 miles .....	2.4 - 3.4	0.2 - 0.6
2,000 miles or more .....	4.3 - 19.1	0.0 - 2.6
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: South Carolina**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in South Carolina</b>	<b>\$83.6 billion</b>	<b>117.2 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>1.4</b>	<b>1.2</b>

Commodity Shipments Originating in South Carolina Ranked by Value		Commodity Shipments Originating in South Carolina Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Textile mill products .....	18.4	Lumber or wood products excluding furniture .....	21.8
Chemicals or allied products .....	11.0	Nonmetallic minerals .....	17.0
Machinery, including computers .....	8.4	Petroleum or coal products .....	12.7
Food or kindred products .....	8.1	Clay, concrete, glass, or stone products .....	11.0
Apparel or other finished textile products .....	7.4	Chemicals or allied products .....	10.6
Other commodities .....	46.7	Other commodities .....	26.9
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in South Carolina Ranked by Value		Domestic Destinations of Shipments Originating in South Carolina Ranked by Weight	
State	Percent of value	State	Percent of weight
South Carolina .....	30.5	South Carolina .....	63.5
North Carolina .....	12.3	North Carolina .....	12.7
Georgia .....	9.4	Georgia .....	8.9
Florida .....	4.0	Virginia .....	1.6
Virginia .....	3.7	Florida .....	1.3
Michigan .....	3.3	Ohio .....	1.2
Other States .....	36.8	Other States .....	10.8
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in South Carolina		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	5.5	0.2
Truck (for-hire, private, and both private truck and for-hire truck) .....	86.8	88.9
Air (including truck and air) .....	0.7	-
Rail .....	4.9	7.9
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	**	0.1
Pipeline* .....	**	**
Truck and rail intermodal combination .....	**	**
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	2.1	2.9
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in South Carolina		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	19.1	52.5
50 to 99 miles .....	12.9	19.8
100 to 249 miles .....	22.1	13.6
250 to 499 miles .....	15.4	6.5
500 to 749 miles .....	16.9	4.4
750 to 999 miles .....	6.7	1.7
1,000 to 1,499 miles .....	2.0	0.8
1,500 to 1,999 miles .....	1.1	0.1
2,000 miles or more .....	3.9	0.5
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: South Carolina**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in South Carolina</b> (in billion \$ and million tons)	<b>76.72 - 90.48</b>	<b>96.38 - 138.02</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>1.27 - 1.50</b>	<b>0.97 - 1.40</b>

Commodity Shipments Originating in South Carolina Ranked by Value		Commodity Shipments Originating in South Carolina Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Textile mill products .....	14.6 - 22.3	Lumber or wood products excluding furniture .....	15.3 - 28.2
Chemicals or allied products .....	9.2 - 12.8	Nonmetallic minerals .....	13.4 - 20.6
Machinery, including computers .....	6.2 - 10.6	Petroleum or coal products .....	2.9 - 22.5
Food or kindred products .....	6.9 - 9.3	Clay, concrete, glass, or stone products .....	8.3 - 13.8
Apparel or other finished textile products .....	5.7 - 9.2	Chemicals or allied products .....	3.2 - 18.0
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in South Carolina Ranked by Value		Domestic Destinations of Shipments Originating in South Carolina Ranked by Weight	
State	Percent of value	State	Percent of weight
South Carolina .....	29.0 - 32.0	South Carolina .....	61.4 - 65.6
North Carolina .....	10.8 - 13.8	North Carolina .....	10.7 - 14.7
Georgia .....	8.6 - 10.2	Georgia .....	7.1 - 10.7
Florida .....	3.3 - 4.7	Virginia .....	1.3 - 1.9
Virginia .....	2.7 - 4.7	Florida .....	1.1 - 1.5
Michigan .....	1.7 - 5.0	Ohio .....	0.9 - 1.5
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in South Carolina		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	5.0 - 6.0	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	84.8 - 88.8	86.1 - 91.7
Air (including truck and air) .....	0.5 - 0.9	(X)
Rail .....	3.1 - 6.7	5.8 - 10.0
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	1.8 - 2.4	1.9 - 3.9
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in South Carolina		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	18.0 - 20.3	47.9 - 57.1
50 to 99 miles .....	11.6 - 14.2	15.2 - 24.4
100 to 249 miles .....	21.0 - 23.3	11.6 - 15.6
250 to 499 miles .....	14.1 - 16.7	5.8 - 7.2
500 to 749 miles .....	15.3 - 18.6	3.7 - 5.1
750 to 999 miles .....	5.1 - 8.4	1.4 - 2.0
1,000 to 1,499 miles .....	1.8 - 2.2	0.6 - 1.0
1,500 to 1,999 miles .....	0.9 - 1.3	(X)
2,000 miles or more .....	3.1 - 4.7	0.3 - 0.7
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).



**1993 Commodity Flow Survey State Summary: South Dakota**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in South Dakota</b>	<b>\$9.6 billion</b>	<b>25.2 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.2</b>	<b>0.3</b>

Commodity Shipments Originating in South Dakota Ranked by Value		Commodity Shipments Originating in South Dakota Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	21.3	Farm products .....	29.1
Chemicals or allied products .....	13.2	Nonmetallic minerals .....	22.5
Farm products .....	12.5	Clay, concrete, glass, or stone products .....	14.8
Machinery, including computers .....	10.7	Food or kindred products .....	12.2
Petroleum or coal products .....	4.9	Petroleum or coal products .....	7.1
Other commodities .....	37.5	Other commodities .....	14.4
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in South Dakota Ranked by Value		Domestic Destinations of Shipments Originating in South Dakota Ranked by Weight	
State	Percent of value	State	Percent of weight
South Dakota .....	40.0	South Dakota .....	55.1
Minnesota .....	12.1	Minnesota .....	15.3
Iowa .....	7.2	Iowa .....	5.7
California .....	4.1	North Dakota .....	2.5
Nebraska .....	3.5	Wyoming .....	2.5
Illinois .....	3.3	Michigan .....	1.8
Other States .....	29.8	Other States .....	17.1
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in South Dakota		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	10.9	0.2
Truck (for-hire, private, and both private truck and for-hire truck) .....	80.1	79.6
Air (including truck and air) .....	2.2	-
Rail .....	3.3	14.5
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	-	-
Pipeline* .....	-	-
Truck and rail intermodal combination .....	0.3	0.8
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	3.2	4.9
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in South Dakota		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	28.1	46.6
50 to 99 miles .....	13.1	12.6
100 to 249 miles .....	16.5	18.3
250 to 499 miles .....	15.7	12.4
500 to 749 miles .....	7.2	2.9
750 to 999 miles .....	6.4	3.8
1,000 to 1,499 miles .....	12.4	3.2
1,500 to 1,999 miles .....	0.6	0.2
2,000 miles or more .....	0.1	-
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: South Dakota**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in South Dakota</b> (in billion \$ and million tons)	<b>8.59 - 10.61</b>	<b>22.55 - 27.85</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.14 - 0.18</b>	<b>0.23 - 0.28</b>

Commodity Shipments Originating in South Dakota Ranked by Value		Commodity Shipments Originating in South Dakota Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	16.7 - 25.9	Farm products .....	19.2 - 39.0
Chemicals or allied products .....	7.5 - 18.8	Nonmetallic minerals .....	18.4 - 26.5
Farm products .....	9.2 - 15.8	Clay, concrete, glass, or stone products .....	9.2 - 20.4
Machinery, including computers .....	8.9 - 12.5	Food or kindred products .....	7.7 - 16.7
Petroleum or coal products .....	3.6 - 6.2	Petroleum or coal products .....	4.9 - 9.4
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in South Dakota Ranked by Value		Domestic Destinations of Shipments Originating in South Dakota Ranked by Weight	
State	Percent of value	State	Percent of weight
South Dakota .....	36.2 - 43.8	South Dakota .....	49.0 - 61.2
Minnesota .....	10.5 - 13.8	Minnesota .....	11.5 - 19.1
Iowa .....	5.9 - 8.5	Iowa .....	3.6 - 7.8
California .....	3.3 - 4.9	North Dakota .....	1.5 - 3.5
Nebraska .....	2.4 - 4.7	Wyoming .....	1.5 - 3.5
Illinois .....	2.5 - 4.1	Michigan .....	1.1 - 2.5
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in South Dakota		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	9.3 - 12.6	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	77.1 - 83.1	73.5 - 85.7
Air (including truck and air) .....	0.1 - 4.3	(X)
Rail .....	1.7 - 5.0	10.6 - 18.5
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	0.1 - 0.5	0.1 - 1.5
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	2.7 - 3.7	1.0 - 8.9
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in South Dakota		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	24.3 - 31.9	41.3 - 51.9
50 to 99 miles .....	11.5 - 14.8	10.8 - 14.4
100 to 249 miles .....	15.4 - 17.7	13.7 - 22.9
250 to 499 miles .....	13.7 - 17.7	7.5 - 17.3
500 to 749 miles .....	5.9 - 8.5	2.2 - 3.6
750 to 999 miles .....	5.7 - 7.1	2.8 - 4.8
1,000 to 1,499 miles .....	10.6 - 14.2	2.1 - 4.4
1,500 to 1,999 miles .....	0.4 - 0.8	0.0 - 0.4
2,000 miles or more .....	(X)	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Tennessee**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Tennessee</b>	<b>\$170.1 billion</b>	<b>174.5 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>2.8</b>	<b>1.8</b>

Commodity Shipments Originating in Tennessee Ranked by Value		Commodity Shipments Originating in Tennessee Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Apparel or other finished textile products .....	20.5	Nonmetallic minerals .....	28.3
Food or kindred products .....	11.6	Clay, concrete, glass, or stone products .....	12.4
Chemicals or allied products .....	10.3	Food or kindred products .....	11.8
Transportation equipment .....	10.2	Petroleum or coal products .....	11.4
Electrical machinery, equipment, or supplies .....	7.2	Chemicals or allied products .....	6.3
Other commodities .....	40.2	Other commodities .....	29.8
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Tennessee Ranked by Value		Domestic Destinations of Shipments Originating in Tennessee Ranked by Weight	
State	Percent of value	State	Percent of weight
Tennessee .....	25.6	Tennessee .....	60.8
Texas .....	6.9	Texas .....	5.4
Ohio .....	6.4	Georgia .....	3.7
Georgia .....	6.0	Kentucky .....	3.6
Michigan .....	4.9	Alabama .....	3.1
California .....	4.5	Mississippi .....	2.7
Other States .....	45.7	Other States .....	20.7
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Tennessee		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	6.6	0.3
Truck (for-hire, private, and both private truck and for-hire truck) .....	83.9	89.0
Air (including truck and air) .....	1.3	-
Rail .....	3.2	6.8
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	0.4	2.1
Pipeline* .....	-	-
Truck and rail intermodal combination .....	0.4	0.1
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	4.2	1.7
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Tennessee		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	18.8	54.3
50 to 99 miles .....	6.9	9.0
100 to 249 miles .....	18.6	13.1
250 to 499 miles .....	25.0	11.2
500 to 749 miles .....	16.6	5.5
750 to 999 miles .....	6.6	5.3
1,000 to 1,499 miles .....	1.5	0.4
1,500 to 1,999 miles .....	5.3	1.1
2,000 miles or more .....	0.7	0.2
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Tennessee**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Tennessee</b> (in billion \$ and million tons)	<b>142.96 - 197.24</b>	<b>152.97 - 196.03</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>2.36 - 3.27</b>	<b>1.55 - 1.99</b>

Commodity Shipments Originating in Tennessee Ranked by Value		Commodity Shipments Originating in Tennessee Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Apparel or other finished textile products .....	6.2 - 34.9	Nonmetallic minerals .....	20.0 - 36.6
Food or kindred products .....	9.5 - 13.7	Clay, concrete, glass, or stone products .....	9.4 - 15.3
Chemicals or allied products .....	7.6 - 13.0	Food or kindred products .....	9.9 - 13.8
Transportation equipment .....	7.7 - 12.7	Petroleum or coal products .....	8.4 - 14.4
Electrical machinery, equipment, or supplies .....	5.1 - 9.3	Chemicals or allied products .....	5.0 - 7.7
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Tennessee Ranked by Value		Domestic Destinations of Shipments Originating in Tennessee Ranked by Weight	
State	Percent of value	State	Percent of weight
Tennessee .....	22.2 - 29.1	Tennessee .....	56.9 - 64.8
Texas .....	5.6 - 8.2	Texas .....	2.4 - 8.4
Ohio .....	4.6 - 8.2	Georgia .....	3.4 - 4.0
Georgia .....	5.5 - 6.5	Kentucky .....	2.8 - 4.4
Michigan .....	3.1 - 6.7	Alabama .....	2.3 - 3.9
California .....	3.8 - 5.2	Mississippi .....	2.2 - 3.2
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Tennessee		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	5.6 - 7.6	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	80.1 - 87.7	86.0 - 92.1
Air (including truck and air) .....	0.6 - 2.0	(X)
Rail .....	2.4 - 4.0	5.0 - 8.6
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	0.1 - 0.7	0.8 - 3.4
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	0.1 - 0.7	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	2.4 - 6.0	1.2 - 2.2
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Tennessee		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	16.2 - 21.4	48.9 - 59.7
50 to 99 miles .....	5.8 - 8.1	7.9 - 10.2
100 to 249 miles .....	16.8 - 20.4	10.6 - 15.6
250 to 499 miles .....	22.4 - 27.6	9.2 - 13.2
500 to 749 miles .....	14.8 - 18.4	4.5 - 6.5
750 to 999 miles .....	5.1 - 8.1	2.2 - 8.4
1,000 to 1,499 miles .....	1.3 - 1.7	0.2 - 0.6
1,500 to 1,999 miles .....	4.6 - 6.0	0.8 - 1.4
2,000 miles or more .....	0.5 - 0.9	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Texas**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
Total shipments originating in Texas	\$451.8 billion	882.0 million tons
Percent of total U.S. shipments (preliminary U.S. estimate)	7.5	8.9

Commodity Shipments Originating in Texas Ranked by Value		Commodity Shipments Originating in Texas Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Petroleum or coal products.....	19.9	Petroleum or coal products.....	43.7
Chemicals or allied products.....	13.3	Chemicals or allied products.....	10.9
Food or kindred products.....	11.9	Nonmetallic minerals.....	10.5
Machinery, including computers.....	10.4	Clay, concrete, glass, or stone products.....	7.3
Electrical machinery, equipment, or supplies.....	5.1	Food or kindred products.....	5.9
Other commodities .....	39.4	Other commodities .....	21.6
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Texas Ranked by Value		Domestic Destinations of Shipments Originating in Texas Ranked by Weight	
State	Percent of value	State	Percent of weight
Texas.....	60.0	Texas.....	83.7
California.....	3.6	Louisiana.....	2.1
Louisiana.....	2.6	Missouri.....	1.1
Oklahoma.....	2.6	California.....	0.8
Illinois.....	1.9	Oklahoma.....	0.7
Georgia.....	1.7	Arkansas.....	0.7
Other States .....	27.6	Other States .....	10.9
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Texas		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	7.0	0.1
Truck (for-hire, private, and both private truck and for-hire truck) .....	68.2	51.6
Air (including truck and air) .....	1.9	-
Rail .....	6.7	14.8
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water)	2.1	5.1
Pipeline* .....	7.4	19.1
Truck and rail intermodal combination .....	0.3	0.2
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea)	1.0	3.0
Other, unknown, and withheld for sampling and disclosure reasons .....	5.4	6.1
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Texas		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	36.2	64.6
50 to 99 miles .....	5.0	8.4
100 to 249 miles .....	17.5	9.3
250 to 499 miles .....	10.0	6.4
500 to 749 miles .....	6.7	3.1
750 to 999 miles .....	9.4	3.4
1,000 to 1,499 miles .....	12.5	4.1
1,500 to 1,999 miles .....	2.6	0.6
2,000 miles or more .....	0.1	-
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Texas**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Texas</b> (in billion \$ and million tons)	<b>396.06 - 507.54</b>	<b>771.73 - 992.27</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>6.54 - 8.42</b>	<b>7.80 - 10.08</b>

Commodity Shipments Originating in Texas Ranked by Value		Commodity Shipments Originating in Texas Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Petroleum or coal products.....	14.1 - 25.8	Petroleum or coal products.....	30.4 - 57.1
Chemicals or allied products.....	10.9 - 15.6	Chemicals or allied products.....	8.7 - 13.2
Food or kindred products.....	10.3 - 13.5	Nonmetallic minerals.....	8.8 - 12.3
Machinery, including computers.....	4.8 - 16.0	Clay, concrete, glass, or stone products.....	5.5 - 9.1
Electrical machinery, equipment, or supplies.....	4.3 - 5.9	Food or kindred products.....	5.0 - 6.8
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Texas Ranked by Value		Domestic Destinations of Shipments Originating in Texas Ranked by Weight	
State	Percent of value	State	Percent of weight
Texas.....	56.1 - 64.0	Texas.....	80.7 - 86.7
California.....	3.1 - 4.1	Louisiana.....	1.3 - 2.9
Louisiana.....	2.3 - 2.9	Missouri.....	0.3 - 1.9
Oklahoma.....	2.1 - 3.1	California.....	0.6 - 1.0
Illinois.....	1.4 - 2.4	Oklahoma.....	0.5 - 0.9
Georgia.....	1.2 - 2.2	Arkansas.....	0.5 - 0.9
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Texas		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	5.9 - 8.2	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	63.4 - 73.0	46.6 - 56.6
Air (including truck and air) .....	1.2 - 2.6	(X)
Rail .....	5.2 - 8.2	11.0 - 18.6
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	1.5 - 2.7	3.7 - 6.6
Pipeline* .....	5.6 - 9.2	16.5 - 21.7
Truck and rail intermodal combination .....	0.1 - 0.5	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	0.3 - 1.7	1.4 - 4.7
Other, unknown, and withheld for sampling and disclosure reasons .....	4.6 - 6.2	4.0 - 8.2
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Texas		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	32.1 - 40.3	59.7 - 69.5
50 to 99 miles .....	4.5 - 5.5	6.4 - 10.4
100 to 249 miles .....	14.2 - 20.8	7.8 - 10.8
250 to 499 miles .....	9.2 - 10.8	4.9 - 7.9
500 to 749 miles .....	5.2 - 8.2	2.4 - 3.8
750 to 999 miles .....	8.7 - 10.1	2.4 - 4.4
1,000 to 1,499 miles .....	10.7 - 14.3	3.1 - 5.1
1,500 to 1,999 miles .....	2.1 - 3.1	0.4 - 0.8
2,000 miles or more .....	0.0 - 0.3	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

### 1993 Commodity Flow Survey State Summary: Utah

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Utah</b>	<b>\$35.6 billion</b>	<b>156.8 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.6</b>	<b>1.6</b>

Commodity Shipments Originating in Utah Ranked by Value		Commodity Shipments Originating in Utah Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	13.4	Metallic ores .....	51.1
Chemicals or allied products .....	10.8	Petroleum or coal products .....	7.4
Transportation equipment .....	7.6	Clay, concrete, glass, or stone products .....	7.0
Machinery, including computers .....	6.7	Nonmetallic minerals .....	6.1
Primary metal products .....	6.5	Chemicals or allied products .....	3.1
Other commodities .....	55.0	Other commodities .....	25.3
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Domestic Destinations of Shipments Originating in Utah Ranked by Value		Domestic Destinations of Shipments Originating in Utah Ranked by Weight	
State	Percent of value	State	Percent of weight
Utah .....	36.2	Utah .....	80.8
California .....	14.6	Nevada .....	1.7
Idaho .....	4.4	Oregon .....	0.9
Oregon .....	3.5	Wyoming .....	0.9
Nevada .....	3.4	Idaho .....	0.9
Texas .....	2.6	Colorado .....	0.8
Other States .....	35.3	Other States .....	14.0
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Utah		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	10.6	0.1
Truck (for-hire, private, and both private truck and for-hire truck) .....	69.7	26.6
Air (including truck and air) .....	4.2	-
Rail .....	7.7	28.9
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water)	0.1	-
Pipeline* .....	2.3	1.7
Truck and rail intermodal combination .....	**	**
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea)	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	5.4	42.7
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Utah		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	29.3	61.8
50 to 99 miles .....	5.0	**
100 to 249 miles .....	6.8	**
250 to 499 miles .....	9.1	4.8
500 to 749 miles .....	21.6	**
750 to 999 miles .....	2.4	1.1
1,000 to 1,499 miles .....	9.8	1.2
1,500 to 1,999 miles .....	14.2	0.5
2,000 miles or more .....	1.9	0.1
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Utah**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Utah</b> (in billion \$ and million tons)	<b>30.62 - 40.58</b>	<b>100.83 - 212.77</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.51 - 0.67</b>	<b>1.02 - 2.16</b>

Commodity Shipments Originating in Utah Ranked by Value		Commodity Shipments Originating in Utah Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	10.8 - 15.9	Metallic ores .....	13.4 - 88.8
Chemicals or allied products .....	5.8 - 15.9	Petroleum or coal products .....	4.3 - 10.5
Transportation equipment .....	4.8 - 10.4	Clay, concrete, glass, or stone products .....	3.0 - 11.0
Machinery, including computers .....	4.4 - 9.1	Nonmetallic minerals .....	2.6 - 9.7
Primary metal products .....	4.1 - 9.0	Chemicals or allied products .....	1.2 - 4.9
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Utah Ranked by Value		Domestic Destinations of Shipments Originating in Utah Ranked by Weight	
State	Percent of value	State	Percent of weight
Utah .....	33.4 - 39.0	Utah .....	72.1 - 89.5
California .....	12.0 - 17.2	Nevada .....	0.0 - 3.5
Idaho .....	3.3 - 5.6	Oregon .....	0.0 - 2.2
Oregon .....	2.2 - 4.8	Wyoming .....	0.1 - 1.7
Nevada .....	2.3 - 4.6	Idaho .....	0.2 - 1.6
Texas .....	2.1 - 3.1	Colorado .....	0.0 - 1.6
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Utah		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	9.3 - 11.9	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	64.6 - 74.8	16.7 - 36.6
Air (including truck and air) .....	2.6 - 5.9	(X)
Rail .....	4.9 - 10.5	19.2 - 38.6
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	1.3 - 3.3	0.0 - 4.0
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	4.9 - 5.9	24.3 - 61.1
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Utah		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	26.3 - 32.3	47.7 - 76.0
50 to 99 miles .....	3.9 - 6.2	(X)
100 to 249 miles .....	5.5 - 8.1	(X)
250 to 499 miles .....	7.5 - 10.8	2.2 - 7.4
500 to 749 miles .....	18.8 - 24.4	(X)
750 to 999 miles .....	1.9 - 2.9	0.1 - 2.1
1,000 to 1,499 miles .....	7.7 - 11.9	0.7 - 1.7
1,500 to 1,999 miles .....	10.6 - 17.8	0.0 - 1.2
2,000 miles or more .....	1.6 - 2.2	0.0 - 0.3
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).



**1993 Commodity Flow Survey State Summary: Vermont**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Vermont</b>	<b>\$8.6 billion</b>	<b>12.3 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.1</b>	<b>0.1</b>

Commodity Shipments Originating in Vermont Ranked by Value		Commodity Shipments Originating in Vermont Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Electrical machinery, equipment, or supplies .....	26.7	Nonmetallic mineral .....	44.6
Food or kindred products .....	13.8	Lumber or wood products, excluding furniture .....	18.0
Pulp, paper, or allied products .....	6.2	Clay, concrete, glass or stone .....	12.8
Machinery, including computers .....	5.4	Food or kindred products .....	10.8
Lumber or wood products, excluding furniture .....	5.3	Petroleum or coal products .....	3.5
Other commodities .....	42.7	Other commodities .....	10.2
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Vermont Ranked by Value		Domestic Destinations of Shipments Originating in Vermont Ranked by Weight	
State	Percent of value	State	Percent of weight
Vermont .....	34.2	Vermont .....	68.1
New York .....	9.1	New Hampshire .....	6.6
California .....	7.0	New York .....	6.5
Massachusetts .....	6.4	Massachusetts .....	3.3
Texas .....	3.9	Maine .....	2.4
New Hampshire .....	3.4	Michigan .....	1.3
Other States .....	36.0	Other States .....	11.8
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Vermont		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	13.1	0.4
Truck (for-hire, private, and both private truck and for-hire truck) .....	74.9	95.5
Air (including truck and air) .....	8.6	-
Rail .....	0.8	**
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	-	-
Pipeline* .....	-	-
Truck and rail intermodal combination .....	**	**
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	2.6	4.1
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Vermont		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	18.5	71.4
50 to 99 miles .....	20.5	7.2
100 to 249 miles .....	14.9	8.8
250 to 499 miles .....	10.6	6.4
500 to 749 miles .....	7.7	2.4
750 to 999 miles .....	9.6	1.5
1,000 to 1,499 miles .....	4.7	1.2
1,500 to 1,999 miles .....	4.8	0.5
2,000 miles or more .....	8.8	0.6
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Vermont**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Vermont</b> (in billion \$ and million tons)	<b>7.03 - 10.17</b>	<b>10.72 - 13.88</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.08 - 0.12</b>	<b>0.09 - 0.11</b>

Commodity Shipments Originating in Vermont Ranked by Value		Commodity Shipments Originating in Vermont Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Electrical machinery, equipment, or supplies .....	7.0 - 46.3	Nonmetallic mineral .....	29.6 - 59.7
Food or kindred products .....	10.5 - 17.0	Lumber or wood products, excluding furniture .....	12.2 - 23.7
Pulp, paper, or allied products .....	2.7 - 9.8	Clay, concrete, glass or stone .....	7.2 - 18.5
Machinery, including computers .....	3.5 - 7.3	Food or kindred products .....	4.6 - 17.0
Lumber or wood products, excluding furniture .....	3.9 - 6.7	Petroleum or coal products .....	2.1 - 4.9
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Vermont Ranked by Value		Domestic Destinations of Shipments Originating in Vermont Ranked by Weight	
State	Percent of value	State	Percent of weight
Vermont .....	27.9 - 40.4	Vermont .....	61.9 - 74.4
New York .....	6.6 - 11.6	New Hampshire .....	4.3 - 8.9
California .....	3.7 - 10.3	New York .....	4.7 - 8.3
Massachusetts .....	4.6 - 8.2	Massachusetts .....	1.3 - 5.3
Texas .....	2.8 - 5.1	Maine .....	1.0 - 3.9
New Hampshire .....	2.4 - 4.4	Michigan .....	0.5 - 2.1
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Vermont		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	10.5 - 15.7	0.2 - 0.6
Truck (for-hire, private, and both private truck and for-hire truck) .....	70.0 - 79.8	89.8 - 101.2
Air (including truck and air) .....	4.0 - 13.2	(X)
Rail .....	0.5 - 1.1	(X)
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	1.8 - 3.4	3.6 - 4.6
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Vermont		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	14.6 - 22.5	65.6 - 77.2
50 to 99 miles .....	12.9 - 28.1	4.9 - 9.5
100 to 249 miles .....	11.3 - 18.5	4.5 - 13.1
250 to 499 miles .....	8.0 - 13.2	3.1 - 9.7
500 to 749 miles .....	5.9 - 9.5	1.4 - 3.4
750 to 999 miles .....	8.5 - 10.8	1.0 - 2.0
1,000 to 1,499 miles .....	3.2 - 6.2	0.5 - 1.9
1,500 to 1,999 miles .....	3.8 - 5.8	0.3 - 0.7
2,000 miles or more .....	5.8 - 11.8	0.4 - 0.8
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Virginia**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Virginia</b>	<b>\$114.6 billion</b>	<b>289.2 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>1.9</b>	<b>2.9</b>

Commodity Shipments Originating in Virginia Ranked by Value		Commodity Shipments Originating in Virginia Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	15.4	Coal .....	35.8
Chemicals or allied products .....	8.9	Nonmetallic minerals .....	17.0
Electrical machinery, equipment, or supplies .....	6.5	Petroleum or coal products .....	10.5
Transportation equipment .....	6.4	Clay, concrete, glass, or stone products .....	10.5
Machinery, including computers .....	5.8	Lumber or wood products, excluding furniture .....	8.3
Other commodities .....	57.0	Other commodities .....	17.9
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Virginia Ranked by Value		Domestic Destinations of Shipments Originating in Virginia Ranked by Weight	
State	Percent of value	State	Percent of weight
Virginia .....	36.5	Virginia .....	71.6
North Carolina .....	7.5	North Carolina .....	6.8
Maryland .....	6.2	Maryland .....	3.1
Pennsylvania .....	4.3	Pennsylvania .....	2.5
New York .....	4.1	West Virginia .....	2.2
California .....	3.5	Tennessee .....	2.0
Other States .....	37.9	Other States .....	11.8
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Virginia		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	9.7	0.2
Truck (for-hire, private, and both private truck and for-hire truck) .....	81.2	70.0
Air (including truck and air) .....	1.5	-
Rail .....	3.6	17.3
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	0.2	**
Pipeline* .....	**	-
Truck and rail intermodal combination .....	**	0.7
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	3.8	11.8
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Virginia		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	27.2	60.2
50 to 99 miles .....	12.4	13.5
100 to 249 miles .....	18.1	11.6
250 to 499 miles .....	20.0	11.7
500 to 749 miles .....	9.5	1.2
750 to 999 miles .....	4.0	0.7
1,000 to 1,499 miles .....	3.1	**
1,500 to 1,999 miles .....	1.4	0.1
2,000 miles or more .....	4.3	0.2
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Virginia**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Virginia</b> (in billion \$ and million tons)	<b>105.17 - 124.03</b>	<b>208.33 - 370.07</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>1.73 - 2.05</b>	<b>2.11 - 3.75</b>

Commodity Shipments Originating in Virginia Ranked by Value		Commodity Shipments Originating in Virginia Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products .....	13.1 - 17.8	Coal .....	5.4 - 66.2
Chemicals or allied products .....	7.6 - 10.2	Nonmetallic minerals .....	11.3 - 22.7
Electrical machinery, equipment, or supplies .....	4.9 - 8.1	Petroleum or coal products .....	6.9 - 14.1
Transportation equipment .....	4.5 - 8.3	Clay, concrete, glass, or stone products .....	3.5 - 17.5
Machinery, including computers .....	4.2 - 7.4	Lumber or wood products, excluding furniture .....	5.5 - 11.2
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Virginia Ranked by Value		Domestic Destinations of Shipments Originating in Virginia Ranked by Weight	
State	Percent of value	State	Percent of weight
Virginia .....	34.9 - 38.2	Virginia .....	66.3 - 76.9
North Carolina .....	6.5 - 8.5	North Carolina .....	4.8 - 8.8
Maryland .....	4.7 - 7.7	Maryland .....	1.8 - 4.4
Pennsylvania .....	4.0 - 4.6	Pennsylvania .....	1.2 - 3.8
New York .....	3.6 - 4.6	West Virginia .....	0.9 - 3.5
California .....	2.4 - 4.7	Tennessee .....	1.5 - 2.5
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Virginia		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	7.6 - 11.8	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	77.9 - 84.5	61.5 - 78.5
Air (including truck and air) .....	0.4 - 2.7	(X)
Rail .....	2.9 - 4.3	12.5 - 22.1
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	0.0 - 0.4	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	0.2 - 1.2
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	3.5 - 4.1	9.2 - 14.4
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Virginia		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	25.2 - 29.2	51.5 - 68.9
50 to 99 miles .....	11.4 - 13.4	7.4 - 19.6
100 to 249 miles .....	16.0 - 20.2	7.3 - 15.9
250 to 499 miles .....	18.9 - 21.2	9.1 - 14.3
500 to 749 miles .....	8.5 - 10.5	1.0 - 1.4
750 to 999 miles .....	3.7 - 4.3	0.2 - 1.2
1,000 to 1,499 miles .....	2.4 - 3.8	(X)
1,500 to 1,999 miles .....	0.9 - 1.9	(X)
2,000 miles or more .....	3.0 - 5.6	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Washington**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Washington</b>	<b>\$123.2 billion</b>	<b>259.4 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>2.0</b>	<b>2.6</b>

Commodity Shipments Originating in Washington Ranked by Value		Commodity Shipments Originating in Washington Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Transportation equipment .....	28.0	Lumber or wood products, excluding furniture .....	27.9
Food or kindred products .....	15.6	Nonmetallic minerals .....	24.5
Lumber or wood products, excluding furniture .....	7.6	Petroleum or coal products .....	15.6
Petroleum or coal products .....	6.4	Farm products .....	8.4
Machinery, including computers .....	5.0	Food or kindred products .....	5.9
Other commodities .....	37.4	Other commodities .....	17.7
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Washington Ranked by Value		Domestic Destinations of Shipments Originating in Washington Ranked by Weight	
State	Percent of value	State	Percent of weight
Washington .....	55.8	Washington .....	83.8
California .....	8.1	Oregon .....	5.5
Oregon .....	6.1	California .....	4.5
Illinois .....	1.9	Idaho .....	1.2
Alaska .....	1.8	Alaska .....	0.6
Kansas .....	1.8	Illinois .....	0.4
Other States .....	24.5	Other States .....	4.0
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Washington		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	8.4	0.1
Truck (for-hire, private, and both private truck and for-hire truck) .....	64.7	71.6
Air (including truck and air) .....	4.5	-
Rail .....	3.6	6.0
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	1.7	6.1
Pipeline* .....	1.2	3.0
Truck and rail intermodal combination .....	0.3	0.2
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	1.0	**
Other, unknown, and withheld for sampling and disclosure reasons .....	14.6	13.0
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Washington		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	46.8	73.8
50 to 99 miles .....	5.8	8.5
100 to 249 miles .....	9.6	7.1
250 to 499 miles .....	2.0	1.4
500 to 749 miles .....	3.5	1.5
750 to 999 miles .....	5.1	1.2
1,000 to 1,499 miles .....	5.7	**
1,500 to 1,999 miles .....	8.7	2.0
2,000 miles or more .....	12.7	1.2
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Washington**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Washington</b> (in billion \$ and million tons)	<b>111.24 - 135.16</b>	<b>234.65 - 284.15</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>1.80 - 2.20</b>	<b>2.34 - 2.86</b>

Commodity Shipments Originating in Washington Ranked by Value		Commodity Shipments Originating in Washington Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Transportation equipment .....	18.1 - 37.9	Lumber or wood products, excluding furniture .....	19.7 - 36.1
Food or kindred products .....	12.5 - 18.7	Nonmetallic minerals .....	17.4 - 31.6
Lumber or wood products, excluding furniture .....	6.0 - 9.3	Petroleum or coal products .....	11.7 - 19.6
Petroleum or coal products .....	4.9 - 7.9	Farm products .....	5.4 - 11.3
Machinery, including computers .....	4.0 - 6.0	Food or kindred products .....	4.9 - 6.8
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Washington Ranked by Value		Domestic Destinations of Shipments Originating in Washington Ranked by Weight	
State	Percent of value	State	Percent of weight
Washington .....	51.0 - 60.6	Washington .....	80.8 - 86.8
California .....	6.3 - 9.9	Oregon .....	4.4 - 6.7
Oregon .....	5.0 - 7.3	California .....	1.5 - 7.5
Illinois .....	0.6 - 3.2	Idaho .....	0.7 - 1.7
Alaska .....	1.5 - 2.1	Alaska .....	0.4 - 0.8
Kansas .....	0.8 - 2.8	Illinois .....	0.2 - 0.6
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Washington		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	6.8 - 10.1	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	60.5 - 69.0	67.5 - 75.8
Air (including truck and air) .....	1.7 - 7.3	(X)
Rail .....	2.9 - 4.3	3.5 - 8.5
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	1.3 - 2.1	2.9 - 9.3
Pipeline* .....	0.4 - 2.0	1.2 - 4.8
Truck and rail intermodal combination .....	0.1 - 0.5	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	0.7 - 1.3	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	10.2 - 19.0	10.4 - 15.6
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Washington		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	41.5 - 52.1	69.5 - 78.1
50 to 99 miles .....	5.1 - 6.5	4.9 - 12.1
100 to 249 miles .....	8.1 - 11.1	5.8 - 8.4
250 to 499 miles .....	1.7 - 2.3	0.9 - 1.9
500 to 749 miles .....	2.8 - 4.2	1.2 - 1.8
750 to 999 miles .....	4.1 - 6.1	0.9 - 1.5
1,000 to 1,499 miles .....	4.1 - 7.4	(X)
1,500 to 1,999 miles .....	6.2 - 11.2	1.3 - 2.7
2,000 miles or more .....	7.9 - 17.5	0.7 - 1.7
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: West Virginia**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
Total shipments originating in West Virginia	\$34.9 billion	234.2 million tons
Percent of total U.S. shipments (preliminary U.S. estimate)	0.6	2.4

Commodity Shipments Originating in West Virginia Ranked by Value		Commodity Shipments Originating in West Virginia Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Chemicals or allied products .....	17.4	Coal .....	67.6
Coal .....	12.8	Petroleum or coal products .....	16.7
Primary metal products .....	12.5	Chemicals or allied products .....	3.5
Petroleum or coal products .....	9.1	Nonmetallic minerals .....	3.4
Food or kindred products .....	6.6	Lumber or wood products, excluding furniture .....	2.4
Other commodities .....	41.6	Other commodities .....	6.4
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in West Virginia Ranked by Value		Domestic Destinations of Shipments Originating in West Virginia Ranked by Weight	
State	Percent of value	State	Percent of weight
West Virginia .....	25.4	West Virginia .....	36.3
Ohio .....	11.8	Ohio .....	11.7
Virginia .....	7.5	Virginia .....	11.6
Pennsylvania .....	7.4	Pennsylvania .....	9.9
New York .....	3.9	Michigan .....	5.0
Kentucky .....	3.3	North Carolina .....	3.7
Other States .....	40.7	Other States .....	21.8
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in West Virginia		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	**	-
Truck (for-hire, private, and both private truck and for-hire truck) .....	64.9	29.0
Air (including truck and air) .....	2.0	-
Rail .....	14.0	43.3
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	4.9	20.1
Pipeline* .....	**	**
Truck and rail intermodal combination .....	**	0.9
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	14.2	6.7
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in West Virginia		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	25.4	40.6
50 to 99 miles .....	13.1	8.5
100 to 249 miles .....	21.0	18.1
250 to 499 miles .....	24.5	26.7
500 to 749 miles .....	6.5	4.5
750 to 999 miles .....	4.0	1.2
1,000 to 1,499 miles .....	1.6	0.2
1,500 to 1,999 miles .....	0.5	-
2,000 miles or more .....	3.3	0.2
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: West Virginia**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in West Virginia</b> (in billion \$ and million tons)	<b>31.17 - 38.63</b>	<b>203.38 - 265.02</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.51 - 0.64</b>	<b>2.05 - 2.69</b>

Commodity Shipments Originating in West Virginia Ranked by Value		Commodity Shipments Originating in West Virginia Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Chemicals or allied products .....	12.3 - 22.5	Coal .....	52.6 - 82.6
Coal .....	10.4 - 15.2	Petroleum or coal products .....	10.0 - 23.5
Primary metal products .....	9.3 - 15.7	Chemicals or allied products .....	2.3 - 4.6
Petroleum or coal products .....	6.1 - 12.0	Nonmetallic minerals .....	1.5 - 5.3
Food or kindred products .....	5.2 - 8.0	Lumber or wood products, excluding furniture .....	1.5 - 3.3
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in West Virginia Ranked by Value		Domestic Destinations of Shipments Originating in West Virginia Ranked by Weight	
State	Percent of value	State	Percent of weight
West Virginia .....	22.1 - 28.7	West Virginia .....	29.9 - 42.7
Ohio .....	10.2 - 13.5	Ohio .....	9.6 - 13.8
Virginia .....	5.7 - 9.3	Virginia .....	6.5 - 16.7
Pennsylvania .....	6.1 - 8.7	Pennsylvania .....	7.4 - 12.4
New York .....	2.9 - 4.9	Michigan .....	2.2 - 7.8
Kentucky .....	2.6 - 4.0	North Carolina .....	1.6 - 5.8
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in West Virginia		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	(X)	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	59.4 - 70.4	25.9 - 32.1
Air (including truck and air) .....	1.2 - 2.8	(X)
Rail .....	12.0 - 16.0	36.2 - 50.4
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	3.8 - 6.0	17.4 - 22.8
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	(X)	0.1 - 1.7
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	13.2 - 15.2	4.7 - 8.7
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in West Virginia		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	21.8 - 29.0	34.4 - 46.9
50 to 99 miles .....	7.7 - 18.5	6.0 - 11.0
100 to 249 miles .....	17.6 - 24.5	14.7 - 21.6
250 to 499 miles .....	22.0 - 27.0	20.5 - 33.0
500 to 749 miles .....	4.7 - 8.3	2.0 - 7.0
750 to 999 miles .....	3.2 - 4.8	0.7 - 1.7
1,000 to 1,499 miles .....	0.9 - 2.3	0.0 - 0.4
1,500 to 1,999 miles .....	0.2 - 0.8	(X)
2,000 miles or more .....	2.3 - 4.3	0.0 - 0.4
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).



**1993 Commodity Flow Survey State Summary: Wisconsin**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Wisconsin</b>	<b>\$143.3 billion</b>	<b>166.0 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>2.4</b>	<b>1.7</b>

Commodity Shipments Originating in Wisconsin Ranked by Value		Commodity Shipments Originating in Wisconsin Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products.....	22.3	Nonmetallic minerals.....	22.4
Machinery, including computers.....	10.9	Food or kindred products.....	17.6
Pulp, paper, or allied products.....	8.3	Petroleum or coal products.....	13.6
Transportation equipment.....	8.0	Clay, concrete, glass, or stone products.....	8.7
Electrical machinery, equipment, or supplies.....	6.3	Lumber or wood products, excluding furniture.....	8.2
Other commodities .....	44.3	Other commodities .....	29.6
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Domestic Destinations of Shipments Originating in Wisconsin Ranked by Value		Domestic Destinations of Shipments Originating in Wisconsin Ranked by Weight	
State	Percent of value	State	Percent of weight
Wisconsin.....	35.1	Wisconsin.....	69.5
Illinois.....	11.1	Illinois.....	7.3
Michigan.....	5.8	Minnesota.....	4.0
Minnesota.....	5.2	Michigan.....	3.3
California.....	3.8	Texas.....	1.5
Ohio.....	3.4	Ohio.....	1.3
Other States .....	35.6	Other States .....	13.1
<b>Total .....</b>	<b>100.0</b>	<b>Total .....</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Wisconsin		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	8.9	0.3
Truck (for-hire, private, and both private truck and for-hire truck) .....	83.8	87.8
Air (including truck and air) .....	1.1	-
Rail .....	2.5	6.6
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water)	**	**
Pipeline* .....	**	**
Truck and rail intermodal combination .....	0.4	0.3
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea)	**	**
Other, unknown, and withheld for sampling and disclosure reasons .....	3.3	5.0
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Wisconsin		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	23.1	57.4
50 to 99 miles .....	13.6	13.4
100 to 249 miles .....	17.2	11.8
250 to 499 miles .....	15.2	6.8
500 to 749 miles .....	10.8	4.0
750 to 999 miles .....	10.1	3.6
1,000 to 1,499 miles .....	4.5	1.6
1,500 to 1,999 miles .....	5.4	1.5
2,000 miles or more .....	0.1	-
<b>Total .....</b>	<b>100.0</b>	<b>100.0</b>

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Wisconsin**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Wisconsin</b> (in billion \$ and million tons)	<b>134.11 - 152.49</b>	<b>147.16 - 184.84</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>2.21 - 2.53</b>	<b>1.48 - 1.88</b>

Commodity Shipments Originating in Wisconsin Ranked by Value		Commodity Shipments Originating in Wisconsin Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Food or kindred products.....	18.8 - 25.8	Nonmetallic minerals.....	17.1 - 27.8
Machinery, including computers.....	9.4 - 12.4	Food or kindred products.....	14.6 - 20.5
Pulp, paper, or allied products.....	7.1 - 9.4	Petroleum or coal products.....	7.3 - 19.9
Transportation equipment.....	5.4 - 10.5	Clay, concrete, glass, or stone products.....	6.8 - 10.6
Electrical machinery, equipment, or supplies.....	5.6 - 7.0	Lumber or wood products, excluding furniture.....	5.9 - 10.5
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Wisconsin Ranked by Value		Domestic Destinations of Shipments Originating in Wisconsin Ranked by Weight	
State	Percent of value	State	Percent of weight
Wisconsin.....	33.3 - 36.9	Wisconsin.....	66.1 - 73.0
Illinois.....	10.3 - 11.9	Illinois.....	5.8 - 8.8
Michigan.....	5.1 - 6.5	Minnesota.....	2.4 - 5.7
Minnesota.....	4.7 - 5.7	Michigan.....	2.6 - 4.0
California.....	3.5 - 4.1	Texas.....	1.0 - 2.0
Ohio.....	3.1 - 3.7	Ohio.....	1.1 - 1.5
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Wisconsin		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	7.8 - 10.1	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	81.8 - 85.8	84.4 - 91.2
Air (including truck and air) .....	0.9 - 1.3	(X)
Rail .....	2.0 - 3.0	5.3 - 7.9
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	(X)	(X)
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	0.2 - 0.6	0.1 - 0.5
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	3.0 - 3.6	3.5 - 6.5
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Wisconsin		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	21.1 - 25.1	53.6 - 61.2
50 to 99 miles .....	13.1 - 14.1	12.4 - 14.4
100 to 249 miles .....	16.1 - 18.4	10.7 - 13.0
250 to 499 miles .....	13.9 - 16.5	5.2 - 8.5
500 to 749 miles .....	10.1 - 11.5	3.3 - 4.7
750 to 999 miles .....	9.6 - 10.6	2.9 - 4.3
1,000 to 1,499 miles .....	4.0 - 5.0	1.1 - 2.1
1,500 to 1,999 miles .....	5.1 - 5.7	1.2 - 1.8
2,000 miles or more .....	(X)	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

**1993 Commodity Flow Survey State Summary: Wyoming**  
 Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Wyoming</b>	<b>\$9.0 billion</b>	<b>292.3 million tons</b>
<b>Percent of total U.S. shipments (preliminary U.S. estimate)</b>	<b>0.1</b>	<b>3.0</b>

Commodity Shipments Originating in Wyoming Ranked by Value		Commodity Shipments Originating in Wyoming Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Coal .....	22.3	Coal .....	81.6
Petroleum or coal products .....	14.8	Petroleum or coal products .....	4.7
Machinery, including computers .....	4.3	Nonmetallic minerals .....	2.4
Food or kindred products .....	3.4	Clay, concrete, glass, or stone products .....	1.1
Clay, concrete, glass, or stone products .....	2.8	Lumber or wood products, excluding furniture .....	0.7
Other commodities .....	52.4	Other commodities .....	9.5
Total .....	100.0	Total .....	100.0

Domestic Destinations of Shipments Originating in Wyoming Ranked by Value		Domestic Destinations of Shipments Originating in Wyoming Ranked by Weight	
State	Percent of value	State	Percent of weight
Wyoming .....	29.2	Wyoming .....	15.7
Texas .....	7.2	Texas .....	14.3
Colorado .....	5.6	Missouri .....	7.5
Oklahoma .....	2.8	Kansas .....	7.5
Missouri .....	2.6	Oklahoma .....	6.3
Kansas .....	2.2	Iowa .....	6.2
Other States .....	50.4	Other States .....	42.5
Total .....	100.0	Total .....	100.0

Modes of Transportation for Shipments Originating in Wyoming		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	2.1	-
Truck (for-hire, private, and both private truck and for-hire truck) .....	29.8	7.3
Air (including truck and air) .....	**	**
Rail .....	56.8	85.3
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) ....	0.4	3.5
Pipeline* .....	**	-
Truck and rail intermodal combination .....	1.6	**
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) ....	-	-
Other, unknown, and withheld for sampling and disclosure reasons .....	9.3	3.9
Total .....	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Wyoming		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	22.0	11.4
50 to 99 miles .....	5.3	1.3
100 to 249 miles .....	8.7	5.8
250 to 499 miles .....	5.7	7.4
500 to 749 miles .....	**	30.7
750 to 999 miles .....	9.9	22.6
1,000 to 1,499 miles .....	11.3	19.8
1,500 to 1,999 miles .....	2.0	0.9
2,000 miles or more .....	-	-
Total .....	100.0	100.0

\* CFS data for pipelines exclude most shipments of crude oil.

\*\* Some or all data suppressed to avoid disclosure or because data are statistically unreliable.

- Represents zero or less than 1 unit of measurement.

NOTE: Data are estimates based on a sample and subject to error. See Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey, TC92-CF (Washington, DC: 1996).

**90-Percent Confidence Intervals for 1993 Commodity Flow Survey State Summary: Wyoming**

Tabulation by the Bureau of Transportation Statistics, U.S. Department of Transportation

Summary	Value	Weight
<b>Total shipments originating in Wyoming</b> (in billion \$ and million tons)	<b>5.21 - 12.79</b>	<b>240.37 - 344.23</b>
<b>Percent of total U.S. shipments</b> (preliminary U.S. estimate)	<b>0.09 - 0.21</b>	<b>2.43 - 3.49</b>

Commodity Shipments Originating in Wyoming Ranked by Value		Commodity Shipments Originating in Wyoming Ranked by Weight	
Commodity	Percent of value	Commodity	Percent of weight
Coal .....	11.7 - 32.9	Coal .....	61.8 - 98.3
Petroleum or coal products .....	6.0 - 23.6	Petroleum or coal products .....	2.9 - 6.5
Machinery, including computers .....	2.1 - 6.5	Nonmetallic minerals .....	1.1 - 3.7
Food or kindred products .....	1.1 - 5.8	Clay, concrete, glass, or stone products .....	0.7 - 1.5
Clay, concrete, glass, or stone products .....	0.5 - 5.1	Lumber or wood products, excluding furniture .....	0.2 - 1.1
Other commodities .....	(NA)	Other commodities .....	(NA)
Total .....	(X)	Total .....	(X)

Domestic Destinations of Shipments Originating in Wyoming Ranked by Value		Domestic Destinations of Shipments Originating in Wyoming Ranked by Weight	
State	Percent of value	State	Percent of weight
Wyoming .....	18.7 - 39.7	Wyoming .....	10.6 - 20.8
Texas .....	5.7 - 8.7	Texas .....	12.0 - 16.6
Colorado .....	2.5 - 8.7	Missouri .....	5.4 - 9.6
Oklahoma .....	2.0 - 3.6	Kansas .....	4.5 - 10.5
Missouri .....	1.5 - 3.8	Oklahoma .....	4.3 - 8.3
Kansas .....	1.4 - 3.0	Iowa .....	3.6 - 8.8
Other States .....	(NA)	Other States .....	(NA)
Total .....	(X)	Total .....	(X)

Modes of Transportation for Shipments Originating in Wyoming		
Modes	Percent of value	Percent of weight
Parcel, U.S. Postal Service, or courier service .....	0.6 - 3.6	(X)
Truck (for-hire, private, and both private truck and for-hire truck) .....	23.9 - 35.7	5.9 - 8.7
Air (including truck and air) .....	(X)	(X)
Rail .....	45.1 - 68.5	80.9 - 89.7
Water (inland water, Great Lakes, deep sea, truck and water, and rail and water) .....	0.1 - 0.7	0.9 - 6.1
Pipeline* .....	(X)	(X)
Truck and rail intermodal combination .....	0.1 - 3.1	(X)
Other intermodal (truck and pipeline, inland and Gt. Lakes, inland and deep sea) .....	(X)	(X)
Other, unknown, and withheld for sampling and disclosure reasons .....	7.3 - 11.3	1.9 - 5.9
Total .....	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Wyoming		
Distance	Percent of value	Percent of weight
Less than 50 miles .....	12.8 - 31.2	6.8 - 16.0
50 to 99 miles .....	3.0 - 7.6	0.8 - 1.8
100 to 249 miles .....	6.2 - 11.2	3.5 - 8.1
250 to 499 miles .....	3.4 - 8.0	5.3 - 9.5
500 to 749 miles .....	(X)	24.9 - 36.5
750 to 999 miles .....	8.3 - 11.6	21.1 - 24.1
1,000 to 1,499 miles .....	9.3 - 13.3	15.0 - 24.6
1,500 to 1,999 miles .....	0.9 - 3.2	0.2 - 1.6
2,000 miles or more .....	(X)	(X)
Total .....	(X)	(X)

\* CFS data for pipelines exclude most shipments of crude oil.

NA Not available.

X Not applicable.

NOTE: For explanation of 90-percent confidence intervals see Appendix B, "Reliability of the Data," in source document.

SOURCE: U.S. Department of Commerce, Bureau of the Census, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, TC92-CF (Washington, DC: 1996).

## **Appendices**

These appendices are reproduced from individual CFS State reports, *1992 Census of Transportation, Communications, and Utilities, 1993 Commodity Flow Survey*, published by the U.S. Department of Commerce, Bureau of the Census. Please note that appendix B excludes tables on statistical reliability measures since 90-percent confidence intervals for state-specific data are provided in this summary report.

## Appendix A. Comparability With Previous Surveys

The Commodity Flow Survey (CFS) restores a data program on commodity flows that the Census Bureau conducted as a part of its 5-year economic census program from 1963 through 1977. The Census Bureau last published commodity flow data for the 1977 Commodity Transportation Survey (CTS). Data collected for a modified 1983 CTS did not meet the Census Bureau quality standards, and were not published. Funding was not available to conduct the 1987 CTS. The following table shows a comparison of the 1977, 1983, and 1993 surveys. For the 1993 CFS, the Census Bureau incorporated improvements identified from the evaluation of previous surveys and additional research.

Item	1977	1983 <sup>1</sup>	1993
1. Industry coverage	All manufacturers	All manufacturers  Grain wholesalers Petroleum bulk plants	Manufacturers (minor exceptions) Selected mining establishments Mining (except mining services and oil and gas extraction) All wholesale Video tape distributors Catalog mail- order houses Auxiliaries (e. g., warehouses)
2. Sample size	Approximately 20,000 establishments selected from the Census of Manufactures' universe of 350,000	Approximately 71,000 establishments selected from a universe of approximately 339,000 in- scope establishments on the 1982 SSEL**	Approximately 200,000 establishments selected from a universe of approximately 800,000 in- scope establishments on the 1992 SSEL**
3. Survey methodology	Respondents took a sample of all shipments for the previous year.  For each sampled shipment, respondents reported data, including commodity code	Respondents summarized data on their shipments for the previous year  No shipment sample No reporting of commodity	Respondents took a sample of their individual outbound shipments for a 2- week period during each of the four calendar quarters of 1993  For each sampled shipment, respondents reported data, including commodity code
4. Mode of transportation	Rail  For- hire motor carrier, ICC For- hire motor carrier, non- ICC Private truck Air Water  Pipeline Parcel delivery	Piggyback rail Rail Motor carrier  Private truck Air Water  Parcel delivery	Rail  For- hire truck  Private truck Air Inland water and/ or Great Lakes Deep sea water Pipeline Parcel delivery

Item	1977	1983 <sup>1</sup>	1993
4. Mode of transportation (continued)			Courier
	Other	Other	U. S. Postal Service Other/ unknown
5. Data items requested on questionnaire	For <b>each</b> shipment:  Total value Value of each commodity Total weight Weight of each commodity  <b>All</b> commodities <b>Primary</b> mode of transportation- Origin (considered as establishment's mailing address)  Destination	<b>Aggregated</b> data for 1983:  Total value of products shipped and services Total weight of products shipped Total percent of weight exported Total percent of weight shipped < 25 miles  Origin (considered as establishment's mailing address)  For each State of destination: Total weight shipped Percent of weight, by mode Percent of weight exported	For each shipment:  Total value Total weight  <b>Major</b> commodity <b>All</b> modes of transportation Origin (respondent provided; could be other than mailing address)  Destination Containerized (Y/ N) Hazardous material (Y/ N) Export (Y/ N)

<sup>1</sup> The 1983 survey results were not published because post survey evaluation uncovered significant deficiencies in the quality of the data.

\*\* Standard Statistical Establishment List.

## **Appendix B. Reliability of the Data**

### **RELIABILITY OF THE ESTIMATES**

An estimate based on a sample survey potentially contains two types of errors—sampling and nonsampling. Sampling errors occur because the estimate is based on a sample, not on the entire universe. Nonsampling errors can be attributed to many sources in the collection and processing of the data. The accuracy of a survey result is affected jointly by the two types of errors. The following is a description of the sampling and nonsampling errors associated with the estimates computed from the 1993 Commodity Flow Survey (CFS).

### **MEASURES OF SAMPLING VARIABILITY**

Because the estimates were based on a sample, exact agreement with the results that would be obtained from a complete census of establishments in the CFS frame using the same enumeration procedure was not expected. However, because each establishment in the Standard Statistical Establishment List (SSEL) in the specified Standard Industrial Classifications (SIC) had a known probability of being selected into the sample, it is possible to estimate the sampling variability of the estimates.

The standard error of the estimate is a measure of the variability among the values of the estimate computed from all possible samples of the same size and design. Thus, it is a measure of the precision with which an estimate from a

particular sample approximates the results of a complete enumeration. The coefficient of variation is the standard error of the estimate divided by the value being estimated. It is expressed as a percent. Note that measures of sampling variability, such as the standard error or coefficient of variation, are estimated from the sample and are also subject to sampling variability. Coefficients of variation for number of shipments, dollar value, shipment weight (tons), and ton-miles estimates are shown in tables B- 1 through B- 7 in this appendix. Standard errors for the corresponding percentage estimates are also shown there.

The standard errors and coefficients of variation presented in these tables permit certain confidence statements about the sample estimates. The particular sample used in this survey was one of a large number of samples of the same size that could have been selected using the same design. In about 9 out of 10 (90 percent) of these samples, the estimates would differ from the results of a complete enumeration by less than 1.65 times the standard error of the estimate. In about 19 out of 20 (95 percent) of the samples, the estimates would differ from the result of a complete enumeration by less than twice the standard error of the estimate.

To illustrate the computations involved in the above confidence statements as related to the dollar value estimates, assume that an estimate of shipment value published in table 6 is \$10,750 million for a



particular commodity and mode of transportation, and that the coefficient of variation for this estimate, as given in appendix A, table B- 6 is 1. 8 percent, or 0. 018. Multiplying \$10,750 million by 0.018 yields the standard error, \$194 million. Typical practice is to construct a 90- or 95- percent confidence interval. Multiplying \$194 million by 1.65 gives \$320 million. Therefore, a 90- percent confidence interval is \$10,430 million to \$11,070 million (\$ 10,750 million plus or minus \$320 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 the intervals would contain the figure obtained from a complete enumeration. Similarly, a 95- percent confidence interval is \$10,362 million to \$11,138 million (\$ 10,750 million plus or minus \$388 million).

To illustrate the computations involved related to the percentage estimates, assume that the percentage estimate of shipment value published in table 6 is 25 percent for a particular commodity and mode of transportation, and that the standard error of this estimate, as given in appendix A, table B- 6 is 2. 2 percent, or 0. 022. Multiplying 2.2 percent by 1.65 gives 3. 6 percent. So a 90- percent confidence interval is 21.4 percent to 28.6 percent (25 percent plus or minus 3. 6 percent.) If corresponding confidence intervals were constructed for all possible samples of the same size and design, approximately 9 out of 10 (90 percent) of the intervals would contain the figure obtained from a complete enumeration.

## NONSAMPLING ERRORS

As calculated for this report, the standard error and coefficient of variation measures sampling errors but does not measure any systematic biases in the data. Bias is the difference, averaged over all possible samples of the same size and design, between the estimate and the true value being estimated.

In the CFS as in other surveys nonsampling errors can be attributed to many sources: (1) inability to obtain information about all cases in the sample, (2) response errors, (3) definitional difficulties, (4) differences in the interpretation of questions, (5) mistakes in coding or recoding the data obtained, and (6) other errors of collection, response, coverage, and estimation. These nonsampling errors also occur in complete censuses.

Some sources of error are specific to the CFS: (1) Some respondents may have sampled incorrectly when selecting a sample of their documents, (2) some reporters may have used but not reported other units for their measurements— tons instead of pounds, dollars instead of thousands of dollars, etc., (3) on any shipment selected for sample, only the major commodity (by weight) was reported; secondary commodities within shipments were not recorded. Although unlikely, this might lead to a net undercoverage of some secondary commodities. These and other problems could yield a bias of undetermined amount in certain estimates.

Another possible source of bias in estimating the number of shipments, value, shipment weight (tons), and ton- miles is the imputation of missing data and for

data which fail edit. Any systematic error in the imputation procedure can introduce bias into the estimates.

Although no direct measurement of the 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.

Biases in the published estimates are due in large part to imputing data for nonrespondents and for data which fail edit. The overall imputation rate for the survey was 30 to 40 percent.

## Appendix C.

# Sample Design, Survey Methodology, and Estimation

### SAMPLE DESIGN

The sample for the Commodity Flow Survey( CFS) is a stratified three- stage probability design where the first-stage sample units are establishments, the second- stage units are 2- week periods of 1993, and the third- stage units are shipments. In a probability sample, (1) there are distinct samples that can be selected, (2) each sample has a known probability of selection, and (3) one of the distinct samples is chosen.

In the first stage, approximately 200,000 domestic establishments were selected from a universe of 800,000 establishments engaged in mining, manufacturing, wholesale, and selected retail and service activities, as well as auxiliaries (e. g., warehouses) of multiestablishment companies. Establishments classified in farming, forestry, fishing, oil and gas extraction, government, construction, or transportation, and most establishments in retail and services are not covered by the CFS.

Establishments were selected from the 1992 Standard Statistical Establishment List (SSEL) of business establishments with paid employees. The SSEL, maintained by the Bureau of the Census, is a central multipurpose computerized name and address file of all known multiestablishment firms, and single- establishment employer firms. Establishments having 1991 payroll and classified in the kinds of business of interest to the survey were eligible for selection. The establishments in the survey universe were stratified by Standard

Industrial Classification<sup>1</sup> (SIC), National Transportation Analysis Region (NTAR), and Type of Operation Code (TOC). (The Department of Transportation (DOT) developed the NTAR's to create geographic regions that could be used in conjunction with other DOT data to measure and analyze nationwide patterns of transportation demands and activities.) Within each stratum (1) the establishments were divided into certainty and noncertainty establishments based on employment size, (2) certainties (typically large firms) were automatically selected, and (3) a sample of noncertainty establishments was selected with probability proportional to estimated size, where the measure of size was based on annual payroll. The manner in which the sample was selected ensured that, if an establishment was twice as large as another establishment, it would typically have twice the chance of being selected. The final sample contained 106,362 certainty establishments and 90,814 noncertainty establishments.

In the second stage, establishments selected for the CFS were asked to report for a predetermined 2- week period in each of the four quarters of calendar year 1993. Entire 2- week periods were used to reduce the effect of any daily or weekly bias. Each week of the quarter began a different 2- week reporting period, resulting in 13 possible reporting periods originating in the first quarter. Each sampled establishment was randomly assigned one of these thirteen 2- week reporting periods in the

---

<sup>1</sup> Standard Industrial Classification Manual: 1987. For sale by Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402. Stock No. 041- 001- 00314- 2.

first quarter. To avoid potential quarterly cycles, reporting periods in subsequent quarters were assigned so that an establishment did not report at the same time each quarter. In all, responses were obtained for 8 out of 52 weeks during 1993.

In the third stage of sampling, for each of the 2- week periods determined in the second stage, a reporting establishment selected a systematic sample of its shipments from its files. The questionnaire provided sampling instructions that typically resulted in a sample of between 20 and 50 shipments being selected each quarter.

#### SURVEY METHODOLOGY

The 1993 Commodity Flow Survey (CFS) is an establishment-based shipper survey that used mailout/ mailback data collection. Respondents were asked to select a sample of their outbound shipments and to report, for each sampled shipment, the major commodity, weight, value, transportation mode( s), origin, destination, and indicators of whether the shipment was an export, hazardous material, or containerized. For exports we also collected the mode of export and city and country of destination. For multi-commodity shipments, the respondents were instructed to report the commodity that made up the greatest percent-age of the shipment's weight.

Two report forms were used for the survey— the CFS- 1000 (the primary questionnaire) and the CFS- 2000, which was sent in the fourth quarter to a subsample of establishments. The CFS- 2000 contained additional questions about the establishment's transportation equipment and access to shipping facilities. See appendix E for sample questionnaires.

#### ESTIMATION

Estimates in this survey are derived from weighted shipment data and are then adjusted using several factors to account for nonresponse, undercoverage, and response errors. Selected establishments reported for

a sample of their shipments. We weighted these shipments to represent the establishment's shipments for the year. Each establishment's data were then weighted by the inverse of the establishment's probability of being selected into the sample, which allows data from selected establishments to represent nonselected establishments. We also used results from the economic census of Mineral Industries, Manufactures, Wholesale, Retail, and Service to construct adjustment factors at the establishment level and at the SIC level. We adjusted individual establishments to the Census to correct for sampling error and nonsampling error in the selection of shipments within the establishment. We per-formed the SIC-level adjustment to correct for sampling error in the selection of establishments and to account for undercoverage and establishment nonresponse.

## Appendix D. Standard Transportation Commodity Classification Code Information

The commodities shown in this report are classified in accordance with the Classification (STCC) system, published by the Association of American Railroads.<sup>2</sup>

We provided respondents with a listing of STCC 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 this report, we aggregated the STCC codes to the two-digit level. The following provides a description of each STCC code.

STCC code	Commodity description	STCC code	Commodity description
1	Farm products	30	Rubber or miscellaneous plastics products
8	Forest products	31	Leather or leather products
9	Fresh fish	32	Clay, concrete, glass, or stone products
10	Metallic ores	33	Primary metal products
11	Coal	34	Fabricated metal products
13	Crude petroleum, natural gas or gasoline	35	Machinery, excluding electrical
14	Nonmetallic ores, minerals, excluding fuels	36	Electrical machinery, equipment, or supplies
19	Ordnance or accessories	37	Transportation equipment
20	Food and kindred products	38	Instruments, photographic goods, optical goods, watches, or clocks
21	Tobacco products, excluding insecticides	39	Miscellaneous products of manufacturing
22	Textile mill products	40	Waste or scrap materials not identified by producing industry
23	Apparel or other finished textile products or knit apparel	41	Miscellaneous freight shipments
24	Lumber or wood products, excluding furniture	42	Containers, carriers or devices, shipping, returned empty
25	Furniture or fixtures	48	Waste hazardous materials or waste hazardous substances
26	Pulp, paper, or allied products		
27	Printed matter		
28	Chemicals or allied products		
29	Petroleum or coal products	--	Commodity unknown

<sup>2</sup> For additional information on the STCC system, contact: STCC Technical Committee, c/o Committee Secretary, Association of American Railroads, 50 F Street, NW, Room 5603, Washington, DC 20001- 1564. Telephone number 202- 639- 2332; fax number 202- 639- 2312.

## **Appendix E. Sample Report Forms and Instructions**

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

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

FORM 9-2-92 U.S. DEPARTMENT OF COMMERCE BUREAU OF THE CENSUS  
**CFS-1000**  
**1993 COMMODITY FLOW SURVEY**  
**CENSUS OF TRANSPORTATION**

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

**YOUR RESPONSE IS REQUIRED BY LAW.** Title 13, United States Code, requires businesses and other organizations that receive this questionnaire to answer the questions and return the report to the Census Bureau. By the same law, **YOUR CENSUS REPORT IS CONFIDENTIAL.** It may be seen only by Census Bureau employees and may be used only for statistical purposes. Further, copies retained in respondents' files are immune from legal process.

**BUREAU OF THE CENSUS**  
**1201 East 10th Street**  
**Jeffersonville IN 47132-0001**

**RETURN TO**

**INSTRUCTIONS**

Please read the accompanying instructions before completing this questionnaire. The sampling instructions beginning on page 2 of the questionnaire describe how to take a **sample** of your outbound shipments **covering the two-week period shown above.** You should use your sales invoices, bills of lading, and any other file of shipping documents which represents your total outbound shipments (or deliveries).

**Item F, Shipment Characteristics** — Beginning on page 2, provide the information requested for each of your **sampled** shipments. If book figures are not available for weight, value, etc., please provide an estimate.

**Item A ESTABLISHMENT NAME**  
 Is the establishment name shown in the mailing address correct?  
 1  Yes  
 2  No — Enter correct name. ↘

**Item B OPERATIONAL STATUS OF ESTABLISHMENT** — Mark (X) the **ONE** box which best describes this establishment during the 2-week period shown above.  
 1  In operation  
 2  Temporarily or seasonally inactive  
 3  Ceased operation — Give date → Month/Day/Year

**Item C PHYSICAL LOCATION** (PO boxes or rural routes are not physical locations.)  
 Is this establishment's physical location the same as the address shown in the label?  
 1  Yes  
 2  No — Enter physical location below. ↘

Number and street  
 City, town, village, etc. State ZIP Code

**Item D ORIGIN OF SHIPMENTS**  
 During the two-week period, did any of your shipments (or deliveries) originate from locations other than this physical location?  
 1  No — Skip to Item E on page 2. Enter an "A" as the origin code in column (k) of item F for all shipments.  
 2  Yes — Enter the City, State, and ZIP Code of these other locations in rows B, C, and D.

Origin code	City	State	ZIP Code
<b>A</b>	Location in mailing address or in Item C.	—	—
<b>B</b>			
<b>C</b>			
<b>D</b>			

Does your **Census File Number (CFN)** shown in the address box above, begin with a "0" (zero)?  
 1  Yes — Include shipments from those other locations in your sampling, and use the appropriate origin code (A, B, C, or D) in column (k) of item F for all shipments selected. Now skip to Item E.  
 2  No — Do any of these other locations keep their own records for these shipments?  
 1  Yes — Omit shipments from these other locations that maintain their own records from your sampling.  
 2  No — Include shipments from these other locations in your sample, and place the appropriate origin code (A, B, C, or D) in column (k) of item F for all shipments selected.

**Item E SOURCE DOCUMENT**

Please mark (X) the **main** document that you will use to obtain the requested information.

- 1  Sales invoices  
 2  Bills of lading  
 3  Other — *Specify* ↗

**SAMPLE SELECTION INSTRUCTIONS**

1. Enter your total number of shipments for the 2-week period.

**NOTE** — Remove any voided invoices, credit memoranda, etc. from the files, if possible, before estimating the total number of shipments.

2. Find the range in column (1) at right that includes the number entered in 1 above. Put an (X) in column (2) beside it.
3. If your total number of shipments is 40 or less, provide data for **every** shipment during the 2-week period in Item F. If the number of shipments is 41 or more, continue with steps 4 and 5 to select the shipments to report.

Number of shipments (1)	Mark (X) one (2)	"Take every" number (3)	Expected sample size (4)
0—40		Select every shipment	1—40
41—100		2	20—50
101—200		5	20—40
201—400		10	20—40
401—800		20	20—40
801—1600		40	20—40
1601 or more		Call Census 1-800-528-3049	

**CONTINUE ON NEXT PAGE.** ↗

**Item F SHIPMENT CHARACTERISTICS**

Line No. (a)	Shipment		Total				Commodity		
	Number (b)	Date (c)		Value (Dollars) (d)			Weight (Pounds) (e)	Code (f)	Description (Largest weight) (g)
		M	D	Mil.	Thou.	Dol.			
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									

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

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

**2** — Private truck  
**3** — For-hire truck

**4** — Railroad  
*Continued* →



**SAMPLE SELECTION INSTRUCTIONS — Continued**

**4.** Note the "Take every" number in column (3) next to the "X" you marked in column (2). Beginning with the first shipment in the file for the period, count the shipments until you reach the "Take every" number. Select that shipment as the first one to report on in item F.

6th shipment, count off 5 more, and select the 10th shipment. Resume counting with the 11th and select the 15th, 20th shipment, etc. until you reach the end of the file. You will have selected 35 shipments to report on in Item F.

Continuing with the next shipment, begin counting from 1 until you reach the "Take every" number again. Select that shipment. Continue this process until you reach the end of the file.

**NOTE** – If your sample of shipments includes any voided invoices, credit memoranda, etc., write "VOID" in column (b) for that shipment. Leave the rest of the line blank.

**EXAMPLE:**

If 176 is entered in 1, mark (X) the third row of the table. The "Take every" number is 5. Begin counting with the first shipment in the file and select the 5th shipment to report in Item F. Now beginning with the

**5. Sample validation** — After sample selection is done, compare the number of selected shipments to the expected sample size in column (4). If the number of selected shipments is above or below the range, recheck the sample selection.

Hazardous material? (Y/N) (h)	Domestic mode(s) of transport <i>Enter all that apply using codes shown below.</i> (i)	Containerized? (Y/N) (j)	Origin code (k)	Domestic destination (or port/airport/border crossing of exit for exports) (l)			Export? (Y/N) (m)	Export mode (n)	Foreign destination (for export shipments only) (o)		Line No. (p)
				City	State	ZIP Code			City	Country	
											1
											2
											3
											4
											5
											6
											7
											8
											9
											10
											11
											12
											13
											14
											15



5 — Inland water and/or Great Lakes  
6 — Deep sea water

7 — Pipeline  
8 — Air

9 — Other mode  
0 — Unknown

**Item F SHIPMENT CHARACTERISTICS — Continued**

Line No. (a)	Shipment		Total				Commodity		
	Number (b)	Date (c)		Value (Dollars) (d)			Weight (Pounds) (e)	Code (f)	Description (Largest weight) (g)
		M	D	Mil.	Thou.	Dol.			
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
26									
27									
28									
29									
30									
31									
32									
33									
34									
35									
36									
37									
38									
39									
40									

Mode of transport codes for columns (i) and (n)  **1** — Parcel delivery, courier, or U.S. Postal Service **2** — Private truck **3** — For-hire truck **4** — Railroad *Continued* 

Hazardous material? (Y/N) (h)	Domestic mode(s) of transport <i>Enter all that apply using codes shown below.</i> (i)	Containerized? (Y/N) (j)	Origin code (k)	Domestic destination (or port/airport/border crossing of exit for exports) (l)			Export? (Y/N) (m)	Export mode (n)	Foreign destination (for export shipments only) (o)		Line No. (p)
				City	State	ZIP Code			City	Country	
											16
											17
											18
											19
											20
											21
											22
											23
											24
											25
											26
											27
											28
											29
											30
											31
											32
											33
											34
											35
											36
											37
											38
											39
											40



5 — Inland water and/or Great Lakes  
6 — Deep sea water

7 — Pipeline  
8 — Air

9 — Other mode  
0 — Unknown

**Item F SHIPMENT CHARACTERISTICS — Continued**

Line No. (a)	Shipment			Total			Commodity		
	Number (b)	Date (c)		Value (Dollars) (d)			Weight (Pounds) (e)	Code (f)	Description (Largest weight) (g)
		M	D	Mil.	Thou.	Dol.			
41									
42									
43									
44									
45									
46									
47									
48									
49									
50									

Mode of transport codes for columns (i) and (n)  **1** — Parcel delivery, courier, or U.S. Postal Service **2** — Private truck **3** — For-hire truck **4** — Railroad *Continued* 

REMARKS

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

**Item G CERTIFICATION**

Name of person to contact regarding this report — <i>Please print</i>	Telephone number — <i>Include area code</i>	Date
Signature	Title	

Hazardous material? (Y/N) (h)	Domestic mode(s) of transport <i>Enter all that apply using codes shown below.</i> (i)	Containerized? (Y/N) (j)	Origin code (k)	Domestic destination (or port/airport/border crossing of exit for exports) (l)			Export? (Y/N) (m)	Export mode (n)	Foreign destination (for export shipments only) (o)		Line No. (p)
				City	State	ZIP Code			City	Country	
											<b>41</b>
											<b>42</b>
											<b>43</b>
											<b>44</b>
											<b>45</b>
											<b>46</b>
											<b>47</b>
											<b>48</b>
											<b>49</b>
											<b>50</b>

**5** — Inland water and/or Great Lakes      **7** — Pipeline      **9** — Other mode  
**6** — Deep sea water                              **8** — Air                              **0** — Unknown

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

THANK YOU FOR COMPLETING YOUR REPORT

U.S. DEPARTMENT OF COMMERCE  
BUREAU OF THE CENSUS  
**1993 COMMODITY FLOW SURVEY**  
**CENSUS OF TRANSPORTATION**

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

**YOUR RESPONSE IS REQUIRED BY LAW.** Title 13, United States Code, requires businesses and other organizations that receive this questionnaire to answer the questions and return the report to the Census Bureau. By the same law, **YOUR CENSUS REPORT IS CONFIDENTIAL.** It may be seen only by Census Bureau employees and may be used only for statistical purposes. Further, copies retained in respondents' files are immune from legal process.

**BUREAU OF THE CENSUS**  
1201 East 10th Street  
Jeffersonville IN 47132-0001

**RETURN TO**

**INSTRUCTIONS**

**NOTE NEW ITEMS: G, H, I, and J on pages 6 - 8.**  
Please complete these items even if you have no shipments to report during the two-week reporting period.

**Item A ESTABLISHMENT NAME**

Is the establishment name shown in the mailing address correct?

- 1  Yes  
2  No — Enter correct name.

**Item B OPERATIONAL STATUS OF ESTABLISHMENT — Mark (X) the ONE box which best describes this establishment during the 2-week period shown above.**

- 1  In operation  
2  Temporarily or seasonally inactive  
3  Ceased operation — Give date  → Month/Day/Year

**Item C PHYSICAL LOCATION (PO boxes or rural routes are not physical locations.)**

- Is this establishment's physical location the same as the address shown in the label?  
1  Yes  
2  No — Enter physical location below.

Number and street

City, town, village, etc.

State ZIP Code

**Item D ORIGIN OF SHIPMENTS**

During the two-week period, did any of your shipments (or deliveries) originate from locations other than this physical location?

- 1  No — Skip to Item E on page 2. Enter an "A" as the origin code in column (k) of item F for all shipments.  
2  Yes — Enter the City, State, and ZIP Code of these other locations in rows B, C, and D.

Origin code	City	State	ZIP Code
<b>A</b>	Location in mailing address or in Item C.	—	—
<b>B</b>			
<b>C</b>			
<b>D</b>			

Does your **Census File Number (CFN)** shown in the address box above, begin with a "0" (zero)?

- 1  Yes — Include shipments from those other locations in your sampling, and use the appropriate origin code (A, B, C, or D) in column (k) of item F for all shipments selected. Now skip to Item E.  
2  No — Do any of these other locations keep their own records for these shipments?  
1  Yes — Omit shipments from these other locations that maintain their own records from your sampling.  
2  No — Include shipments from these other locations in your sample, and place the appropriate origin code (A, B, C, or D) in column (k) of item F for all shipments selected.

**FOR ASSISTANCE IN COMPLETING THIS FORM, CALL 1-800-528-3049**

**CONTINUE ON PAGE 2**

**Item E SOURCE DOCUMENT**

Please mark (X) the **main** document that you will use to obtain the requested information.

- 1  Sales invoices      3  Other — *Specify* ↗  
 2  Bills of lading

**SAMPLE SELECTION INSTRUCTIONS**

1. Enter your total number of shipments for the 2-week period.

**NOTE** — Remove any voided invoices, credit memoranda, etc. from the files, if possible, before estimating the total number of shipments.

2. Find the range in column (1) at right that includes the number entered in 1 above. Put an (X) in column (2) beside it.
3. If your total number of shipments is 40 or less, provide data for **every** shipment during the 2-week period in Item F. If the number of shipments is 41 or more, continue with steps 4 and 5 to select the shipments to report.

Number of shipments (1)	Mark (X) one (2)	"Take every" number (3)	Expected sample size (4)
0-40		<i>Select every shipment</i>	1-40
41-100		2	20-50
101-200		5	20-40
201-400		10	20-40
401-800		20	20-40
801-1600		40	20-40
1601 or more		<i>Call Census 1-800-528-3049</i>	

**CONTINUE ON NEXT PAGE.** ↗

**Item F SHIPMENT CHARACTERISTICS**

Line No. (a)	Shipment		Total				Commodity		
	Number (b)	Date (c)		Value (Dollars) (d)			Weight (Pounds) (e)	Code (f)	Description (g)
		M	D	Mil.	Thou.	Dol.			
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									

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

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

**2** — Private truck  
**3** — For-hire truck

**4** — Railroad  
*Continued* →

**SAMPLE SELECTION INSTRUCTIONS — Continued**

**4.** Note the "Take every" number in column (3) next to the "X" you marked in column (2). Beginning with the first shipment in the file for the period, count the shipments until you reach the "Take every" number. Select that shipment as the first one to report on in item F.

6th shipment, count off 5 more, and select the 10th shipment. Resume counting with the 11th and select the 15th, 20th shipment, etc. until you reach the end of the file. You will have selected 35 shipments to report on in Item F.

Continuing with the next shipment, begin counting from 1 until you reach the "Take every" number again. Select that shipment. Continue this process until you reach the end of the file.

**NOTE** – If your sample of shipments includes any voided invoices, credit memoranda, etc., write "VOID" in column (b) for that shipment. Leave the rest of the line blank.

**EXAMPLE:**

If 176 is entered in 1, mark (X) the third row of the table. The "Take every" number is 5. Begin counting with the first shipment in the file and select the 5th shipment to report in Item F. Now beginning with the

**5. Sample validation** — After sample selection is done, compare the number of selected shipments to the expected sample size in column (4). If the number of selected shipments is above or below the range, recheck the sample selection.

Hazardous material? (Y/N) (h)	Domestic mode(s) of transport Enter all that apply using codes shown below. (i)	Containerized? (Y/N) (j)	Origin code (k)	Domestic destination (or port/airport/border crossing of exit for exports) (l)			Export? (Y/N) (m)	Export mode (n)	Foreign destination (for export shipments only) (o)		Line No. (p)
				City	State	ZIP Code			City	Country	
											1
											2
											3
											4
											5
											6
											7
											8
											9
											10
											11
											12
											13
											14
											15

5 — Inland water and/or Great Lakes  
6 — Deep sea water



7 — Pipeline  
8 — Air

9 — Other mode  
0 — Unknown



**Item F SHIPMENT CHARACTERISTICS — Continued**

Line No. (a)	Shipment		Total				Commodity		
	Number (b)	Date (c)		Value (Dollars) (d)			Weight (Pounds) (e)	Code (f)	Description (g)
		M	D	Mil.	Thou.	Dol.			
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
26									
27									
28									
29									
30									
31									
32									
33									
34									
35									
36									
37									
38									
39									
40									

Mode of transport codes for columns (i) and (n)  **1** — Parcel delivery, courier, or U.S. Postal Service      **2** — Private truck      **3** — For-hire truck      **4** — Railroad  
*Continued* 

Hazardous material? (Y/N) (h)	Domestic mode(s) of transport Enter all that apply using codes shown below. (i)	Containerized? (Y/N) (j)	Origin code (k)	Domestic destination (or port/airport/border crossing of exit for exports) (l)			Export? (Y/N) (m)	Export mode (n)	Foreign destination (for export shipments only) (o)		Line No. (p)
				City	State	ZIP Code			City	Country	
											16
											17
											18
											19
											20
											21
											22
											23
											24
											25
											26
											27
											28
											29
											30
											31
											32
											33
											34
											35
											36
											37
											38
											39
											40

5 — Inland water and/or Great Lakes  
6 — Deep sea water

7 — Pipeline  
8 — Air

9 — Other mode  
0 — Unknown







**Item F SHIPMENT CHARACTERISTICS — Continued**

Line No. (a)	Shipment		Total				Commodity		
	Number (b)	Date (c)		Value (Dollars) (d)			Weight (Pounds) (e)	Code (f)	Description (g)
		M	D	Mil.	Thou.	Dol.			
41									
42									
43									
44									
45									
46									
47									
48									
49									
50									

Mode of transport codes for columns (i) and (n)  **1** — Parcel delivery, courier, or U.S. Postal Service **2** — Private truck **3** — For-hire truck **4** — Railroad *Continued* 

**Item G AVAILABILITY AND USE OF ON-SITE SHIPPING FACILITIES**

In column (b), mark "Yes" or "No" for each type of shipping facility to indicate whether or not this type of facility existed on-site during 1993. For each "Yes" in column (b), mark "Yes" or "No" in column (c) to indicate whether or not you **used** the facility on your premises for **outbound shipments** during 1993.

Type of shipping facility (a)	Was a shipping facility of this type on your premises during 1993? (b)	Did you <b>use</b> this facility on your premises for <b>outbound shipments</b> during 1993? (c)
1. Rail siding	1 <input type="checkbox"/> Yes  2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No
2. Waterway dock, Great Lakes	1 <input type="checkbox"/> Yes  2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No
3. Waterway dock, inland water	1 <input type="checkbox"/> Yes  2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No
4. Waterway dock, deep sea water	1 <input type="checkbox"/> Yes  2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No
5. Airport/landing strip capable of handling your shipments	1 <input type="checkbox"/> Yes  2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No
6. Pipeline terminal	1 <input type="checkbox"/> Yes  2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No

Hazardous material? (Y/N) (h)	Domestic mode(s) of transport Enter all that apply using codes shown below. (i)	Containerized? (Y/N) (j)	Origin code (k)	Domestic destination (or port/airport/border crossing of exit for exports) (l)			Export? (Y/N) (m)	Export mode (n)	Foreign destination (for export shipments only) (o)		Line No. (p)
				City	State	ZIP Code			City	Country	
											41
											42
											43
											44
											45
											46
											47
											48
											49
											50

5 — Inland water and/or Great Lakes      7 — Pipeline      9 — Other mode  
6 — Deep sea water      8 — Air      0 — Unknown

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

In column (b), mark "Yes" or "No" for each type of shipping facility to indicate whether or not you **used** an off-site facility of that type for **outbound shipments** during 1993. For those marked "Yes", enter the miles to that off-site facility in column (c), and the mode of transport used to reach that facility in column (d). The modes are listed below.

Type of shipping facility (a)	Did you <b>use</b> this type of off-site facility for <b>outbound shipments</b> during 1993? (b)	Distance to the off-site facility of this type that you used most in 1993 (Report in miles - estimates are acceptable) (c)	Mode of transport used to reach that facility (Enter a code from the list below) (d)
1. Rail siding	1 <input type="checkbox"/> Yes → 2 <input type="checkbox"/> No		
2. Waterway dock, deep sea water	1 <input type="checkbox"/> Yes → 2 <input type="checkbox"/> No		
3. Waterway dock, Great Lakes	1 <input type="checkbox"/> Yes → 2 <input type="checkbox"/> No		
4. Waterway dock, inland water	1 <input type="checkbox"/> Yes → 2 <input type="checkbox"/> No		
5. Airport/landing strip capable of handling your shipments	1 <input type="checkbox"/> Yes → 2 <input type="checkbox"/> No		
6. Pipeline terminal	1 <input type="checkbox"/> Yes → 2 <input type="checkbox"/> No		

1 - Trailer on Flat Car (TOFC)      3 - For-Hire Truck      5 - Water      7 - Air  
2 - Private Truck      4 - Rail      6 - Pipeline      8 - Other

**Item I USE AND AVAILABILITY OF TRANSPORTATION EQUIPMENT**

During 1993, did this location use any of the following types of equipment for outbound shipments? Please check yes or no. For each equipment type in Item 1 below enter the approximate percentage of your total outbound rail shipments that used that type of rail car. These percentages should add to 100%. If you had no rail shipments, leave the percentages blank.

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

**Item J TRANSPORTATION DECISIONS**

During 1993, who generally decided on the mode of transportation for your outbound shipments? *Mark (X) appropriate box.*

1  Your company                      2  Receiver of shipment                      3  Other

Remarks

---



---



---



---

**Item K CERTIFICATION**

Name of person to contact regarding this report – <i>Please print</i>	Telephone number – <i>Include area code</i>	Date
Signature	Title	

---

# Instructions for Completing the Commodity Flow Survey

---

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

## Part I – GENERAL INFORMATION

### Purpose of the Survey

The Commodity Flow Survey (CFS) will produce statistics on the movement of commodities and the types of transportation used. It will describe the relationships among shipment characteristics such as weight, value, mileage, type of commodity, and the type of transportation used. The results of this survey will provide a basis for in-depth analyses of policy issues that impact the transportation systems of the United States.

For the Commodity Flow Survey, we are asking you to use all of your basic documents such as sales invoices, bills of lading, shipping logs, etc., to provide the data needed regarding outbound movement of all commodities: date, value, weight, commodity description, hazardous material designation, mode of transport, whether containerized or not, and destination. For exports, we also ask the export mode of transportation, city and country of destination, and the port of exit. You are asked to provide the data only for a **sample** of your outbound shipments. Samples are used because they give valid results while reducing the time and cost involved in completing the questionnaire.

### Your Report is Confidential

By law (Title 13 U.S. Code), the information you provide the Bureau of the Census is **strictly confidential**. Only sworn Census employees will have access to the reports or information obtained from your records. The data you provide will be used solely for statistical purposes and will be published only in summary form that **does not reveal** the operations of an individual company.

## Part II – GENERAL INSTRUCTIONS AND INFORMATION FOR COMPLETING YOUR QUESTIONNAIRE

### Steps in Completing the Survey

1. Fill in the information requested on the front page regarding the name, operational status, physical location of your establishment, and origin of shipments.
2. Gather your files and documents for all shipments/deliveries initiated **during the 2-week period specified on the front page of the questionnaire**.
3. Indicate the main source document used in Item E on page 2 of the questionnaire.
4. Following the Sample Selection Instructions on pages 2 and 3 of the questionnaire, select a sample of your total shipments for the 2-week period.

5. In Item F of the questionnaire, complete one line for each **sampled** shipment/delivery. Use the reference materials provided when completing columns f (commodity code), i (domestic modes of transportation), l (destination), and n (export mode).
6. Complete the contact, date, and signature information requested in Item G on page 6 of the questionnaire.
7. Return the completed questionnaire in the envelope by the due date printed on the front of the questionnaire. If you need additional time to complete your questionnaire, please call the 800 number listed below.
8. Please call 1-800-528-3049 if you have questions or require assistance.
9. If we should have questions regarding your report, a Census Bureau employee may call to ask for clarification. For this reason, we suggest that you retain copies of the documents for the sampled shipments separately from your other shipment documents. You may also find it useful to retain a copy of your completed questionnaire for your own records.

### What We Mean by a “Shipment”

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

**Please note** that for this survey:

A full or partial truckload can be considered **one** shipment **only** if all the commodities are destined for one buyer/receiver at one location. If the truck makes multiple deliveries on a route, **each stop is considered (at least) one shipment**.

We realize that there may not be a one-to-one relationship between your shipments and the main document you use as a reference for this survey (e.g., sales invoice, bill of lading). For example, for some cases there may be more than one shipment per invoice or more than one invoice per shipment. If this is the case for your establishment, please remember to sample actual shipments, and not just documents.

### What We Mean By “Commodities”

“Commodities” refers to items that your establishment produces, sells, or distributes, **not** to items that are considered as excess or by-products of your establishment’s operation.

**PLEASE INCLUDE FORM NAME AND NUMBER IN ALL CORRESPONDENCE.**

For example, refuse, scrap paper, and returnable containers are not considered as "commodities", unless your establishment is specifically in the business of selling or otherwise providing scrap, waste, or recyclable materials to others.

### Origin of Shipments – Item D

**IF THIS ESTABLISHMENT ORIGINATES SHIPMENTS FROM OTHER PHYSICAL LOCATIONS**, your completion of Item D is critical in determining which shipments to include and exclude prior to selecting your sample of shipments. Your responses here will also affect the entries you make in column (k) - "Origin Code" - of Item F. Please follow the instructions in this item carefully. The "CFN" is the 11- digit number following the letters "CFN" on the mailing label. If there is not enough space to enter all of your shipment origins in Item D, please call 1-800-528-3049 for assistance.

**IF ALL OF YOUR SHIPMENTS ORIGINATE FROM THE MAILING ADDRESS ON THE QUESTIONNAIRE LABEL OR THE ACTUAL PHYSICAL ADDRESS REPORTED IN ITEM C**, then all of your shipments should be subjected to sampling. Also, when completing Item F, you should enter "A" in column (k) - "Origin Code" - for all shipments.

### Part III – INSTRUCTIONS FOR COMPLETING ITEM F

Complete one line for each selected shipment. Column definitions are provided below.

**SHIPMENT NUMBER** (column b) - Enter the invoice number, shipment number, or some other unique identification number that could be used by your establishment to find this particular shipping document if questions arise regarding your report.

**DATE SHIPPED** (column c) - Enter the month and day of the shipment. If shipment date is not available, use the invoice/shipping document date. Use numbers only. (e.g., use "03" for March)

**TOTAL VALUE** (column d) - Enter the dollar value, in whole dollars, of the entire shipment. The reported value should not include freight charges and excise taxes (**i.e., report the net selling value, f.o.b. plant**). If the value is not directly available from your records, **please estimate**.

**TOTAL WEIGHT** (column e) - Enter the weight of the total shipment **in whole pounds**. If weight is not available from your records, please estimate.

**COMMODITY CODE** (column f) - Please use the **list of Commodity Codes in the enclosed Commodity Coding Manual** to select the proper code. For shipments with more than one commodity, enter only the

code for the commodity with the greatest weight in the total shipment.

**COMMODITY DESCRIPTION** (column g) - Enter a full description of the commodity shipped. For shipments with more than one commodity, describe only the commodity with the greatest weight in the total shipment. Do not use trade names, catalog numbers, or other codes not familiar to persons outside your business.

**HAZARDOUS MATERIALS SHIPMENT** (column h) - Indicate whether or not the shipment **REQUIRED PLACARDING** for hazardous materials by entering "**Y or N**" (yes or no).

**DOMESTIC MODE(S) OF TRANSPORT** (column i) - Enter the code(s) for **all** modes of transport used for the shipment to its **domestic** destination (i.e., the destination reported in column l). For export shipments, this means list only the mode(s) of transport used to reach the port, airport, or border crossing. Codes are located at the bottom of pages 2,3,4 and 5 of the questionnaire. Enter all that apply, based on the definitions below:

- **Parcel Delivery/Courier/U.S. Postal Service** - Delivery services that carry letters, parcels, packages, and other small shipments that typically weigh less than 100 pounds. Includes bus parcel delivery service.
- **Private Truck** - Trucks operated by a temporary or permanent employee of this establishment or the buyer/receiver of the shipment.
- **For-hire Truck** - Trucks that carry freight for a fee collected from the shipper, recipient of the shipment, or an arranger of the transportation.
- **Railroad** - Any common carrier or private railroad.
- **Inland Water and/or Great Lakes** - Barges, ships, or ferries operating primarily on rivers and canals; in harbors, the Great Lakes, the Saint Lawrence Seaway; the Intracoastal Waterway, the Inside Passage to Alaska, major bays and inlets; or in the ocean close to the shoreline.
- **Deep Sea Water** - Barges, ships, or ferries operating primarily in the open ocean. Shipping on the Great Lakes and the Saint Lawrence Seaway is classified with inland water.
- **Pipeline** - Movements of oil, petroleum, gas, slurry, etc. through pipelines that extend to other establishments or locations beyond the shipper's establishment. Aqueducts for the movement of water are not included.
- **Air** - Movements using commercial or private aircraft, and all air service for shipments that typically weigh more than 100 pounds. Includes air freight and air express.
- **Other Mode** - Any mode not listed above.



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

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

**CONTAINERIZED** (column j) - Indicate whether or not the shipment was containerized by entering "**Y or N**" (yes or no). "Containerized" means that the shipment **left your establishment** in an intermodal container or stackable tank without permanently attached wheels. These containers typically vary from 20 to 53 feet in length, and are carried on truck chassis, trains, and ships.

**ORIGIN CODE** (column k) - Enter the code letter (A,B,C or D) for the location from which the shipment originated (**unless** this establishment initiates/originates shipments from other locations, the origin code will always be "A"). Refer to Item D on the front of the questionnaire and the "Origin of Shipments" section on page 3 of these instructions.

**DOMESTIC DESTINATION: CITY, STATE AND ZIP CODE** (column l) - For domestic shipments, enter the city, state and 5-digit zip code of the buyer/receiver as it appears on the shipping document. Use the "**ship to**" address. Use the two letter state abbreviation shown in Part IV below. For **export shipments**, report the U.S. **port of exit** as the destination city. The port of exit is the port or airport from which the shipment left the country. In the case of land shipments into Mexico or Canada, it is the border crossing.

**EXPORT SHIPMENT** (column m) - Indicate whether or not the shipment is intended for export outside of the United States, by entering a "**Y or N**" (yes or no). For purposes of this survey, shipments to Puerto Rico and U.S. territories and possessions are considered **exports**.

**EXPORT MODE** (column n) - If the shipment is an export, enter the code for the mode of transport by which the shipment left the country. Codes are located at the bottom of pages 2,3,4, and 5 of the questionnaire.

**FOREIGN DESTINATION** (column o) - If the shipment is an export, enter the foreign **city and country of destination**. Be sure that the city reported for these shipments in the "Domestic Destination" column (l) is the U.S. port of exit.

## Part IV – STATE ABBREVIATION LIST

Enter the State abbreviation as shown below in column (l) of the shipment sample form:

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

NOTICE - Public reporting burden for this collection of information is estimated to vary from 1.75 to 9 hours per response, with an average of 2.4 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Associate Director of Management Services, Attn: Paperwork Reduction Project 0607-0753, Room 2027, Bureau of the Census, Washington, DC 20233-0001; and to the Office of Information and Regulatory Affairs, Office of Management and Budget, Attn: Paperwork Reduction Project 0607-0753, Washington, DC 20503.

**PLEASE INCLUDE FORM NAME AND NUMBER IN ALL CORRESPONDENCE.**

***Have a question about  
transportation statistics?***

***call the***

**BUREAU OF  
TRANSPORTATION STATISTICS'**

**"STATISTICAL INFORMATION LINE"**

**toll free, 1-800-853-1351**

**Hours: 8:15 AM - 4:45 PM**

**Monday through Friday**

**OR**

**Email: [statistics@bts.gov](mailto:statistics@bts.gov)**

**Visit the Bureau's Internet site for reports, data, and  
other information at:**

**[www.bts.gov](http://www.bts.gov)**