JOBNAME: No Job Name PAGE: 1 SESS: 2 OUTPUT: Wed May 1 15:10:09 1996 / pssw02/ disk2/ economic/ tc92cf/ 17/ 01cvr

1992

Census of Transportation, Communications, and Utilities

TC92-CF-17

1993 COMMODITY FLOW SURVEY

Kansas

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

Acknowledgments

This report was prepared in the Services Division under the direction of **James M. Aanestad,** Assistant Chief for Current Services and Transportation Programs, assisted by **Robert E. Crowther** and **Michael Hartz.** Planning, implementation, and compiling of this report were under the supervision of **John L. Fowler,** Chief, Commodity Flow Survey Branch, assisted by **Wanda Dougherty, Marilyn Quiles-Amaya, Debra Corbett, Bruce Dembroski, Maria Dixon, Shirley Gray, Imelda Hall, Chris Harrod, Michael Jones, Bonnie Opalko, Joyce Price, Robin Roberts, Barbara Selinske, Eli Serrano,** and **Joyce Ware.**

The processing system and computer programs were developed under the general direction of **Don Dalzell,** former Assistant Chief for Processing Systems, and **Billy E. Stark,** Assistant Chief, Tabulation and Publication Systems, and current Assistant Chief, Processing Systems in the Decennial Management Division. Implementation of these programs was under the direction of **Jonathan G. Ankers,** Chief, Processing Support and Analyst Systems Branch, assisted by **Peter J. Long, Sandra Brunner, Charles Eargle, Karen Mitchell, Willie Robertson, Judy Dawson, Nancy Rogers,** and **Donna Williams.** Implementation of the tabulation and publication programming was under the direction of **Robert Hemmig,** Chief, Publication Systems Branch, **Peggy Payne,** Chief, Publications Support Branch, assisted by **Sharon Fortuna,** and **Vicki Kee,** Chief, Tally Preparation Systems and Special Computer Projects Branch, assisted by **Dianne Simmons** and **Nancy Osbourn.**

Sample design and statistical methodology were developed under the general direction of **Brian V. Greenberg** and **Ruth Ann Killion,** former Assistant Chiefs, and **Howard Hogan,** current Assistant Chief, Research and Methodology. Sample design including estimation and variance methodology was under the supervision of **Ruth E. Detlefsen,** former Chief, and **Patrick Cantwell,** current Chief, Program Research and Development Branch, assisted by **Bob Smith, Jock Black, B. Timothy Evans, Timothy Braam, William Knowlton, Colleen Sullivan, Cristina Ibanez,** and **Kimberly Dane.** Frame construction, sample control, imputation, and quality control procedures were developed under the supervision of **Carl A. Konschnik,** Chief, Statistical Methods Branch, assisted by **Carol King** and **James Burton.**

Coordination of data collection efforts was under the direction of the late **John E. Halterman,** former Chief, and **Judith N. Petty,** current Chief, Data Preparation Division, assisted by **Matthew Aulbach, Kenneth Miller, Teresa Branstetter,** and Services Division's onsite analyst, **Carlene Bottorff.**

The staff of the Administrative and Customer Services Division, **Walter C. Odom,** Chief, performed planning, design, composition, editorial review, and printing planning and procurement for publication and report forms. **Margaret A. Smith** provided publication coordination and editing.

We also acknowledge the support and assistance of the following Department of Transportation (DOT) representatives in planning and designing the survey: **Rolf Schmitt, George Wiggers, Jane Bachner, Joel Palley, Mike Rossetti,** and **Alan Pisarski** (transportation consultant to DOT). The Oak Ridge National Laboratory's Center for Transportation Analysis, under the direction of **Michael Bronzini** in support of a contract with DOT, provided all mileage data for this report, using its transportation network modeling system.

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

Inquiries concerning this report should be addressed to the Commodity Flow Survey Branch, Services Division, Washington, DC 20233, telephone 301-457-2788 or 301-457-2114.

Publication Program

1992 CENSUS OF TRANSPORTATION, COMMUNICATIONS, AND UTILITIES

Publications of the 1992 Census of Transportation, Communications, and Utilities containing data on: transportation, communications, and utilities establishments; characteristics of trucks; and characteristics of commodity shipments are described below. The first results were issued in press releases. Final detailed statistics are issued in separate paperbound reports and compact disc-read only memory (CD-ROM).

Copies of the reports are available from the Superintendent of Documents, U.S. Government Printing Office, Post Office Box 371954, Pittsburgh, PA 15250-7954. Order forms for the specific reports or CD-ROM's may be obtained from any Department of Commerce district office, any Bureau of the Census State data center or business/ industry data center, or from Customer Services, Bureau of the Census, Washington, DC 20233-1900 or call 301-457-4100.

Final Reports

Truck Inventory and Use Survey—52 reports (TC92-T-1 to -52)

This series includes a United States Summary and a separate report for each State and the District of Columbia. Data cover the physical and operational characteristics of the Nation's private and commercial truck resources, such as the number of vehicles, major use, annual miles, model year, body type, vehicle size, fuel type, operator classification, engine size, range of operation, weeks operated, products carried, and hazardous materials carried. The reports show comparative statistics reflecting percent changes in number of vehicles between 1987 and 1992 for all characteristics.

1993 Commodity Flow Survey—141 reports (TC92-CF-1 to -52(P) and TC92-CF-N1 to -89)

This series includes a preliminary United States Summary, a set of National Transportation Analysis Region (NTAR) reports, a set of State reports (including the District of Columbia), and a final, more detailed United States Summary. Data cover the characteristics of commodity shipments initiated by establishments engaged in manufacturing, mining, wholesale, and selected retail, service, and auxiliary activities. The data include tons, ton-miles, average miles and value of shipments, by commodity and transportation mode. The NTAR and State reports include data on NTAR-to-NTAR and State-to-State commodity shipments, respectively. The final United States Summary includes more detailed commodity descriptions, data on containerized and hazardous materials shipments, and supplemental data on availability and use of transportation equipment and facilities.

Geographic area series—1 report (UC92-A-1)

The geographic area *Summary* report presents data for the United States and States for establishments with payroll for detailed kind-of-business classifications. Statistics on number of establishments and revenue are also shown for States and selected metropolitan areas (MA's) by kind of business.

For each State, the District of Columbia, and the United States, 1992 data are provided on revenue and employees per establishment and on revenue and payroll per employee. Comparative statistics showing percent changes in revenue and payroll between 1987 and 1992 also are shown for some kind-of-business classifications.

Nonemployer statistics series—1 report (UC92-N-1)

The *Nonemployer Statistics* report includes data by kind of business for all establishments, establishments with payroll, and establishments without payroll for the United States and States.

Subject series—2 reports (UC92-S-1 to -2)

The *Establishment and Firm Size* report (UC92-S-1) presents data for establishments with payroll, based on size of establishment, size of company or firm, and legal form of organization. Establishment statistics are presented by revenue size and by employment size; statistics for firms, by revenue size (including concentration by largest firms), by employment size, and by number of establishments operated (single units and multiunits). These data are presented for the United States.

The *Miscellaneous Subjects* report (UC92-S-2) presents data for the United States as a whole and, where feasible, for States and MA's for establishments with payroll. Data are provided for some kinds of business on major sources of revenue; purchased transportation; cost of purchased travel; revenue by class of customer; and other miscellaneous subjects.

Electronic Media

All data included in future printed reports will be available on CD-ROM. For the *Commodity Flow Survey* data, the CD-ROM may provide greater detail than the printed reports with respect to shipment distance, weight ranges, and origin to destination data for the geographic reports. Electronic media products are available for users who wish to summarize, rearrange, or process large amounts of data. In addition to CD-ROM's containing data from printed reports, there is a separate CD-ROM for the *Truck Inventory and Use Survey* which contains microdata information for each truck in the sample. The term microdata refers to the unaggregated records for the individual responses. The records are modified to avoid the possibility of identifying individual households or establishments. These products, with corresponding technical documentation, are sold by Customer Services, Bureau of the Census, Washington, DC 20233-1900.

OTHER ECONOMIC CENSUS REPORTS

Data on retail trade, wholesale trade, service industries, financial, insurance, real estate, construction industries, manufactures, mineral industries, enterprise statistics, minority-owned business enterprises, and women-owned businesses also are available from the 1992 Economic Census. A separate series of reports covers the census of outlying areas—Puerto Rico, Virgin Islands of the United States, Guam, and the Northern Marianas. Separate announcements describing these reports are available free of charge from Customer Services, Bureau of the Census, Washington, DC 20233-1900.

JOBNAME: No Job Name PAGE: 1 SESS: 3 OUTPUT: Wed May 1 15:12:24 1996 / pssw02/ disk2/ economic/ tc92cf/ 17/ 05tpg

1992

Census of Transportation, Communications, and Utilities

TC92-CF-17

1993 COMMODITY FLOW SURVEY

Kansas

Issued May 1996

U.S. Department of Transportation
Federico Peña, Secretary
Mortimer L. Downey, Deputy Secretary

BUREAU OF TRANSPORTATION STATISTICS
T. R. Lakshmanan, Director
Rolf R. Schmitt, Associate Director for Analysis and Data Development

U.S. Department of Commerce
Michael Kantor, Secretary

Economics and Statistics Administration
Everett M. Ehrlich, Under Secretary for Economic Affairs

BUREAU OF THE CENSUS
Martha Farnsworth Riche, Director

JOBNAME: No Job Name PAGE: 1 SESS: 14 OUTPUT: Thu Mar 28 08:10:27 1996 / pssw02/ disk2/ economic/ tc92cf/ 0/ 06rstr

ECONOMICS
AND STATISTICS
ADMINISTRATION

Economics and Statistics Administration

Everett M. Ehrlich, Under Secretary for Economic Affairs

BUREAU OF THE CENSUS

Martha Farnsworth Riche, Director
Bryant Benton, Deputy Director

Paula J. Schneider, Principal Associate Director for Programs
Frederick T. Knickerbocker, Associate Director for Economic Programs
Thomas L. Mesenbourg, Assistant Director for Economic Programs

ECONOMIC PLANNING AND COORDINATION DIVISION
John P. Govoni, Chief

SERVICES DIVISION
Carole A. Ambler, Chief

Introduction to the Economic Census

PURPOSES AND USES OF THE ECONOMIC CENSUS

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

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

Policymaking agencies of the Federal Government use the data, especially in monitoring economic activity and providing assistance to business.

State and local governments use the data to assess business activities and tax bases within their jurisdictions and to develop programs to attract business.

Trade associations study trends in their own and competing industries and keep their members informed of market changes.

Individual businesses use the data to locate potential markets and to analyze their own production and sales performance relative to industry or area averages.

AUTHORITY AND SCOPE

Title 13 of the United States Code (sections 131, 191, and 224) directs the Census Bureau to take the economic census every 5 years, covering years ending in 2 and 7. The 1992 Economic Census consists of the following eight censuses:

- Census of Retail Trade
- Census of Wholesale Trade
- Census of Service Industries
- Census of Financial, Insurance, and Real Estate Industries
- Census of Transportation, Communications, and Utilities
- Census of Manufactures
- Census of Mineral Industries
- Census of Construction Industries

Special programs also cover enterprise statistics and minority-owned and women-owned businesses. (The 1992 Census of Agriculture and 1992 Census of Governments are conducted separately.) The next economic census is scheduled to be taken in 1998 covering the year 1997.

AVAILABILITY OF THE DATA

The results of the economic census are available in printed reports for sale by the U.S. Government Printing Office and on compact discs for sale by the Census Bureau (this report excluded). Order forms for all types of products are available on request from Customer Services, Bureau of the Census, Washington, DC 20233-8300. A more complete description of publications being issued from this census is on the inside back cover of this document.

Census facts are also widely disseminated by trade associations, business journals, and newspapers. Volumes containing census statistics are available in most major public and college libraries. Finally, State data centers in every State as well as business and industry data centers in many States also supply economic census statistics.

WHAT'S NEW IN 1992

The 1992 Economic Census covers more of the economy than any previous census. New for 1992 are data on communications, utilities, financial, insurance, and real estate, as well as coverage of more transportation industries. The economic, agriculture, and governments censuses now collectively cover nearly 98 percent of all economic activity.

Among other changes, new 1992 definitions affect the boundaries of about a third of all metropolitan areas. Also, the Survey of Women-Owned Businesses has now been expanded to include all corporations.

HISTORICAL INFORMATION

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

The economic census traces its beginnings to the 1810 Decennial Census, when questions on manufacturing were included with those for population. Coverage of economic activities was expanded for 1840 and subsequent censuses to include mining and some commercial activities. In 1902, Congress established a permanent Census Bureau and directed that a census of manufactures be taken every 5 years. The 1905 Manufactures Census was the first time a census was taken apart from the regular every-10-year population census.

The first census of business was taken in 1930, covering 1929. Initially it covered retail and wholesale trade and construction industries, but it was broadened in 1933 to include some of the service trades.

The 1954 Economic Census was the first census to be fully integrated—providing comparable census data across economic sectors, using consistent time periods, concepts, definitions, classifications, and reporting units. It was the first census to be taken by mail, using lists of firms provided by the administrative records of other Federal agencies. Since 1963, administrative records also have been used to provide basic statistics for very small firms, reducing or eliminating the need to send them census questionnaires. The Enterprise Statistics Program, which publishes combined data from the economic census, was made possible with the implementation of the integrated census program in 1954.

The range of industries covered in the economic censuses has continued to expand. The census of construction industries began on a regular basis in 1967, and the scope of service industries was broadened in 1967, 1977, and 1987. The census of transportation began in 1963 as a set of surveys covering travel, transportation of commodities, and trucks, but expanded in 1987 to cover business establishments in several transportation industries. For 1992, these statistics are incorporated into a broadened census of transportation, communications, and utilities. Also new for 1992 is the census of financial, insurance, and real estate industries. This is part of a gradual expansion in coverage of industries previously subjected to government regulation.

The Survey of Minority-Owned Business Enterprises was first conducted as a special project in 1969 and was incorporated into the economic census in 1972 along with the Survey of Women-Owned Businesses.

An economic census has also been taken in Puerto Rico since 1909, in the Virgin Islands of the United States and Guam since 1958, and in the Commonwealth of the Northern Mariana Islands since 1982.

Statistical reports from the 1987 and earlier censuses provide historical figures for the study of long-term time series and are available in some large libraries. All of the census data published since 1967 are still available for sale on microfiche from the Census Bureau.

AVAILABILITY OF MORE FREQUENT ECONOMIC DATA

While the census provides complete enumerations every 5 years, there are many needs for more frequent data as well. The Census Bureau conducts a number of monthly, quarterly, and annual surveys, with the results appearing in publication series such as Current Business Reports (retail and wholesale trade and service industries), the Annual Survey of Manufactures, Current Industrial Reports, and the Quarterly Financial Report. Most of these surveys, while providing more frequent observations, yield less kind-of-business and geographic detail than the census. The County Business Patterns program offers annual statistics on the number of establishments, employment, and payroll classified by industry within each county.

SOURCES FOR MORE INFORMATION

More information about the scope, coverage, classification system, data items, and publications for each of the economic censuses and related surveys is published in the *Guide to the 1992 Economic Census and Related Statistics*. More information on the methodology, procedures, and history of the census will be published in the *History of the 1992 Economic Census*. Contact Customer Services for information on availability.

1993 Commodity Flow Survey

GENERAL

The 1993 Commodity Flow Survey (CFS) provides data on the movement of goods by mode of transportation. These are the first data of this type published by the Census Bureau since the 1977 Commodity Transportation Survey (see appendix A for a comparison to previous surveys). The data from the CFS are in great demand by transportation analysts and decision makers as they work towards improving the transportation infrastructure.

This report presents data at the State level. There are reports for each of the 50 States and the District of Columbia. The next series of reports to be released will be at the National Transportation Analysis Region (NTAR). There are 89 NTAR's representing one or more Bureau of Economic Analysis economic areas. A final United States Summary report, reflecting all revisions based on the geographic level analyses, will follow these reports.

COVERAGE

This sample survey produced measures of the movement of goods by major type of commodity shipped and mode(s) of transportation used.

The 1993 CFS covered establishments in mining, manufacturing and wholesale trade, and selected retail and service industries. The survey also covered selected auxiliary establishments (e.g., warehouses) of in-scope multiunit and retail companies. The survey coverage excluded establishments classified as farms, forestry, fisheries, oil and gas extraction, governments, construction, transportation, households, foreign establishments, and most establishments in retail and services.

The industries covered, as defined in the *Standard Industrial Classification Manual: 1987*[1] (SIC), are listed in the following table:

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

[1] *Standard Industrial Classification Manual: 1987.* For sale by Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Stock No. 041-001-00314-2.

The source of the frame used for sampling in 1992 was the Standard Statistical Establishment List (SSEL) of separate business locations with paid employees, maintained by the Census Bureau. Establishments in these trade areas that had non-zero payroll in at least one quarter of 1991 were included in the sampling frame of approximately 800,000 establishments.

MILEAGE CALCULATIONS

The Center for Transportation Analysis (CTA) at Oak Ridge National Laboratory (ORNL) developed an integrated transportation network modeling system to compute shipment mileages for the 1993 CFS. To enable ORNL to compute mileages, the Census Bureau provided files containing ZIP Code origin and destination pairs for all reported shipments. To maintain confidentiality of reported data, no information other than ZIP Codes was provided. A ZIP Code pair was provided only once, regardless of the number of shipments that moved between ZIP Codes. To further protect confidentiality, the Census Bureau also included dummy pairs of ZIP Code origin and destination in the file sent to ORNL. The ORNL system used these five-digit ZIP Codes of the shipment's origin and destination, as input, and assumed the actual origin and destination points to be geographically located at the ZIP Code centroids. The system computed mileages, by mode, for all single modes and selected mode combinations for those ZIP Code pairs we sent to ORNL. The mileages between the origin-destination ZIP Code centroids were computed by finding the minimum impedance path over mathematical representations of the highway, rail, waterway, air, and pipeline networks and summing the lengths of individual links on these paths. Impedance is computed as a weighted combination of distance, time, and cost factors.

The ORNL mileage network is composed of individual modal-specific networks representing each of the major transportation modes — highway, rail, waterway, air, and pipeline. The links on these specific modal networks are the representation of line-haul transportation facilities. The nodes represent intersections and interchanges, and the access points to the transportation network. For each five-digit ZIP Code, dummy links are created from the ZIP Code centroid to the nodes on the network to simulate local access to the network with the objective being to locate the nodes on the network that are the closest to the given centroid. For the truck network, local access is assumed to exist everywhere; however, for the other modes this is not true. Before any dummy links are created for these modes, a decision is made about whether the mode is accessible from the ZIP Code region. For shipments involving more than one mode, such as truck-rail or rail-water, links connecting the individual modal networks are created to represent the transfer of freight between modes. A measure of link impedance is calculated for each link in each modal network based on various link characteristics for the specific mode. For example, the set of link characteristics for the highway network included divided or undivided roadway, degree of access control, rural or urban setting, type of pavement, number of lanes, degree of urban congestion, and length of the link. Link impedance measures are also assigned to the local access links. A minimum path algorithm is used to find the minimum impedance path between the origin ZIP Code centroid and the destination ZIP Code centroid. The cumulative length of the links on this path is the shipment distance.

DISCLOSURE RULES

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

ABOUT THE DATA

This section summarizes key points about the data that will aid the user in analyzing and interpreting the tables contained in this report.

Coverage Considerations

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

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

Within mining, the CFS did not cover shipments from establishments in SIC 13, Oil and Gas Extraction. The majority of these establishments had undeliverable mailing addresses, and due to the mailout/ mailback approach for CFS, could not be included. **Therefore, the CFS data do not represent complete, or even primary, coverage of crude petroleum, or natural gas shipments.** The CFS data most affected by this, other than data for these specific commodities, are data for the pipeline and water modes, given that a significant percentage of the total tonnage moving by these modes are from crude petroleum and/ or natural gas.

Mileage Data for Pipeline Shipments

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

Average Miles Per Shipment

For our calculation of average miles per shipment (tables 1, 2, 4, 5, and 6) we excluded shipments of STCC 27, Printed Matter.

When transporting newspapers, magazines, catalogs, etc., there is great variation in the meaning of ''shipment''. A truckload of magazines traveling to a distribution point may be viewed as one shipment or, as each magazine will eventually be delivered to individual subscribers, thousands of shipments. To avoid overstating the impact of short distance shipments of products in STCC 27, we excluded shipments of STCC 27 from our calculation of average miles.

All other variables in the tables (value, tons, and ton-miles) include shipments of STCC 27.

EXPLANATION OF TERMS

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

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

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

Mode of transportation. The type of transportation used for moving the shipment to its domestic destination. For exports, the domestic destination was the port of exit. On the questionnaire, we defined the possible modes as follows:

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

2. **Private truck.** Trucks operated by a temporary or permanent employee of an establishment or the buyer/ receiver of the shipment.

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

4. **Railroad.** Any common carrier or private railroad.

5. **Inland water and/ or Great Lakes.** Barges, ships, or ferries operating primarily on rivers and canals; on harbors, the Great Lakes, the Saint Lawrence Seaway; the Intracoastal Waterway, the Inside Passage to Alaska, major bays and inlets; or on the ocean close to the shoreline.

6. **Deep sea water.** Barges, ships, or ferries operating primarily on the open ocean. Shipping on the Great Lakes and the Saint Lawrence Seaway is classified with inland water. [**Note:** As part of the mileage calculation operations, deep sea water shipments were reclassified to more accurately reflect a shipment's route rather than vessel type. Therefore, in the tables, ''deep sea water'' as a single mode describes shipments moving **only** on the open waters of the oceans or the Gulf of Mexico. Using this definition, deep sea as a single mode (i.e., without an inland water component) is nearly impossible. Most shipments moving primarily on the open ocean are tabulated under ''inland water and deep sea.'']

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

8. **Air.** 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.

9. **Other mode.** Any mode not listed above.

10. **Mode unknown.** The shipment was not carried by a parcel delivery/ courier/ U.S. Postal Service, and the respondent could not determine what mode of transportation was used.

In the tables, the above modes appear, as well as the following additional mode descriptions:

1. **Single modes.** Shipments using only one of the above-listed modes, except other and unknown.

2. **Multiple modes.** Shipments for which two or more of the following modes of transportation were used:

   a. Private truck.

   b. For-hire truck.

   c. Air.

   d. Rail.

   e. Inland water.

   f. Great Lakes.

   g. Deep sea water.

   h. Pipeline.

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

3. **Other modes.** Shipments for which mode was not reported, or was recorded as ''Other'' or ''Unknown.'' Also, shipments using any other mode or mode combinations not specifically listed in the table.

4. **Truck.** For-hire truck and/ or private truck.

5. **Water.** Inland water and/ or Great Lakes and/ or deep sea water.

6. **Great Lakes.** On the questionnaire, ''Inland water and/ or Great Lakes'' appeared as one mode. In the tables in this publication, ''Great Lakes'' appears as a separate mode. The transportation network and mileage calculation system that Oak Ridge National Laboratories developed for this survey allowed for separate mileage calculations for inland water and Great Lakes between the origin and destination ZIP Codes (see the ''Mileage Calculations'' section for more details). Therefore, a shipment reported as using inland water and/ or Great Lakes can appear in the tables as a single mode inland water shipment, or a single mode Great Lakes shipment, or a multiple mode inland water and Great Lakes shipment.

7. **Inland water.** On the questionnaire, ''Inland water and/ or Great Lakes'' appeared as one mode. In the tables in this publication, ''Inland water'' appears as a separate mode. See the ''Great Lakes'' section above for the explanation.

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

Standard Transportation Commodity Classification (STCC). A commodity coding system that the Association of American Railroads developed and maintains. The 1993 Commodity Flow Survey used this classification system at the five-digit level.

Ton-miles. The weight times the mileage for a shipment. The respondents reported shipment weight in pounds, as described below. Mileage was calculated as the distance between the shipment origin and destination ZIP Codes. For shipments by truck, rail, or inland water/ Great Lakes, the mileage excludes international segments. For example, mileages from Alaska to the continental United States exclude any mileages through Canada (see the ''Mileage Calculations'' section for more details). Aggregated pound-miles were converted to ton-miles. The tables in this publication show ton-miles in millions.

Tons shipped. The total weight of the entire shipment. Respondents reported the weight in pounds. Aggregated pounds were converted to short-tons (2,000 pounds). The tables in this publication show tons in thousands.

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

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

ABBREVIATIONS AND SYMBOLS

The following abbreviations and symbols are used in this publication:

–	Represents zero or less than 1 unit of measure.
(D)	Denotes figures withheld to avoid disclosing data for individual companies.
(S)	Data do not meet publication standards due to high sampling variability or other reasons.
CFS	Commodity Flow Survey.
CTS	Commodity Transportation Survey.
CV	Coefficient of Variation.
lb	Pounds.
N.E.C.	Not Elsewhere Classified.
NTAR	National Transportation Analysis Region.
SIC	Standard Industrial Classification.
SSEL	Standard Statistical Establishment List.
STCC	Standard Transportation Commodity Classification.

Users' Guide for Locating Statistics in This Report by Table Number

Information shown in tables	Tables						
	1	2	3	4	5	6	7
Value	X		X	X	X	X	X
Tons	X		X	X	X	X	X
Ton-miles	X	X	X	X	X	X	X
Average miles per shipment	X	X		X	X	X	
Mode of transportation	X	X	X	X		X	
Distance shipped			X				
Shipment size				X			
Commodity					X	X	
State of destination							X

Contents
Kansas

[Page numbers listed here omit the prefix that appears as part of the number of each page]

	Page
Introduction to the Economic Census	III
1993 Commodity Flow Survey	V
Users' Guide for Locating Statistics in This Report by Table Number	X

TABLES

1.	Shipment Characteristics by Mode of Transportation for State of Origin: 1993	3
2.	Shipment Characteristics by Total Modal Activity for State of Origin: 1993	3
3.	Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1993	4
4.	Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1993	7
5.	Shipment Characteristics by Commodity for State of Origin: 1993	10
6.	Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993	11
7.	Shipment Characteristics by State of Destination for State of Origin: 1993	23

APPENDIXES

A.	Comparability With Previous Surveys	A–1
B.	Reliability of the Data	B–1
C.	Sample Design, Survey Methodology, and Estimation	C–1
D.	Standard Transportation Commodity Classification Code Information	D–1
E.	Sample Report Forms and Instructions	E–1

Publication Program ..... Inside back cover

TIPS UPF [APS_PPGB,MA_SMITH] 2/ 29/ 96 14:15:06 MCVX09 TLP:KS.TOC;2 2/ 29/ 96 14:14:43 DATA:NONE UPF:KS.UPF PAGE: 1
TSF:TIPS92-14144551.DAT;1 2/ 29/ 96 14:14:48 UTF:TIPS93-14144551.DAT;1 2/ 29/ 96 14:14:49 META:TIPS96-14144551.DAT;1 2/ 29/ 96 14:15:03

Table 1. **Shipment Characteristics by Mode of Transportation for State of Origin: 1993**

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

Mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment[1]
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
All modes	**70 519**	**100.0**	**134 545**	**100.0**	**38 708**	**100.0**	**329**
SINGLE MODES							
Parcel, U.S. Postal Service, or courier	5 954	8.4	202	.2	118	.3	521
Private truck	18 087	25.6	40 479	30.1	3 581	9.3	61
For-hire truck	34 827	49.4	55 617	41.3	11 735	30.3	409
Air	463	.7	(S)	–	(S)	–	(S)
Rail	6 532	9.3	27 749	20.6	19 129	49.4	801
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	859	1.2	5 237	3.9	(S)	(S)	(S)
MULTIPLE MODES							
Private truck and for-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and air	835	1.2	12	–	15	–	1 321
Truck and rail	277	.4	388	.3	288	.7	1 303
Truck and water	(S)	(S)	(S)	–	(S)	(S)	(S)
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	(S)	–	–	–	(S)	–	(S)
OTHER MODES							
Other and unknown modes	2 233	3.2	2 406	1.8	1 103	2.8	282

Note: "Deep sea water" as a single mode describes shipments moving only on the open waters of the oceans or the Gulf of Mexico. Most shipments moving primarily on the open ocean are tabulated under "Inland water and deep sea".

– Represents zero or less than 1 unit of measure.
(D) Denotes figures withheld to avoid disclosing data for individual companies.
(S) Data do not meet publication standards due to high sampling variability or other reasons. Some unpublished estimates can be derived by subtracting published data from their respective totals. However, the figures obtained by such subtraction are subject to these same limitations.

[1]Average miles and ton-miles are based on the estimated distance traveled, not on Great Circle Distance. See the "Mileage Calculations" section of this report for further explanation. Calculation of average miles per shipment excludes shipments of STCC 27, Printed Matter. See "About the Data" section of this report for further explanation.
[2]CFS data for pipelines exclude most shipments of crude oil. See "About the Data" section for details of CFS coverage.

Table 2. **Shipment Characteristics by Total Modal Activity for State of Origin: 1993**

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

Mode of transportation[1]	Ton-miles[2]		Average miles per shipment[2]
	Number (millions)	Percent	
Total	**38 708**	**100.0**	**329**
Parcel, U.S. Postal Service, or courier, total	118	.3	521
Truck, total	15 460	39.9	151
Air, total	20	.1	1 340
Rail, total	19 610	50.7	755
Inland water, total	1 762	4.6	864
Great Lakes, total	–	–	–
Deep sea water, total	(S)	(S)	(S)
Pipeline, total	(S)	(S)	(S)
Other and unknown modes, total	1 103	2.8	282

– Represents zero or less than 1 unit of measure.
(D) Denotes figures withheld to avoid disclosing data for individual companies.
(S) Data do not meet publication standards due to high sampling variability or other reasons. Some unpublished estimates can be derived by subtracting published data from their respective totals. However, the figures obtained by such subtraction are subject to these same limitations.

[1]Data represent activity for a given mode across single and multiple mode shipments. For example, total truck activity includes private truck and/ or for-hire truck single mode combined with private and for-hire truck segments of all multiple mode trips including truck.
[2]Average miles and ton-miles are based on the estimated distance traveled, not on Great Circle Distance. See the "Mileage Calculations" section of this report for further explanation. Calculation of average miles per shipment excludes shipments of STCC 27, Printed Matter. See "About the Data" section of this report for further explanation.

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 13:55:19 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_3_20 PAGE: 1
TSF:TIPS92-13545485.DAT;1 5/ 7/ 96 13:54:58 UTF:TIPS93-13545485.DAT;1 5/ 7/ 96 13:54:58 META:TIPS96-13545485.DAT;1 5/ 7/ 96 13:55:14

Table 3. Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1993

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

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles[1]	
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent
ALL MODES						
Total	**70 519**	**100.0**	**134 545**	**100.0**	**38 708**	**100.0**
Less than 50 miles	14 366	20.4	57 379	42.6	1 272	3.3
50 to 99 miles	4 911	7.0	17 127	12.7	1 715	4.4
100 to 249 miles	9 699	13.8	22 094	16.4	4 532	11.7
250 to 499 miles	9 695	13.7	12 983	9.6	6 191	16.0
500 to 749 miles	10 368	14.7	15 483	11.5	12 451	32.2
750 to 999 miles	5 495	7.8	4 597	3.4	4 901	12.7
1,000 to 1,499 miles	15 526	22.0	4 804	3.6	7 386	19.1
1,500 to 1,999 miles	227	.3	59	–	113	.3
2,000 miles or more	(S)	(S)	20	–	146	.4
SINGLE MODES						
Parcel, U.S. Postal Service, or courier	**5 954**	**100.0**	**202**	**100.0**	**118**	**100.0**
Less than 50 miles	568	9.5	34	16.7	1	.7
50 to 99 miles	193	3.2	12	6.0	1	1.0
100 to 249 miles	1 221	20.5	36	17.9	7	6.1
250 to 499 miles	1 016	17.1	36	18.0	17	14.1
500 to 749 miles	1 063	17.9	31	15.2	23	19.1
750 to 999 miles	534	9.0	17	8.5	17	14.7
1,000 to 1,499 miles	1 329	22.3	35	17.3	50	42.6
1,500 to 1,999 miles	17	.3	1	.3	1	.8
2,000 miles or more	14	.2	–	.2	1	1.0
Private truck	**18 087**	**100.0**	**40 479**	**100.0**	**3 581**	**100.0**
Less than 50 miles	8 654	47.8	27 950	69.0	580	16.2
50 to 99 miles	2 181	12.1	4 804	11.9	444	12.4
100 to 249 miles	3 825	21.1	5 294	13.1	1 016	28.4
250 to 499 miles	1 895	10.5	1 572	3.9	674	18.8
500 to 749 miles	714	3.9	469	1.2	352	9.8
750 to 999 miles	255	1.4	140	.3	143	4.0
1,000 to 1,499 miles	555	3.1	249	.6	371	10.3
1,500 to 1,999 miles	(S)	–	(S)	–	–	(S)
2,000 miles or more	–	–	–	–	–	–
For-hire truck	**34 827**	**100.0**	**55 617**	**100.0**	**11 735**	**100.0**
Less than 50 miles	3 918	11.3	23 945	43.1	594	5.1
50 to 99 miles	2 315	6.6	10 925	19.6	1 073	9.1
100 to 249 miles	3 727	10.7	10 342	18.6	1 971	16.8
250 to 499 miles	5 603	16.1	4 529	8.1	1 940	16.5
500 to 749 miles	6 152	17.7	2 687	4.8	1 928	16.4
750 to 999 miles	3 507	10.1	1 070	1.9	1 125	9.6
1,000 to 1,499 miles	9 408	27.0	2 080	3.7	3 034	25.9
1,500 to 1,999 miles	197	.6	38	.1	69	.6
2,000 miles or more	–	–	–	–	–	–
Air	**463**	**100.0**	**(S)**	**(S)**	**–**	**(S)**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	(S)	(S)	–	(S)	–	(S)
250 to 499 miles	(S)	(S)	–	1.5	–	.9
500 to 749 miles	(S)	(S)	(S)	(S)	–	(S)
750 to 999 miles	49	10.6	–	8.5	–	6.6
1,000 to 1,499 miles	116	25.2	(S)	(S)	–	(S)
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	(S)	(S)	–	(S)	–	(S)
Rail	**6 532**	**100.0**	**27 749**	**100.0**	**19 129**	**100.0**
Less than 50 miles	139	2.1	1 085	3.9	26	.1
50 to 99 miles	111	1.7	871	3.1	(S)	(S)
100 to 249 miles	573	8.8	5 179	18.7	1 308	6.8
250 to 499 miles	752	11.5	6 175	22.3	3 206	16.8
500 to 749 miles	1 558	23.9	9 287	33.5	7 694	40.2
750 to 999 miles	567	8.7	3 021	10.9	3 285	17.2
1,000 to 1,499 miles	2 831	43.3	2 112	7.6	3 424	17.9
1,500 to 1,999 miles	(S)	–	(S)	(S)	(S)	(S)
2,000 miles or more	–	–	–	–	–	–
Inland water	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Great Lakes	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Deep sea water	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 13:55:19 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_3_20 PAGE: 2
TSF:TIPS92-13545485.DAT;1 5/ 7/ 96 13:54:58 UTF:TIPS93-13545485.DAT;1 5/ 7/ 96 13:54:58 META:TIPS96-13545485.DAT;1 5/ 7/ 96 13:55:14

Table 3. **Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1993**—Con.

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

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles[1]	
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent
SINGLE MODES—Con.						
Deep sea water—Con.						
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	–	–	–	–	–	–
Pipeline[2]	**859**	**100.0**	**5 237**	**100.0**	**(S)**	**(S)**
Less than 50 miles	(D)	(D)	(D)	(D)	(D)	(D)
50 to 99 miles	(D)	(D)	(D)	(D)	(D)	(D)
100 to 249 miles	(D)	(D)	(D)	(D)	(D)	(D)
250 to 499 miles	(D)	(D)	(D)	(D)	(D)	(D)
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	–	–	–	–	–	–
MULTIPLE MODES						
Private truck and for-hire truck	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Less than 50 miles	(D)	(D)	(D)	(D)	(D)	(D)
50 to 99 miles	(D)	(D)	(D)	(D)	(D)	(D)
100 to 249 miles	(D)	(D)	(D)	(D)	(D)	(D)
250 to 499 miles	(D)	(D)	(D)	(D)	(D)	(D)
500 to 749 miles	(D)	(D)	(D)	(D)	(D)	(D)
750 to 999 miles	(D)	(D)	(D)	(D)	(D)	(D)
1,000 to 1,499 miles	(D)	(D)	(D)	(D)	(D)	(D)
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Truck and air	**835**	**100.0**	**12**	**100.0**	**15**	**100.0**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	(S)	(S)	–	(S)	–	(S)
100 to 249 miles	47	5.6	(S)	(S)	–	(S)
250 to 499 miles	75	9.0	2	12.3	1	7.4
500 to 749 miles	95	11.3	1	11.5	1	9.3
750 to 999 miles	178	21.4	2	19.7	3	18.6
1,000 to 1,499 miles	430	51.5	5	42.7	8	53.2
1,500 to 1,999 miles	(S)	(S)	–	(S)	–	(S)
2,000 miles or more	8	1.0	–	(S)	–	(S)
Truck and rail	**277**	**100.0**	**388**	**100.0**	**288**	**100.0**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	(D)	(D)	(D)	(D)	(D)	(D)
100 to 249 miles	3	1.1	(S)	(S)	(S)	(S)
250 to 499 miles	8	3.1	(S)	(S)	(S)	(S)
500 to 749 miles	48	17.5	28	7.2	25	8.5
750 to 999 miles	(D)	(D)	(D)	(D)	(D)	(D)
1,000 to 1,499 miles	143	51.8	86	22.3	150	51.9
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Truck and water	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	(S)	(S)	(S)	(S)	–	(S)
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	(S)	(S)	(S)	(S)	(S)	(S)
Truck and pipeline[2]	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Rail and water	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	(D)	(D)	(D)	(D)	(D)	(D)
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Inland water and Great Lakes	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 13:55:19 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_3_20 PAGE: 3
TSF:TIPS92-13545485.DAT;1 5/ 7/ 96 13:54:58 UTF:TIPS93-13545485.DAT;1 5/ 7/ 96 13:54:58 META:TIPS96-13545485.DAT;1 5/ 7/ 96 13:55:14

Table 3. **Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1993**—Con.

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

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles[1]	
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent
MULTIPLE MODES—Con.						
Inland water and Great Lakes—Con.						
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Inland water and deep sea	**(S)**	**(S)**	**–**	**(S)**	**–**	**(S)**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	(D)	(D)	(D)	(D)	(D)	(D)
1,500 to 1,999 miles	(D)	(D)	(D)	(D)	(D)	(D)
2,000 miles or more	–	–	–	–	–	–
OTHER MODES						
Other and unknown modes	**2 233**	**100.0**	**2 406**	**100.0**	**1 103**	**100.0**
Less than 50 miles	537	24.0	(S)	(S)	13	1.2
50 to 99 miles	46	2.1	42	1.7	4	.3
100 to 249 miles	(D)	(D)	(D)	(D)	(D)	(D)
250 to 499 miles	216	9.7	75	3.1	34	3.1
500 to 749 miles	283	12.7	(S)	(S)	(S)	(S)
750 to 999 miles	312	14.0	(S)	(S)	(S)	(S)
1,000 to 1,499 miles	673	30.1	197	8.2	296	26.9
1,500 to 1,999 miles	(D)	(D)	(D)	(D)	(D)	(D)
2,000 miles or more	22	1.0	5	.2	15	1.4

Note: "Deep sea water" as a single mode describes shipments moving only on the open waters of the oceans or the Gulf of Mexico. Most shipments moving primarily on the open ocean are tabulated under "Inland water and deep sea".

– Represents zero or less than 1 unit of measure.
(D) Denotes figures withheld to avoid disclosing data for individual companies.
(S) Data do not meet publication standards due to high sampling variability or other reasons. Some unpublished estimates can be derived by subtracting published data from their respective totals. However, the figures obtained by such subtraction are subject to these same limitations.

[1]Ton-miles are based on the estimated distance traveled, not on Great Circle Distance. See the "Mileage Calculations" section of this report for further explanation.
[2]CFS data for pipelines exclude most shipments of crude oil. See "About the Data" section for details of CFS coverage.

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/96 13:55:19 DPVX01 TLP:BTI.T;1 11/29/95 10:29:07 DATA:TIPS.INP;1070 5/ 7/96 12:34:44 UPF:GPO_T_3_20 PAGE: 4
TSF:TIPS92-13545485.DAT;1 5/ 7/96 13:54:58 UTF:TIPS93-13545485.DAT;1 5/ 7/96 13:54:58 META:TIPS96-13545485.DAT;1 5/ 7/96 13:55:14

Table 4. Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1993

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

Mode of transportation and shipment size	Value		Tons		Ton-miles[1]		Average miles per shipment[1]
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
ALL MODES							
Total	**70 519**	**100.0**	**134 545**	**100.0**	**38 708**	**100.0**	**329**
Less than 50 lb	6 027	8.5	186	.1	62	.2	390
50 to 99 lb	1 915	2.7	110	.1	35	.1	306
100 to 499 lb	5 636	8.0	738	.5	192	.5	248
500 to 749 lb	1 582	2.2	340	.3	85	.2	247
750 to 999 lb	1 177	1.7	289	.2	63	.2	201
1,000 to 9,999 lb	17 986	25.5	6 679	5.0	1 783	4.6	264
10,000 to 49,999 lb	25 695	36.4	44 172	32.8	9 826	25.4	212
50,000 to 99,999 lb	4 499	6.4	41 632	30.9	4 057	10.5	96
100,000 lb or more	6 002	8.5	40 400	30.0	22 604	58.4	588
SINGLE MODES							
Parcel, U.S. Postal Service, or courier	**5 954**	**100.0**	**202**	**100.0**	**118**	**100.0**	**521**
Less than 50 lb	3 799	63.8	84	41.7	46	38.8	511
50 to 99 lb	1 007	16.9	35	17.3	22	18.6	608
100 to 499 lb	1 037	17.4	69	34.3	42	35.5	635
500 to 749 lb	72	1.2	8	4.1	4	3.6	492
750 to 999 lb	40	.7	5	2.5	4	3.6	805
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Private truck	**18 087**	**100.0**	**40 479**	**100.0**	**3 581**	**100.0**	**61**
Less than 50 lb	851	4.7	64	.2	2	.1	33
50 to 99 lb	355	2.0	55	.1	3	.1	57
100 to 499 lb	1 594	8.8	473	1.2	32	.9	66
500 to 749 lb	548	3.0	224	.6	17	.5	74
750 to 999 lb	366	2.0	202	.5	14	.4	70
1,000 to 9,999 lb	5 413	29.9	4 628	11.4	498	13.9	100
10,000 to 49,999 lb	7 136	39.5	20 604	50.9	1 899	53.0	88
50,000 to 99,999 lb	1 441	8.0	11 647	28.8	920	25.7	79
100,000 lb or more	(S)	(S)	2 580	6.4	196	5.5	95
For-hire truck	**34 827**	**100.0**	**55 617**	**100.0**	**11 735**	**100.0**	**409**
Less than 50 lb	346	1.0	24	–	4	–	316
50 to 99 lb	265	.8	14	–	6	.1	580
100 to 499 lb	2 373	6.8	169	.3	105	.9	607
500 to 749 lb	829	2.4	94	.2	56	.5	676
750 to 999 lb	725	2.1	73	.1	41	.4	641
1,000 to 9,999 lb	10 840	31.1	1 806	3.2	1 059	9.0	629
10,000 to 49,999 lb	16 066	46.1	21 950	39.5	6 767	57.7	327
50,000 to 99,999 lb	2 955	8.5	29 257	52.6	2 851	24.3	98
100,000 lb or more	427	1.2	2 229	4.0	845	7.2	360
Air	**463**	**100.0**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Less than 50 lb	271	58.5	1	37.4	(S)	(S)	(S)
50 to 99 lb	(S)	(S)	(S)	(S)	(S)	(S)	(S)
100 to 499 lb	(S)	(S)	(S)	(S)	(S)	(S)	(S)
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	(S)	(S)	–	.4	–	–	(S)
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Rail	**6 532**	**100.0**	**27 749**	**100.0**	**19 129**	**100.0**	**801**
Less than 50 lb	–	–	–	–	–	–	(S)
50 to 99 lb	–	–	–	–	–	–	(S)
100 to 499 lb	(S)	(S)	(S)	(S)	(S)	–	(S)
500 to 749 lb	(S)	(S)	–	–	–	–	(S)
750 to 999 lb	–	–	–	–	–	–	(S)
1,000 to 9,999 lb	(S)	(S)	(S)	(S)	(S)	–	(S)
10,000 to 49,999 lb	(S)	(S)	334	1.2	451	2.4	1 334
50,000 to 99,999 lb	76	1.2	385	1.4	256	1.3	685
100,000 lb or more	4 042	61.9	26 992	97.3	18 362	96.0	617
Inland water	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Great Lakes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Deep sea water	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 13:59:32 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_4_20 PAGE: 1
TSF:TIPS92-13590711.DAT;1 5/ 7/ 96 13:59:09 UTF:TIPS93-13590711.DAT;1 5/ 7/ 96 13:59:09 META:TIPS96-13590711.DAT;1 5/ 7/ 96 13:59:27

Table 4. **Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1993**—Con.

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

Mode of transportation and shipment size	Value		Tons		Ton-miles[1]		Average miles per shipment[1]
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
SINGLE MODES—Con.							
Deep sea water—Con.							
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Pipeline[2]	**859**	**100.0**	**5 237**	**100.0**	**(S)**	**(S)**	**(S)**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	(S)	(S)	(S)	(S)	–	–	(S)
50,000 to 99,999 lb	(S)	(S)	(S)	(S)	–	–	(S)
100,000 lb or more	855	99.6	5 228	99.8	(S)	(S)	(S)
MULTIPLE MODES							
Private truck and for-hire truck	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Less than 50 lb	–	–	–	–	–	–	(S)
50 to 99 lb	–	–	–	–	–	–	(S)
100 to 499 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
500 to 749 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
750 to 999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
1,000 to 9,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
10,000 to 49,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
50,000 to 99,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
100,000 lb or more	–	–	–	–	–	–	–
Truck and air	**835**	**100.0**	**12**	**100.0**	**15**	**100.0**	**1 321**
Less than 50 lb	446	53.4	3	27.3	4	28.1	1 324
50 to 99 lb	88	10.6	1	9.6	2	10.4	1 405
100 to 499 lb	205	24.6	4	33.0	5	29.6	1 161
500 to 749 lb	(S)	(S)	1	6.6	1	8.0	1 510
750 to 999 lb	(S)	(S)	(S)	(S)	(S)	(S)	(S)
1,000 to 9,999 lb	46	5.5	2	14.5	2	13.5	1 199
10,000 to 49,999 lb	(S)	(S)	–	1.8	–	(S)	(S)
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Truck and rail	**277**	**100.0**	**388**	**100.0**	**288**	**100.0**	**1 303**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	(S)
100 to 499 lb	–	–	–	–	–	–	(S)
500 to 749 lb	–	.2	–	–	–	–	(S)
750 to 999 lb	–	–	–	–	–	–	(S)
1,000 to 9,999 lb	55	19.8	11	2.8	22	7.6	2 006
10,000 to 49,999 lb	193	69.9	(S)	(S)	(S)	(S)	(S)
50,000 to 99,999 lb	(S)	(S)	(S)	(S)	(S)	(S)	(S)
100,000 lb or more	(S)	(S)	230	59.4	114	39.7	632
Truck and water	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	(S)	(S)	–	.2	–	–	(S)
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
10,000 to 49,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Truck and pipeline[2]	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Rail and water	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Inland water and Great Lakes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 13:59:32 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_4_20 PAGE: 2
TSF:TIPS92-13590711.DAT;1 5/ 7/ 96 13:59:09 UTF:TIPS93-13590711.DAT;1 5/ 7/ 96 13:59:09 META:TIPS96-13590711.DAT;1 5/ 7/ 96 13:59:27

Table 4. **Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1993**—Con.

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

Mode of transportation and shipment size	Value		Tons		Ton-miles[1]		Average miles per shipment[1]
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
MULTIPLE MODES—Con.							
Inland water and Great Lakes—Con.							
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Inland water and deep sea	**(S)**	**(S)**	**–**	**100.0**	**(S)**	**(S)**	**(S)**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
10,000 to 49,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
50,000 to 99,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
100,000 lb or more	–	–	–	–	–	–	–
OTHER MODES							
Other and unknown modes	**2 233**	**100.0**	**2 406**	**100.0**	**1 103**	**100.0**	**282**
Less than 50 lb	314	14.1	10	.4	(S)	–	(S)
50 to 99 lb	(S)	(S)	4	.2	(S)	–	(S)
100 to 499 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
500 to 749 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
750 to 999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
1,000 to 9,999 lb	598	26.8	182	7.5	62	5.7	374
10,000 to 49,999 lb	588	26.3	1 027	42.7	406	36.9	331
50,000 to 99,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
100,000 lb or more	(D)	(D)	(D)	(D)	(D)	(D)	(D)

Note: "Deep sea water" as a single mode describes shipments moving only on the open waters of the oceans or the Gulf of Mexico. Most shipments moving primarily on the open ocean are tabulated under "Inland water and deep sea".

– Represents zero or less than 1 unit of measure.
(D) Denotes figures withheld to avoid disclosing data for individual companies.
(S) Data do not meet publication standards due to high sampling variability or other reasons. Some unpublished estimates can be derived by subtracting published data from their respective totals. However, the figures obtained by such subtraction are subject to these same limitations.

[1]Average miles and ton-miles are based on the estimated distance traveled, not on Great Circle Distance. See the "Mileage Calculations" section of this report for further explanation. Calculation of average miles per shipment excludes shipments of STCC 27, Printed Matter. See "About the Data" section of this report for further explanation.
[2]CFS data for pipelines exclude most shipments of crude oil. See "About the Data" section for details of CFS coverage.

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 13:59:32 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_4_20 PAGE: 3
TSF:TIPS92-13590711.DAT;1 5/ 7/ 96 13:59:09 UTF:TIPS93-13590711.DAT;1 5/ 7/ 96 13:59:09 META:TIPS96-13590711.DAT;1 5/ 7/ 96 13:59:27

Table 5. **Shipment Characteristics by Commodity for State of Origin: 1993**

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

STCC code	Commodity description	Value (million dollars)	Tons (thousands)	Ton-miles[1] (millions)	Average miles per shipment[1]
	ALL COMMODITIES				
	Total	**70 519**	**134 545**	**38 708**	**329**
01	Farm products	4 676	33 711	14 206	117
08	Forest products	(D)	(D)	(D)	(D)
09	Fresh fish or other marine products	(D)	(D)	(D)	(D)
10	Metallic ores	(D)	(D)	(D)	(D)
11	Coal	19	753	105	111
13	Crude petroleum, natural gas, or gasoline	(S)	(S)	(S)	(S)
14	Nonmetallic minerals	200	25 963	1 480	42
19	Ordnance or accessories	(D)	(D)	(D)	(D)
20	Food or kindred products	17 202	19 504	8 716	125
21	Tobacco products, excluding insecticides	(S)	(S)	(S)	(S)
22	Textile mill products	133	26	9	328
23	Apparel or other finished textile products	762	44	28	852
24	Lumber or wood products, excluding furniture	564	484	127	315
25	Furniture or fixtures	226	45	19	278
26	Pulp, paper, or allied products	1 516	994	333	224
27	Printed matter	(S)	(S)	(S)	–
28	Chemicals or allied products	3 888	7 224	3 011	227
29	Petroleum or coal products	4 845	29 727	5 417	85
30	Rubber or miscellaneous plastics products	4 707	1 064	578	372
31	Leather or leather products	(S)	(S)	(S)	(S)
32	Clay, concrete, glass, or stone products	986	8 842	1 546	159
33	Primary metal products	825	696	177	187
34	Fabricated metal products	2 082	529	272	529
35	Machinery, excluding electrical	3 491	471	298	371
36	Electrical machinery, equipment, or supplies	2 430	804	736	382
37	Transportation equipment	7 989	398	279	370
38	Instruments, photographic goods, optical goods, watches, or clocks	935	32	20	547
39	Miscellaneous products of manufacturing	1 560	171	113	532
40	Waste or scrap materials	138	1 027	387	273
41	Miscellaneous freight shipments	(S)	235	89	516
42	Containers, carriers or devices, shipping, returned empty	–	–	–	(S)
48	Waste hazardous materials or waste hazardous substances	(S)	23	–	(S)
—	Commodity unknown	(S)	101	(S)	(S)

– Represents zero or less than 1 unit of measure.
(D) Denotes figures withheld to avoid disclosing data for individual companies.
(S) Data do not meet publication standards due to high sampling variability or other reasons. Some unpublished estimates can be derived by subtracting published data from their respective totals. However, the figures obtained by such subtraction are subject to these same limitations.

[1]Average miles and ton-miles are based on the estimated distance traveled, not on Great Circle Distance. See the "Mileage Calculations" section of this report for further explanation. Calculation of average miles per shipment excludes shipments of STCC 27, Printed Matter. See "About the Data" section of this report for further explanation.

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:03:42 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_5_20 PAGE: 1
TSF:TIPS92-14031761.DAT;1 5/ 7/ 96 14:03:21 UTF:TIPS93-14031761.DAT;1 5/ 7/ 96 14:03:21 META:TIPS96-14031761.DAT;1 5/ 7/ 96 14:03:39

Table 6. Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993

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

STCC code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment[1]
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
ALL COMMODITIES							
Total	**70 519**	**100.0**	**134 545**	**100.0**	**38 708**	**100.0**	**329**
Single Modes							
Parcel, U.S. Postal Service, or courier	5 954	8.4	202	.2	118	.3	521
Private truck	18 087	25.6	40 479	30.1	3 581	9.3	61
For-hire truck	34 827	49.4	55 617	41.3	11 735	30.3	409
Air	463	.7	(S)	–	(S)	–	(S)
Rail	6 532	9.3	27 749	20.6	19 129	49.4	801
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	859	1.2	5 237	3.9	(S)	(S)	(S)
Multiple Modes							
Private truck and for-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and air	835	1.2	12	–	15	–	1 321
Truck and rail	277	.4	388	.3	288	.7	1 303
Truck and water	(S)	(S)	(S)	–	(S)	–	(S)
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	(S)	–	–	–	(S)	–	(S)
Other Modes							
Other and unknown modes	2 233	3.2	2 406	1.8	1 103	2.8	282
STCC 01, FARM PRODUCTS							
Total	**4 676**	**100.0**	**33 711**	**100.0**	**14 206**	**100.0**	**117**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	–	–	–	–	–	(S)
Private truck	974	20.8	5 053	15.0	282	2.0	50
For-hire truck	1 435	30.7	10 867	32.2	1 248	8.8	118
Air	–	–	–	–	–	–	–
Rail	2 174	46.5	16 994	50.4	12 118	85.3	618
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	(S)	–	–	–	(S)
Truck and air	–	–	–	–	–	–	–
Truck and rail	(S)	(S)	(S)	–	(S)	–	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	(S)	(S)	(S)
STCC 08, FOREST PRODUCTS							
Total	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	–	–	–	–	–	–

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:13:18 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_6_20 PAGE: 1
TSF:TIPS92-14112766.DAT;1 5/ 7/ 96 14:11:34 UTF:TIPS93-14112766.DAT;1 5/ 7/ 96 14:11:34 META:TIPS96-14112766.DAT;1 5/ 7/ 96 14:12:52

Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

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

STCC code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment[1]
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
STCC 09, FRESH FISH OR OTHER MARINE PRODUCTS							
Total	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	–	–	–	–	–	–
STCC 10, METALLIC ORES							
Total	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Single Modes							
Parcel, U.S. Postal Service, or courier	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	–	–	–	–	–	–	–
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	–	–	–	–	–	–
STCC 11, COAL							
Total	**19**	**100.0**	**753**	**100.0**	**105**	**100.0**	**111**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	–	–	–	–	–	–	–
For-hire truck	15	77.4	589	78.2	61	57.8	105
Air	–	–	–	–	–	–	–
Rail	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	–	–	–	–	–	–

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:13:18 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_6_20 PAGE: 2
TSF:TIPS92-14112766.DAT;1 5/ 7/ 96 14:11:34 UTF:TIPS93-14112766.DAT;1 5/ 7/ 96 14:11:34 META:TIPS96-14112766.DAT;1 5/ 7/ 96 14:12:52

Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

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

STCC code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment[1]
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
STCC 13, CRUDE PETROLEUM, NATURAL GAS, OR GASOLINE							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	(S)
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	–	(S)	(S)	(S)	–	(S)	(S)
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	–	–	–	–	–	–
STCC 14, NONMETALLIC MINERALS							
Total	**200**	**100.0**	**25 963**	**100.0**	**1 480**	**100.0**	**42**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	114	56.7	9 473	36.5	282	19.0	29
For-hire truck	71	35.3	15 158	58.4	778	52.6	47
Air	–	–	–	–	–	–	–
Rail	10	5.0	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	(S)	(S)	(S)
STCC 19, ORDNANCE OR ACCESSORIES							
Total	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Single Modes							
Parcel, U.S. Postal Service, or courier	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Air	–	–	–	–	–	–	–
Rail	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(D)	(D)	(D)	(D)	(D)	(D)	(D)

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:13:18 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_6_20 PAGE: 3
TSF:TIPS92-14112766.DAT;1 5/ 7/ 96 14:11:34 UTF:TIPS93-14112766.DAT;1 5/ 7/ 96 14:11:34 META:TIPS96-14112766.DAT;1 5/ 7/ 96 14:12:52

Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

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

STCC code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment[1]
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
STCC 20, FOOD OR KINDRED PRODUCTS							
Total	**17 202**	**100.0**	**19 504**	**100.0**	**8 716**	**100.0**	**125**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	(S)	–	1	–	252
Private truck	7 092	41.2	7 011	35.9	1 154	13.2	73
For-hire truck	8 476	49.3	8 518	43.7	4 035	46.3	541
Air	–	–	–	–	–	–	–
Rail	1 250	7.3	3 524	18.1	3 071	35.2	935
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	(S)	–	(S)	–	(S)	–	(S)
Truck and air	(S)	–	–	–	–	–	(S)
Truck and rail	50	.3	(S)	(S)	(S)	(S)	(S)
Truck and water	(S)	(S)	(S)	–	(S)	–	(S)
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	298	1.7	357	1.8	303	3.5	(S)
STCC 21, TOBACCO PRODUCTS, EXCLUDING INSECTICIDES							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	–	–	–	–	–	–
STCC 22, TEXTILE MILL PRODUCTS							
Total	**133**	**100.0**	**26**	**100.0**	**9**	**100.0**	**328**
Single Modes							
Parcel, U.S. Postal Service, or courier	19	14.0	(S)	(S)	1	7.2	501
Private truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
For-hire truck	61	45.6	12	45.8	7	84.3	378
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	(S)
Truck and air	–	–	–	–	–	–	(S)
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	–	–	(S)

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:13:18 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_6_20 PAGE: 4
TSF:TIPS92-14112766.DAT;1 5/ 7/ 96 14:11:34 UTF:TIPS93-14112766.DAT;1 5/ 7/ 96 14:11:34 META:TIPS96-14112766.DAT;1 5/ 7/ 96 14:12:52

Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

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

STCC code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment[1]
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
STCC 23, APPAREL OR OTHER FINISHED TEXTILE PRODUCTS							
Total	**762**	**100.0**	**44**	**100.0**	**28**	**100.0**	**852**
Single Modes							
Parcel, U.S. Postal Service, or courier	321	42.1	10	22.8	9	33.0	891
Private truck	67	8.7	6	14.3	(S)	(S)	(S)
For-hire truck	351	46.1	26	59.2	14	48.9	622
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	(S)	(S)	–	(S)	–	–	(S)
Truck and air	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	6	.8	–	.3	–	–	(S)
STCC 24, LUMBER OR WOOD PRODUCTS, EXCLUDING FURNITURE							
Total	**564**	**100.0**	**484**	**100.0**	**127**	**100.0**	**315**
Single Modes							
Parcel, U.S. Postal Service, or courier	7	1.2	1	.2	1	.6	695
Private truck	352	62.5	300	62.1	32	24.9	126
For-hire truck	188	33.3	156	32.3	79	62.1	723
Air	–	–	–	–	–	–	(S)
Rail	–	(S)	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	(S)
Truck and air	–	–	–	–	–	–	(S)
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	(S)	(S)	–	(S)	(S)	(S)	(S)
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	(S)	(S)	(S)
STCC 25, FURNITURE OR FIXTURES							
Total	**226**	**100.0**	**45**	**100.0**	**19**	**100.0**	**278**
Single Modes							
Parcel, U.S. Postal Service, or courier	30	13.2	2	4.0	1	4.3	417
Private truck	126	55.6	22	48.5	5	24.5	(S)
For-hire truck	66	29.0	21	45.7	13	69.0	693
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	2	1.1	–	.1	–	.4	1 391
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	3	1.1	1	1.6	–	(S)	(S)

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:13:18 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_6_20 PAGE: 5
TSF:TIPS92-14112766.DAT;1 5/ 7/ 96 14:11:34 UTF:TIPS93-14112766.DAT;1 5/ 7/ 96 14:11:34 META:TIPS96-14112766.DAT;1 5/ 7/ 96 14:12:52

Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

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

STCC code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment[1]
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
STCC 26, PULP, PAPER, OR ALLIED PRODUCTS							
Total	**1 516**	**100.0**	**994**	**100.0**	**333**	**100.0**	**224**
Single Modes							
Parcel, U.S. Postal Service, or courier	133	8.8	24	2.4	13	4.1	301
Private truck	448	29.6	360	36.3	63	18.8	84
For-hire truck	872	57.5	587	59.0	241	72.4	(S)
Air	–	–	–	–	–	–	–
Rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	(S)
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	18	1.8	10	3.1	(S)
STCC 27, PRINTED MATTER							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**–**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	(S)	(S)	(S)	(S)	–
Private truck	(S)	(S)	(S)	(S)	(S)	(S)	–
For-hire truck	(S)	(S)	(S)	(S)	(S)	(S)	–
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	(S)	(S)	(S)	(S)	(S)	(S)	–
Truck and rail	(S)	(S)	(S)	(S)	(S)	(S)	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	(S)	(S)	–
STCC 28, CHEMICALS OR ALLIED PRODUCTS							
Total	**3 888**	**100.0**	**7 224**	**100.0**	**3 011**	**100.0**	**227**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	11	.2	4	.1	314
Private truck	1 204	31.0	2 481	34.3	480	15.9	82
For-hire truck	1 316	33.8	2 154	29.8	732	24.3	417
Air	–	–	–	–	–	–	(S)
Rail	479	12.3	2 319	32.1	1 647	54.7	750
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Multiple Modes							
Private truck and for-hire truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and air	27	.7	1	–	1	–	1 218
Truck and rail	19	.5	(S)	(S)	(S)	–	(S)
Truck and water	(S)	(S)	(S)	–	(S)	–	(S)
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(D)	(D)	(D)	(D)	(D)	(D)	(D)

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:13:18 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_6_20 PAGE: 6
TSF:TIPS92-14112766.DAT;1 5/ 7/ 96 14:11:34 UTF:TIPS93-14112766.DAT;1 5/ 7/ 96 14:11:34 META:TIPS96-14112766.DAT;1 5/ 7/ 96 14:12:52

Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

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

STCC code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment[1]
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
STCC 29, PETROLEUM OR COAL PRODUCTS							
Total	**4 845**	**100.0**	**29 727**	**100.0**	**5 417**	**100.0**	**85**
Single Modes							
Parcel, U.S. Postal Service, or courier	2	–	–	–	–	–	486
Private truck	1 881	38.8	8 044	27.1	645	11.9	38
For-hire truck	1 749	36.1	11 716	39.4	1 314	24.3	165
Air	–	–	–	–	–	–	–
Rail	273	5.6	2 760	9.3	966	17.8	353
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	806	16.6	4 818	16.2	(S)	(S)	(S)
Multiple Modes							
Private truck and for-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and air	–	–	–	–	–	–	–
Truck and rail	(S)	(S)	(S)	–	(S)	–	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	2	–	(S)
STCC 30, RUBBER OR MISCELLANEOUS PLASTICS PRODUCTS							
Total	**4 707**	**100.0**	**1 064**	**100.0**	**578**	**100.0**	**372**
Single Modes							
Parcel, U.S. Postal Service, or courier	142	3.0	7	.7	4	.8	526
Private truck	464	9.9	206	19.3	45	7.8	79
For-hire truck	3 653	77.6	774	72.8	438	75.8	609
Air	–	–	–	–	–	–	(S)
Rail	(S)	(S)	20	1.9	26	4.4	1 319
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	(S)	(S)	(S)	(S)	(S)	–	(S)
Truck and air	7	.1	–	–	–	.1	1 379
Truck and rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	219	4.7	52	4.9	58	10.1	(S)
STCC 31, LEATHER OR LEATHER PRODUCTS							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	17	.4	–	.3	–	.2	1 182
Private truck	–	–	–	–	–	–	(S)
For-hire truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Air	–	–	–	–	–	–	–
Rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	(S)	–	–	–	–	–	(S)
Truck and rail	–	–	–	–	–	–	–
Truck and water	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	–	–	(S)

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:13:18 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_6_20 PAGE: 7
TSF:TIPS92-14112766.DAT;1 5/ 7/ 96 14:11:34 UTF:TIPS93-14112766.DAT;1 5/ 7/ 96 14:11:34 META:TIPS96-14112766.DAT;1 5/ 7/ 96 14:12:52

Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

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

STCC code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment[1]
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
STCC 32, CLAY, CONCRETE, GLASS, OR STONE PRODUCTS							
Total	**986**	**100.0**	**8 842**	**100.0**	**1 546**	**100.0**	**159**
Single Modes							
Parcel, U.S. Postal Service, or courier	11	1.2	1	–	1	–	498
Private truck	380	38.6	5 913	66.9	235	15.2	38
For-hire truck	533	54.1	2 127	24.1	830	53.7	394
Air	–	–	–	–	–	–	(S)
Rail	48	4.8	789	8.9	473	30.6	685
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	(S)
Truck and air	(S)	(S)	–	–	–	–	1 292
Truck and rail	–	–	–	–	–	–	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	9	1.0	(S)	(S)	(S)	–	(S)
STCC 33, PRIMARY METAL PRODUCTS							
Total	**825**	**100.0**	**696**	**100.0**	**177**	**100.0**	**187**
Single Modes							
Parcel, U.S. Postal Service, or courier	37	4.5	3	.4	1	.6	395
Private truck	392	47.5	337	48.5	42	23.8	43
For-hire truck	362	44.0	308	44.2	112	63.6	356
Air	–	–	–	–	–	–	–
Rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	(S)
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	20	2.5	(S)	(S)	(S)	(S)	(S)
STCC 34, FABRICATED METAL PRODUCTS							
Total	**2 082**	**100.0**	**529**	**100.0**	**272**	**100.0**	**529**
Single Modes							
Parcel, U.S. Postal Service, or courier	255	12.3	(S)	(S)	(S)	(S)	(S)
Private truck	598	28.7	213	40.3	53	19.5	81
For-hire truck	972	46.7	254	48.0	163	60.0	652
Air	–	–	–	–	–	–	(S)
Rail	46	2.2	9	1.7	11	3.9	993
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	(S)
Truck and air	22	1.1	(S)	(S)	(S)	–	(S)
Truck and rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	188	9.0	30	5.7	25	9.3	822

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:13:18 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_6_20 PAGE: 8
TSF:TIPS92-14112766.DAT;1 5/ 7/ 96 14:11:34 UTF:TIPS93-14112766.DAT;1 5/ 7/ 96 14:11:34 META:TIPS96-14112766.DAT;1 5/ 7/ 96 14:12:52

Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

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

STCC code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment[1]
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
STCC 35, MACHINERY, EXCLUDING ELECTRICAL							
Total	**3 491**	**100.0**	**471**	**100.0**	**298**	**100.0**	**371**
Single Modes							
Parcel, U.S. Postal Service, or courier	570	16.3	14	3.0	7	2.4	430
Private truck	966	27.7	160	34.0	45	14.9	69
For-hire truck	1 723	49.3	269	57.1	220	73.8	678
Air	–	–	–	–	–	–	(S)
Rail	(S)	(S)	(S)	(S)	(S)	–	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	(S)
Truck and air	38	1.1	1	.3	2	.6	1 146
Truck and rail	(S)	(S)	(S)	(S)	(S)	–	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	170	4.9	24	5.2	22	7.5	(S)
STCC 36, ELECTRICAL MACHINERY, EQUIPMENT, OR SUPPLIES							
Total	**2 430**	**100.0**	**804**	**100.0**	**736**	**100.0**	**382**
Single Modes							
Parcel, U.S. Postal Service, or courier	622	25.6	12	1.5	7	1.0	517
Private truck	390	16.1	155	19.3	(S)	(S)	(S)
For-hire truck	1 229	50.5	600	74.6	(S)	(S)	(S)
Air	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	(S)	(S)	1	.1	1	.2	1 240
Truck and rail	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and water	(S)	(S)	(S)	(S)	(S)	–	(S)
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	33	1.4	(S)	(S)	(S)	(S)	(S)
STCC 37, TRANSPORTATION EQUIPMENT							
Total	**7 989**	**100.0**	**398**	**100.0**	**279**	**100.0**	**370**
Single Modes							
Parcel, U.S. Postal Service, or courier	775	9.7	14	3.6	7	2.3	586
Private truck	638	8.0	127	31.9	(S)	(S)	(S)
For-hire truck	3 890	48.7	202	50.8	149	53.5	632
Air	(S)	(S)	(S)	(S)	(S)	–	(S)
Rail	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and air	432	5.4	4	1.0	5	1.8	1 371
Truck and rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and water	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	490	6.1	30	7.5	29	10.4	(S)

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:13:18 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_6_20 PAGE: 9
TSF:TIPS92-14112766.DAT;1 5/ 7/ 96 14:11:34 UTF:TIPS93-14112766.DAT;1 5/ 7/ 96 14:11:34 META:TIPS96-14112766.DAT;1 5/ 7/ 96 14:12:52

Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

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

STCC code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment[1]
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
STCC 38, INSTRUMENTS, PHOTOGRAPHIC GOODS, OPTICAL GOODS, WATCHES, OR CLOCKS							
Total	**935**	**100.0**	**32**	**100.0**	**20**	**100.0**	**547**
Single Modes							
Parcel, U.S. Postal Service, or courier	461	49.3	7	21.7	4	18.1	554
Private truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
For-hire truck	(S)	(S)	17	54.0	14	69.3	489
Air	(S)	(S)	–	–	–	–	(S)
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	74	7.9	1	3.0	1	5.3	1 108
Truck and rail	–	–	–	–	–	–	–
Truck and water	(S)	(S)	–	(S)	–	(S)	(S)
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	–	(S)	(S)
STCC 39, MISCELLANEOUS PRODUCTS OF MANUFACTURING							
Total	**1 560**	**100.0**	**171**	**100.0**	**113**	**100.0**	**532**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	10	5.6	7	6.4	572
Private truck	78	5.0	53	31.2	22	19.5	65
For-hire truck	395	25.3	106	62.3	82	72.9	522
Air	–	–	–	–	–	–	(S)
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	18	1.2	–	.1	–	.1	1 184
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	10	.6	1	.8	1	1.0	262
STCC 40, WASTE OR SCRAP MATERIALS							
Total	**138**	**100.0**	**1 027**	**100.0**	**387**	**100.0**	**273**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	(S)	–	–	–	–	(S)
Private truck	21	15.6	149	14.5	(S)	(S)	(S)
For-hire truck	41	29.9	111	10.8	37	9.5	371
Air	–	–	–	–	–	–	–
Rail	70	50.8	760	74.0	334	86.4	498
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	(S)	(S)	(S)	(S)	(S)	–	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	(S)	(S)	(S)	–	–	(S)

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:13:18 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_6_20 PAGE: 10
TSF:TIPS92-14112766.DAT;1 5/ 7/ 96 14:11:34 UTF:TIPS93-14112766.DAT;1 5/ 7/ 96 14:11:34 META:TIPS96-14112766.DAT;1 5/ 7/ 96 14:12:52

Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

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

STCC code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment[1]
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
STCC 41, MISCELLANEOUS FREIGHT SHIPMENTS							
Total	**(S)**	**(S)**	**235**	**100.0**	**89**	**100.0**	**516**
Single Modes							
Parcel, U.S. Postal Service, or courier	5	.4	–	.1	–	.1	516
Private truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
For-hire truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Air	–	–	–	–	–	–	–
Rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	(S)	(S)	–	–	–	–	(S)
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	(S)	(S)	(S)
STCC 42, CONTAINERS, CARRIERS OR DEVICES, SHIPPING, RETURNED EMPTY							
Total	**–**	**100.0**	**–**	**100.0**	**–**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	–	–	–	–	–	–
STCC 48, WASTE HAZARDOUS MATERIALS OR WASTE HAZARDOUS SUBSTANCES							
Total	**(S)**	**(S)**	**23**	**100.0**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	(S)	–	–	–	–	(S)
Private truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
For-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Air	–	–	–	–	–	–	–
Rail	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	–	–	–	–	–	–

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:13:18 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_6_20 PAGE: 11
TSF:TIPS92-14112766.DAT;1 5/ 7/ 96 14:11:34 UTF:TIPS93-14112766.DAT;1 5/ 7/ 96 14:11:34 META:TIPS96-14112766.DAT;1 5/ 7/ 96 14:12:52

Table 6. **Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

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

STCC code, description, and mode of transportation	Value		Tons		Ton-miles[1]		Average miles per shipment[1]
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
COMMODITY UNKNOWN							
Total	**(S)**	**(S)**	**101**	**100.0**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	4	.7	–	.2	–	.4	465
Private truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
For-hire truck	66	10.0	(S)	(S)	(S)	(S)	(S)
Air	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(D)	(D)	(D)	(D)	(D)	(D)	(D)

Note: "Deep sea water" as a single mode describes shipments moving only on the open waters of the oceans or the Gulf of Mexico. Most shipments moving primarily on the open ocean are tabulated under "Inland water and deep sea".

– Represents zero or less than 1 unit of measure.
(D) Denotes figures withheld to avoid disclosing data for individual companies.
(S) Data do not meet publication standards due to high sampling variability or other reasons. Some unpublished estimates can be derived by subtracting published data from their respective totals. However, the figures obtained by such subtraction are subject to these same limitations.

[1]Average miles and ton-miles are based on the estimated distance traveled, not on Great Circle Distance. See the "Mileage Calculations" section of this report for explanation. Calculation of average miles per shipment excludes shipments of STCC 27, Printed Matter. See "About the Data" section of this report for further explanation.
[2]CFS data for pipelines exclude most shipments of crude oil. See "About the Data" section for details of CFS coverage.

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:13:18 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_6_20 PAGE: 12
TSF:TIPS92-14112766.DAT;1 5/ 7/ 96 14:11:34 UTF:TIPS93-14112766.DAT;1 5/ 7/ 96 14:11:34 META:TIPS96-14112766.DAT;1 5/ 7/ 96 14:12:52

Table 7. **Shipment Characteristics by State of Destination for State of Origin: 1993**

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

State of Destination	Value		Tons		Ton-miles[1]	
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent
Total	**70 519**	**100.0**	**134 545**	**100.0**	**38 708**	**100.0**
NEW ENGLAND STATES						
Connecticut	(S)	(S)	108	.1	157	.4
Maine	125	.2	38	–	67	.2
Massachusetts	440	.6	82	.1	128	.3
New Hampshire	59	.1	(S)	–	(S)	–
Rhode Island	22	–	(S)	–	(S)	–
Vermont	(S)	(S)	(S)	–	(S)	–
MIDDLE ATLANTIC STATES						
New Jersey	872	1.2	364	.3	506	1.3
New York	1 798	2.6	630	.5	831	2.1
Pennsylvania	1 353	1.9	577	.4	717	1.9
EAST NORTH CENTRAL STATES						
Illinois	2 156	3.1	1 422	1.1	815	2.1
Indiana	722	1.0	339	.3	234	.6
Michigan	1 381	2.0	418	.3	372	1.0
Ohio	1 737	2.5	818	.6	668	1.7
Wisconsin	1 037	1.5	305	.2	216	.6
WEST NORTH CENTRAL STATES						
Iowa	1 481	2.1	1 944	1.4	842	2.2
Kansas	17 839	25.3	72 336	53.8	4 343	11.2
Minnesota	788	1.1	611	.5	371	1.0
Missouri	7 970	11.3	13 852	10.3	1 767	4.6
Nebraska	1 494	2.1	1 894	1.4	483	1.2
North Dakota	133	.2	60	–	46	.1
South Dakota	148	.2	103	.1	51	.1
SOUTH ATLANTIC STATES						
Delaware	63	.1	(S)	–	(S)	–
District of Columbia	30	–	(S)	–	(S)	–
Florida	1 103	1.6	319	.2	461	1.2
Georgia	836	1.2	295	.2	297	.8
Maryland	300	.4	129	.1	169	.4
North Carolina	504	.7	255	.2	352	.9
South Carolina	227	.3	96	.1	111	.3
Virginia	458	.6	112	.1	144	.4
West Virginia	73	.1	(S)	–	(S)	–
EAST SOUTH CENTRAL STATES						
Alabama	395	.6	116	.1	103	.3
Kentucky	544	.8	256	.2	178	.5
Mississippi	365	.5	193	.1	131	.3
Tennessee	875	1.2	924	.7	658	1.7
WEST SOUTH CENTRAL STATES						
Arkansas	968	1.4	2 160	1.6	841	2.2
Louisiana	550	.8	2 790	2.1	2 316	6.0
Oklahoma	2 540	3.6	9 325	6.9	1 546	4.0
Texas	5 984	8.5	16 700	12.4	12 680	32.8
MOUNTAIN STATES						
Arizona	(S)	(S)	380	.3	403	1.0
Colorado	1 482	2.1	1 430	1.1	707	1.8
Idaho	100	.1	24	–	31	.1
Montana	203	.3	127	.1	146	.4
Nevada	155	.2	27	–	38	.1
New Mexico	(S)	(S)	143	.1	90	.2
Utah	220	.3	77	.1	78	.2
Wyoming	208	.3	79	.1	60	.2
PACIFIC STATES						
Alaska	(S)	(S)	(S)	–	(S)	–
California	4 578	6.5	1 739	1.3	2 830	7.3
Hawaii	(S)	(S)	15	–	(S)	–
Oregon	294	.4	256	.2	446	1.2
Washington	2 815	4.0	(S)	(S)	(S)	(S)

– Represents zero or less than 1 unit of measure.
(D) Denotes figures withheld to avoid disclosing data for individual companies.
(S) Data do not meet publication standards due to high sampling variability or other reasons. Some unpublished estimates can be derived by subtracting published data from their respective totals. However, the figures obtained by such subtraction are subject to these same limitations.

[1]Ton-miles are based on the estimated distance traveled, not on Great Circle Distance. See the "Mileage Calculations" section of this report for further explanation.

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:20:21 DPVX01 TLP:BTI.T;1 11/ 29/ 95 10:29:07 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_T_7_20 PAGE: 1
TSF:TIPS92-14194359.DAT;1 5/ 7/ 96 14:19:48 UTF:TIPS93-14194359.DAT;1 5/ 7/ 96 14:19:49 META:TIPS96-14194359.DAT;1 5/ 7/ 96 14:20:15

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[1]	1993
1. Industry coverage	All manufacturers	All manufacturers Selected mining establishments Grain wholesalers Petroleum bulk plants	Manufacturers (minor exceptions) Mining (except mining services and oil and gas extraction) All wholesale Video tape distributers 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	Piggyback rail Rail	Rail
	For-hire motor carrier, ICC For-hire motor carrier, non-ICC	Motor carrier	For-hire truck
	Private truck	Private truck	Private truck
	Air	Air	Air
	Water	Water	Inland water and/ or Great Lakes Deep sea water
	Pipeline		Pipeline
	Parcel delivery	Parcel delivery	Parcel delivery Courier U.S. Postal Service
	Other	Other	Other/ unknown

Item	1977	1983[1]	1993
5. Data items requested on questionnaire	For **each** shipment: Total value Value of each commodity	**Aggregated** data for 1983: Total value of products shipped and services	For **each** shipment: Total value
	Total weight Weight of each commodity	Total weight of products shipped Total percent of weight exported Total percent of weight shipped < 25 miles	Total weight
	All commodities		**Major** commodity
	Primary mode of transportation		**All** modes of transportation
	Origin (considered as establishment's mailing address)	Origin (considered as establishment's mailing address)	Origin (respondent provided; could be other than mailing address)
	Destination	For each State of destination: Total weight shipped Percent of weight, by mode Percent of weight exported	Destination Containerized (Y/ N) Hazardous material (Y/ N) Export (Y/ N)

[1]The 1983 survey results were not published because post survey evaluation uncovered significant deficiencies in the quality of the data.

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 variablity 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 variablity, 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 corresponsing 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.

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

Mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
All modes	**5.9**	**–**	**5.6**	**–**	**7.7**	**–**	**8.3**
SINGLE MODES							
Parcel, U.S. Postal Service, or courier	16.5	1.2	6.6	–	8.8	–	6.8
Private truck	5.2	2.5	5.3	2.0	5.7	1.2	7.9
For-hire truck	12.3	3.1	8.6	1.8	5.5	2.5	9.8
Air	36.0	.2	(S)	–	(S)	–	(S)
Rail	24.1	2.1	11.6	2.1	14.1	4.1	7.9
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	31.8	.4	31.7	1.2	(S)	(S)	(S)
MULTIPLE MODES							
Private truck and for-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and air	13.9	.2	16.5	–	16.8	–	4.6
Truck and rail	23.7	.1	23.5	.1	27.2	.1	16.9
Truck and water	(S)	(S)	(S)	–	(S)	(S)	(S)
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	(S)	–	100.0	–	(S)	–	(S)
OTHER MODES							
Other and unknown modes	12.8	.5	33.4	.5	43.4	.9	29.4

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

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

Table B–2. **Measures of Reliability for Shipment Characteristics by Total Modal Activity for State of Origin: 1993**

Mode of transportation	Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	
Total	**7.7**	**–**	**8.3**
Parcel, U.S. Postal Service, or courier, total	8.8	–	6.8
Truck, total	4.7	3.4	8.5
Air, total	22.5	–	5.3
Rail, total	13.7	3.9	8.4
Inland water, total	47.7	2.3	23.4
Great Lakes, total	–	–	–
Deep sea water, total	(S)	(S)	(S)
Pipeline, total	(S)	(S)	(S)
Other and unknown modes, total	43.4	.9	29.4

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

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

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 13:57:34 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_3_20 PAGE: 1
TSF:TIPS92-13570512.DAT;1 5/ 7/ 96 13:57:08 UTF:TIPS93-13570512.DAT;1 5/ 7/ 96 13:57:09 META:TIPS96-13570512.DAT;1 5/ 7/ 96 13:57:28

Table B–3. **Measures of Reliability for Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1993**

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
ALL MODES						
Total	**5.9**	**–**	**5.6**	**–**	**7.7**	**–**
Less than 50 miles	7.2	1.8	8.0	2.1	6.8	.4
50 to 99 miles	11.4	.8	16.6	1.7	18.9	.8
100 to 249 miles	2.8	.7	6.6	1.0	6.5	1.0
250 to 499 miles	8.2	.9	8.6	.7	9.4	1.2
500 to 749 miles	13.0	1.1	17.8	2.1	18.2	4.4
750 to 999 miles	7.9	.5	28.0	1.0	27.9	3.5
1,000 to 1,499 miles	16.2	2.6	14.1	.3	14.1	2.5
1,500 to 1,999 miles	35.3	.1	43.3	–	44.3	.2
2,000 miles or more	(S)	(S)	36.5	–	45.0	.2
SINGLE MODES						
Parcel, U.S. Postal Service, or courier	**16.5**	**–**	**6.6**	**–**	**8.8**	**–**
Less than 50 miles	28.6	1.5	16.0	2.2	11.0	.1
50 to 99 miles	10.3	.4	12.7	.7	12.7	.1
100 to 249 miles	21.8	2.7	4.6	1.6	4.9	.6
250 to 499 miles	15.4	1.1	12.2	1.3	12.5	1.2
500 to 749 miles	27.4	1.7	10.5	.8	10.5	.9
750 to 999 miles	20.2	1.0	18.9	1.3	16.6	1.2
1,000 to 1,499 miles	14.0	1.6	9.4	.9	9.4	1.3
1,500 to 1,999 miles	30.2	.1	32.6	.1	32.7	.3
2,000 miles or more	30.8	.1	22.5	–	24.1	.3
Private truck	**5.2**	**–**	**5.3**	**–**	**5.7**	**–**
Less than 50 miles	6.4	1.2	5.8	2.0	7.0	.9
50 to 99 miles	14.6	1.4	16.1	1.6	15.3	1.5
100 to 249 miles	7.2	1.0	6.7	.8	6.2	1.5
250 to 499 miles	10.5	1.0	9.7	.3	9.4	1.5
500 to 749 miles	11.9	.5	20.6	.2	23.0	1.7
750 to 999 miles	20.6	.3	22.4	.1	21.9	.8
1,000 to 1,499 miles	12.6	.5	13.9	.1	14.0	1.4
1,500 to 1,999 miles	(S)	–	(S)	–	60.3	(S)
2,000 miles or more	–	–	–	–	–	–
For-hire truck	**12.3**	**–**	**8.6**	**–**	**5.5**	**–**
Less than 50 miles	13.0	1.5	14.0	3.3	11.7	.6
50 to 99 miles	17.8	1.0	21.5	2.6	25.9	1.7
100 to 249 miles	11.5	1.2	10.8	2.0	10.4	1.3
250 to 499 miles	14.9	1.0	6.8	.7	5.7	1.1
500 to 749 miles	17.4	1.5	6.2	.3	6.0	.8
750 to 999 miles	10.4	1.2	9.3	.3	9.6	.7
1,000 to 1,499 miles	23.9	3.4	9.0	.6	8.7	1.7
1,500 to 1,999 miles	38.9	.3	44.9	–	44.7	.2
2,000 miles or more	65.1	–	84.0	–	84.5	–
Air	**36.0**	**–**	**(S)**	**(S)**	**61.3**	**(S)**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	(S)	(S)	65.1	(S)	73.3	(S)
250 to 499 miles	(S)	(S)	38.4	2.7	39.9	2.3
500 to 749 miles	(S)	(S)	(S)	(S)	63.3	(S)
750 to 999 miles	33.2	7.3	46.4	6.7	44.1	6.7
1,000 to 1,499 miles	35.2	9.4	(S)	(S)	87.2	(S)
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	(S)	(S)	95.6	(S)	95.4	(S)
Rail	**24.1**	**–**	**11.6**	**–**	**14.1**	**–**
Less than 50 miles	31.5	.6	31.0	.9	42.7	–
50 to 99 miles	36.8	1.5	41.7	1.8	(S)	(S)
100 to 249 miles	18.1	3.3	19.4	5.0	19.5	2.8
250 to 499 miles	13.6	3.1	14.0	2.3	15.4	2.6
500 to 749 miles	26.7	5.1	29.4	6.7	30.2	7.5
750 to 999 miles	33.6	3.4	41.6	5.5	40.9	7.0
1,000 to 1,499 miles	40.5	7.7	30.0	2.7	29.4	5.1
1,500 to 1,999 miles	(S)	–	(S)	(S)	(S)	(S)
2,000 miles or more	–	–	–	–	–	–
Inland water	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Great Lakes	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Deep sea water	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 13:57:34 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_3_20 PAGE: 2
TSF:TIPS92-13570512.DAT;1 5/ 7/ 96 13:57:08 UTF:TIPS93-13570512.DAT;1 5/ 7/ 96 13:57:09 META:TIPS96-13570512.DAT;1 5/ 7/ 96 13:57:28

Table B–3. **Measures of Reliability for Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1993**—Con.

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
SINGLE MODES—Con.						
Deep sea water—Con.						
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Pipeline	**31.8**	**–**	**31.7**	**–**	**(S)**	**(S)**
Less than 50 miles	(D)	(D)	(D)	(D)	(D)	(D)
50 to 99 miles	(D)	(D)	(D)	(D)	(D)	(D)
100 to 249 miles	(D)	(D)	(D)	(D)	(D)	(D)
250 to 499 miles	(D)	(D)	(D)	(D)	(D)	(D)
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	–	–	–	–	–	–
MULTIPLE MODES						
Private truck and for-hire truck	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Less than 50 miles	(D)	(D)	(D)	(D)	(D)	(D)
50 to 99 miles	(D)	(D)	(D)	(D)	(D)	(D)
100 to 249 miles	(D)	(D)	(D)	(D)	(D)	(D)
250 to 499 miles	(D)	(D)	(D)	(D)	(D)	(D)
500 to 749 miles	(D)	(D)	(D)	(D)	(D)	(D)
750 to 999 miles	(D)	(D)	(D)	(D)	(D)	(D)
1,000 to 1,499 miles	(D)	(D)	(D)	(D)	(D)	(D)
1,500 to 1,999 miles	100.0	2.0	100.0	2.9	100.0	7.5
2,000 miles or more	–	–	–	–	–	–
Truck and air	**13.9**	**–**	**16.5**	**–**	**16.8**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	(S)	(S)	62.8	(S)	62.5	(S)
100 to 249 miles	39.6	2.3	(S)	(S)	83.9	(S)
250 to 499 miles	21.7	3.0	24.9	2.7	24.6	1.8
500 to 749 miles	16.4	2.8	18.8	2.8	19.0	2.3
750 to 999 miles	28.8	3.4	26.6	5.2	26.2	5.0
1,000 to 1,499 miles	19.9	5.8	20.8	5.7	21.8	5.8
1,500 to 1,999 miles	(S)	(S)	81.4	(S)	82.6	(S)
2,000 miles or more	49.0	.5	52.5	(S)	55.0	(S)
Truck and rail	**23.7**	**–**	**23.5**	**–**	**27.2**	**–**
Less than 50 miles	100.0	–	100.0	–	100.0	–
50 to 99 miles	(D)	(D)	(D)	(D)	(D)	(D)
100 to 249 miles	46.9	.4	(S)	(S)	(S)	(S)
250 to 499 miles	50.0	1.7	(S)	(S)	(S)	(S)
500 to 749 miles	36.1	10.4	37.3	8.8	39.3	6.9
750 to 999 miles	(D)	(D)	(D)	(D)	(D)	(D)
1,000 to 1,499 miles	28.1	11.0	47.2	12.6	43.4	12.8
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Truck and water	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	(S)	(S)	(S)	(S)	100.0	(S)
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	(S)	(S)	(S)	(S)	(S)	(S)
Truck and pipeline	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Rail and water	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	(D)	(D)	(D)	(D)	(D)	(D)
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Inland water and Great Lakes	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 13:57:34 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_3_20 PAGE: 3
TSF:TIPS92-13570512.DAT;1 5/ 7/ 96 13:57:08 UTF:TIPS93-13570512.DAT;1 5/ 7/ 96 13:57:09 META:TIPS96-13570512.DAT;1 5/ 7/ 96 13:57:28

Table B–3. **Measures of Reliability for Shipment Characteristics by Mode of Transportation and Distance Shipped for State of Origin: 1993**—Con.

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
MULTIPLE MODES—Con.						
Inland water and Great Lakes—Con.						
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Inland water and deep sea	**(S)**	**(S)**	**100.0**	**(S)**	**100.0**	**(S)**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	(D)	(D)	(D)	(D)	(D)	(D)
1,500 to 1,999 miles	(D)	(D)	(D)	(D)	(D)	(D)
2,000 miles or more	–	–	–	–	–	–
OTHER MODES						
Other and unknown modes	**12.8**	**–**	**33.4**	**–**	**43.4**	**–**
Less than 50 miles	42.4	4.9	(S)	(S)	48.7	1.7
50 to 99 miles	41.6	.6	47.1	2.4	50.0	.5
100 to 249 miles	(D)	(D)	(D)	(D)	(D)	(D)
250 to 499 miles	20.8	1.9	22.2	2.2	21.6	1.7
500 to 749 miles	21.9	3.3	(S)	(S)	(S)	(S)
750 to 999 miles	34.2	4.4	(S)	(S)	(S)	(S)
1,000 to 1,499 miles	18.6	5.8	25.2	6.8	26.2	9.1
1,500 to 1,999 miles	(D)	(D)	(D)	(D)	(D)	(D)
2,000 miles or more	41.0	.4	42.3	.1	35.8	2.8

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

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

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/96 13:57:34 DPVX01 TLP:BTI.TCV;1 11/29/95 10:29:21 DATA:TIPS.INP;1070 5/ 7/96 12:34:44 UPF:GPO_TCV_3_20 PAGE: 4
TSF:TIPS92-13570512.DAT;1 5/ 7/96 13:57:08 UTF:TIPS93-13570512.DAT;1 5/ 7/96 13:57:09 META:TIPS96-13570512.DAT;1 5/ 7/96 13:57:28

Table B–4. **Measures of Reliability for Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1993**

Mode of transportation and shipment size	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
ALL MODES							
Total	**5.9**	**–**	**5.6**	**–**	**7.7**	**–**	**8.3**
Less than 50 lb	15.6	1.2	5.7	–	11.2	–	11.1
50 to 99 lb	18.8	.4	8.5	–	8.4	–	8.7
100 to 499 lb	7.5	.7	6.6	.1	7.0	.1	6.5
500 to 749 lb	8.4	.2	3.7	–	9.5	–	9.1
750 to 999 lb	17.9	.2	5.4	–	9.0	–	6.4
1,000 to 9,999 lb	21.0	3.6	6.0	.4	11.8	.6	12.1
10,000 to 49,999 lb	5.8	2.4	5.1	2.0	4.5	2.4	6.2
50,000 to 99,999 lb	14.4	.8	12.0	2.2	9.4	1.0	3.8
100,000 lb or more	10.0	.7	9.2	2.2	12.4	3.5	6.5
SINGLE MODES							
Parcel, U.S. Postal Service, or courier	**16.5**	**–**	**6.6**	**–**	**8.8**	**–**	**6.8**
Less than 50 lb	18.0	2.3	6.2	2.8	8.7	3.7	7.4
50 to 99 lb	24.5	1.4	7.3	.9	10.1	.8	4.1
100 to 499 lb	12.1	2.1	11.8	2.1	14.3	2.4	6.8
500 to 749 lb	16.4	.3	21.3	.8	32.3	.9	23.4
750 to 999 lb	38.1	.3	40.3	.9	43.0	1.1	13.0
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Private truck	**5.2**	**–**	**5.3**	**–**	**5.7**	**–**	**7.9**
Less than 50 lb	20.2	.8	6.4	–	9.2	–	16.3
50 to 99 lb	11.3	.2	13.6	–	9.7	–	12.0
100 to 499 lb	11.2	1.5	11.2	.2	9.8	.1	7.2
500 to 749 lb	12.8	.4	6.3	–	9.0	.1	7.9
750 to 999 lb	11.1	.3	6.1	–	11.3	–	8.3
1,000 to 9,999 lb	5.4	1.9	8.4	.8	7.0	.8	3.1
10,000 to 49,999 lb	9.6	2.5	8.0	3.4	5.2	3.1	7.9
50,000 to 99,999 lb	20.1	1.4	14.8	3.6	15.9	3.5	5.9
100,000 lb or more	(S)	(S)	16.0	1.1	26.4	1.2	30.0
For-hire truck	**12.3**	**–**	**8.6**	**–**	**5.5**	**–**	**9.8**
Less than 50 lb	17.9	.2	20.3	–	22.6	–	27.9
50 to 99 lb	28.7	.3	20.8	–	15.5	–	14.2
100 to 499 lb	11.6	1.2	8.0	–	10.3	.1	5.8
500 to 749 lb	12.2	.3	9.2	–	11.3	–	5.1
750 to 999 lb	25.9	.3	13.0	–	12.7	–	6.2
1,000 to 9,999 lb	32.7	5.0	14.4	.6	14.9	1.3	4.3
10,000 to 49,999 lb	7.8	3.9	6.3	2.4	4.7	1.4	6.6
50,000 to 99,999 lb	15.5	1.3	14.3	2.8	11.6	1.7	6.9
100,000 lb or more	21.4	.3	20.0	.9	25.0	1.7	36.4
Air	**36.0**	**–**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Less than 50 lb	36.6	13.5	48.9	15.3	(S)	(S)	(S)
50 to 99 lb	(S)	(S)	(S)	(S)	(S)	(S)	(S)
100 to 499 lb	(S)	(S)	(S)	(S)	(S)	(S)	(S)
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	(S)	(S)	100.0	2.0	100.0	2.3	(S)
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Rail	**24.1**	**–**	**11.6**	**–**	**14.1**	**–**	**7.9**
Less than 50 lb	96.6	–	76.7	–	66.0	–	(S)
50 to 99 lb	100.0	–	100.0	–	100.0	–	(S)
100 to 499 lb	(S)	(S)	(S)	(S)	(S)	–	(S)
500 to 749 lb	(S)	(S)	60.1	–	78.2	–	(S)
750 to 999 lb	85.0	–	69.2	–	81.8	–	(S)
1,000 to 9,999 lb	(S)	(S)	(S)	(S)	(S)	.2	(S)
10,000 to 49,999 lb	(S)	(S)	34.9	.5	31.7	.9	7.2
50,000 to 99,999 lb	31.5	1.0	27.6	.7	40.7	1.4	16.4
100,000 lb or more	14.8	7.3	12.0	.8	14.8	1.5	7.8
Inland water	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Great Lakes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Deep sea water	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:01:52 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_4_20 PAGE: 1
TSF:TIPS92-14011634.DAT;1 5/ 7/ 96 14:01:19 UTF:TIPS93-14011634.DAT;1 5/ 7/ 96 14:01:20 META:TIPS96-14011634.DAT;1 5/ 7/ 96 14:01:46

Table B–4. **Measures of Reliability for Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1993**—Con.

Mode of transportation and shipment size	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SINGLE MODES—Con.							
Deep sea water—Con.							
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Pipeline	**31.8**	**–**	**31.7**	**–**	**(S)**	**(S)**	**(S)**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	(S)	(S)	(S)	(S)	72.5	1.6	(S)
50,000 to 99,999 lb	(S)	(S)	(S)	(S)	97.2	2.1	(S)
100,000 lb or more	32.0	12.9	31.8	11.4	(S)	(S)	(S)
MULTIPLE MODES							
Private truck and for-hire truck	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Less than 50 lb	100.0	.2	100.0	–	100.0	.1	(S)
50 to 99 lb	83.2	1.0	70.8	.4	83.6	1.3	(S)
100 to 499 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
500 to 749 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
750 to 999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
1,000 to 9,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
10,000 to 49,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
50,000 to 99,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
100,000 lb or more	–	–	–	–	–	–	–
Truck and air	**13.9**	**–**	**16.5**	**–**	**16.8**	**–**	**4.6**
Less than 50 lb	14.4	5.9	18.0	4.4	20.6	4.2	4.8
50 to 99 lb	19.8	1.2	18.6	1.1	21.3	1.3	6.5
100 to 499 lb	35.7	5.2	41.0	5.9	35.6	5.3	4.3
500 to 749 lb	(S)	(S)	42.3	2.5	37.7	2.7	17.8
750 to 999 lb	(S)	(S)	(S)	(S)	(S)	(S)	(S)
1,000 to 9,999 lb	47.7	3.2	45.2	6.5	43.3	6.2	11.6
10,000 to 49,999 lb	(S)	(S)	100.0	1.2	100.0	(S)	(S)
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Truck and rail	**23.7**	**–**	**23.5**	**–**	**27.2**	**–**	**16.9**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	100.0	–	100.0	–	100.0	–	(S)
100 to 499 lb	90.6	–	93.5	–	94.7	–	(S)
500 to 749 lb	100.0	.1	100.0	–	100.0	–	(S)
750 to 999 lb	72.0	–	76.2	.1	67.5	–	(S)
1,000 to 9,999 lb	39.5	8.6	38.9	7.9	40.3	8.6	16.3
10,000 to 49,999 lb	34.7	11.5	(S)	(S)	(S)	(S)	(S)
50,000 to 99,999 lb	(S)	(S)	(S)	(S)	(S)	(S)	(S)
100,000 lb or more	(S)	(S)	29.6	12.7	34.5	11.6	37.0
Truck and water	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	(S)	(S)	100.0	10.5	100.0	10.5	(S)
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
10,000 to 49,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Truck and pipeline	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Rail and water	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Inland water and Great Lakes	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:01:52 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_4_20 PAGE: 2
TSF:TIPS92-14011634.DAT;1 5/ 7/ 96 14:01:19 UTF:TIPS93-14011634.DAT;1 5/ 7/ 96 14:01:20 META:TIPS96-14011634.DAT;1 5/ 7/ 96 14:01:46

Table B–4. **Measures of Reliability for Shipment Characteristics by Mode of Transportation and Shipment Size for State of Origin: 1993**—Con.

Mode of transportation and shipment size	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
MULTIPLE MODES—Con.							
Inland water and Great Lakes—Con.							
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
Inland water and deep sea	**(S)**	**(S)**	**100.0**	**–**	**(S)**	**(S)**	**(S)**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
10,000 to 49,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
50,000 to 99,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
100,000 lb or more	–	–	–	–	–	–	–
OTHER MODES							
Other and unknown modes	**12.8**	**–**	**33.4**	**–**	**43.4**	**–**	**29.4**
Less than 50 lb	24.9	3.1	29.5	.3	(S)	.2	(S)
50 to 99 lb	(S)	(S)	37.9	.1	(S)	.4	(S)
100 to 499 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
500 to 749 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
750 to 999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
1,000 to 9,999 lb	16.6	4.2	31.4	4.6	15.7	4.5	29.3
10,000 to 49,999 lb	15.1	5.4	38.4	7.8	22.4	10.6	49.1
50,000 to 99,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
100,000 lb or more	(D)	(D)	(D)	(D)	(D)	(D)	(D)

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

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

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:01:52 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_4_20 PAGE: 3
TSF:TIPS92-14011634.DAT;1 5/ 7/ 96 14:01:19 UTF:TIPS93-14011634.DAT;1 5/ 7/ 96 14:01:20 META:TIPS96-14011634.DAT;1 5/ 7/ 96 14:01:46

Table B–5. **Estimated Coefficients of Variation for Shipment Characteristics by Commodity for State of Origin: 1993**

STCC code	Commodity description	Value	Tons	Ton-miles	Average miles per shipment
	ALL COMMODITIES				
	Total	**5.9**	**5.6**	**7.7**	**8.3**
01	Farm products	10.2	11.9	20.9	11.3
08	Forest products	(D)	(D)	(D)	(D)
09	Fresh fish or other marine products	(D)	(D)	(D)	(D)
10	Metallic ores	(D)	(D)	(D)	(D)
11	Coal	39.6	40.0	44.7	23.8
13	Crude petroleum, natural gas, or gasoline	(S)	(S)	(S)	(S)
14	Nonmetallic minerals	20.7	20.7	21.6	11.2
19	Ordnance or accessories	(D)	(D)	(D)	(D)
20	Food or kindred products	10.6	14.1	11.1	8.1
21	Tobacco products, excluding insecticides	(S)	(S)	(S)	(S)
22	Textile mill products	29.8	31.4	28.2	14.6
23	Apparel or other finished textile products	20.1	20.3	19.6	7.6
24	Lumber or wood products, excluding furniture	15.3	18.1	27.2	15.8
25	Furniture or fixtures	14.6	16.0	17.2	27.1
26	Pulp, paper, or allied products	13.3	13.8	15.6	39.3
27	Printed matter	(S)	(S)	(S)	–
28	Chemicals or allied products	11.4	13.9	10.9	13.3
29	Petroleum or coal products	14.5	18.7	22.4	12.6
30	Rubber or miscellaneous plastics products	32.3	23.2	23.5	16.9
31	Leather or leather products	(S)	(S)	(S)	(S)
32	Clay, concrete, glass, or stone products	10.3	14.3	21.3	24.8
33	Primary metal products	14.4	26.0	11.8	19.0
34	Fabricated metal products	10.3	18.9	11.8	12.7
35	Machinery, excluding electrical	5.1	8.5	7.3	12.6
36	Electrical machinery, equipment, or supplies	21.4	41.3	46.7	18.4
37	Transportation equipment	21.3	17.2	16.1	21.0
38	Instruments, photographic goods, optical goods, watches, or clocks	22.4	39.6	38.8	9.1
39	Miscellaneous products of manufacturing	36.6	12.4	11.1	11.8
40	Waste or scrap materials	19.1	22.9	45.2	18.1
41	Miscellaneous freight shipments	(S)	47.1	43.2	18.5
42	Containers, carriers or devices, shipping, returned empty	42.8	42.7	52.6	(S)
48	Waste hazardous materials or waste hazardous substances	(S)	34.7	54.7	(S)
—	Commodity unknown	(S)	43.0	(S)	(S)

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

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

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:07:46 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_5_20 PAGE: 1
TSF:TIPS92-14072245.DAT;1 5/ 7/ 96 14:07:26 UTF:TIPS93-14072245.DAT;1 5/ 7/ 96 14:07:26 META:TIPS96-14072245.DAT;1 5/ 7/ 96 14:07:44

Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**

STCC code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
ALL COMMODITIES							
Total	**5.9**	**–**	**5.6**	**–**	**7.7**	**–**	**8.3**
Single Modes							
Parcel, U.S. Postal Service, or courier	16.5	1.2	6.6	–	8.8	–	6.8
Private truck	5.2	2.5	5.3	2.0	5.7	1.2	7.9
For-hire truck	12.3	3.1	8.6	1.8	5.5	2.5	9.8
Air	36.0	.2	(S)	–	(S)	–	(S)
Rail	24.1	2.1	11.6	2.1	14.1	4.1	7.9
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	31.8	.4	31.7	1.2	(S)	(S)	(S)
Multiple Modes							
Private truck and for-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and air	13.9	.2	16.5	–	16.8	–	4.6
Truck and rail	23.7	.1	23.5	.1	27.2	.1	16.9
Truck and water	(S)	(S)	(S)	–	(S)	.2	(S)
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	(S)	–	100.0	–	(S)	–	(S)
Other Modes							
Other and unknown modes	12.8	.5	33.4	.5	43.4	.9	29.4
STCC 01, FARM PRODUCTS							
Total	**10.2**	**–**	**11.9**	**–**	**20.9**	**–**	**11.3**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	–	57.5	–	54.7	–	(S)
Private truck	14.7	3.8	18.4	2.6	15.6	1.1	25.0
For-hire truck	10.6	5.3	11.1	6.0	10.7	6.5	4.8
Air	–	–	–	–	–	–	–
Rail	23.2	7.0	20.8	5.9	22.8	8.6	15.9
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	80.1	–	(S)	–	99.1	–	(S)
Truck and air	–	–	–	–	–	–	–
Truck and rail	(S)	(S)	(S)	–	(S)	–	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	(S)	(S)	(S)
STCC 08, FOREST PRODUCTS							
Total	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	–	–	–	–	–	–

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:16:57 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_6_20 PAGE: 1
TSF:TIPS92-14154041.DAT;1 5/ 7/ 96 14:15:45 UTF:TIPS93-14154041.DAT;1 5/ 7/ 96 14:15:45 META:TIPS96-14154041.DAT;1 5/ 7/ 96 14:16:39

Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

STCC code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
STCC 09, FRESH FISH OR OTHER MARINE PRODUCTS							
Total	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	–	–	–	–	–	–
STCC 10, METALLIC ORES							
Total	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Single Modes							
Parcel, U.S. Postal Service, or courier	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	–	–	–	–	–	–	–
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	–	–	–	–	–	–
STCC 11, COAL							
Total	**39.6**	**–**	**40.0**	**–**	**44.7**	**–**	**23.8**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	–	–	–	–	–	–	–
For-hire truck	40.0	18.8	42.4	19.0	39.8	15.6	23.7
Air	–	–	–	–	–	–	–
Rail	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	–	–	–	–	–	–

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:16:57 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_6_20 PAGE: 2
TSF:TIPS92-14154041.DAT;1 5/ 7/ 96 14:15:45 UTF:TIPS93-14154041.DAT;1 5/ 7/ 96 14:15:45 META:TIPS96-14154041.DAT;1 5/ 7/ 96 14:16:39

Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

STCC code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
STCC 13, CRUDE PETROLEUM, NATURAL GAS, OR GASOLINE							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	100.0	–	100.0	–	100.0	–	(S)
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	64.6	(S)	(S)	(S)	65.2	(S)	(S)
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	–	–	–	–	–	–
STCC 14, NONMETALLIC MINERALS							
Total	**20.7**	**–**	**20.7**	**–**	**21.6**	**–**	**11.2**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	30.1	5.1	14.8	4.8	16.1	4.4	10.8
For-hire truck	18.7	5.5	28.5	5.6	25.0	7.0	20.5
Air	–	–	–	–	–	–	–
Rail	41.6	1.4	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	(S)	(S)	(S)
STCC 19, ORDNANCE OR ACCESSORIES							
Total	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Single Modes							
Parcel, U.S. Postal Service, or courier	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Air	–	–	–	–	–	–	–
Rail	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(D)	(D)	(D)	(D)	(D)	(D)	(D)

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:16:57 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_6_20 PAGE: 3
TSF:TIPS92-14154041.DAT;1 5/ 7/ 96 14:15:45 UTF:TIPS93-14154041.DAT;1 5/ 7/ 96 14:15:45 META:TIPS96-14154041.DAT;1 5/ 7/ 96 14:16:39

Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

STCC code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
STCC 20, FOOD OR KINDRED PRODUCTS							
Total	**10.6**	**–**	**14.1**	**–**	**11.1**	**–**	**8.1**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	(S)	–	49.6	–	44.6
Private truck	11.4	2.0	10.8	3.8	8.4	1.6	9.0
For-hire truck	12.5	2.7	22.7	3.4	13.4	2.2	9.1
Air	–	–	–	–	–	–	–
Rail	20.2	1.4	17.3	1.6	16.9	2.5	4.9
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	(S)	–	(S)	–	(S)	–	(S)
Truck and air	(S)	–	40.8	–	63.4	–	(S)
Truck and rail	45.5	.2	(S)	(S)	(S)	(S)	(S)
Truck and water	(S)	(S)	(S)	–	(S)	.2	(S)
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	35.5	.6	24.2	.7	35.5	1.6	(S)
STCC 21, TOBACCO PRODUCTS, EXCLUDING INSECTICIDES							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	–	–	–	–	–	–
STCC 22, TEXTILE MILL PRODUCTS							
Total	**29.8**	**–**	**31.4**	**–**	**28.2**	**–**	**14.6**
Single Modes							
Parcel, U.S. Postal Service, or courier	46.6	9.1	(S)	(S)	48.8	8.4	7.8
Private truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
For-hire truck	30.2	6.6	29.4	9.2	34.8	10.6	16.6
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	100.0	.2	100.0	.4	100.0	.6	(S)
Truck and air	80.6	–	94.4	–	96.2	–	(S)
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	98.9	.8	(S)

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:16:57 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_6_20 PAGE: 4
TSF:TIPS92-14154041.DAT;1 5/ 7/ 96 14:15:45 UTF:TIPS93-14154041.DAT;1 5/ 7/ 96 14:15:45 META:TIPS96-14154041.DAT;1 5/ 7/ 96 14:16:39

Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

STCC code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
STCC 23, APPAREL OR OTHER FINISHED TEXTILE PRODUCTS							
Total	**20.1**	**–**	**20.3**	**–**	**19.6**	**–**	**7.6**
Single Modes							
Parcel, U.S. Postal Service, or courier	36.9	6.7	33.6	6.5	42.5	7.9	7.1
Private truck	22.8	4.5	29.9	5.5	(S)	(S)	(S)
For-hire truck	24.9	5.8	32.9	8.1	29.6	7.8	19.2
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	(S)	(S)	100.0	(S)	100.0	.2	(S)
Truck and air	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	41.1	.4	36.1	.2	58.3	.3	(S)
STCC 24, LUMBER OR WOOD PRODUCTS, EXCLUDING FURNITURE							
Total	**15.3**	**–**	**18.1**	**–**	**27.2**	**–**	**15.8**
Single Modes							
Parcel, U.S. Postal Service, or courier	22.0	.2	24.8	.1	31.0	.3	13.0
Private truck	13.9	5.3	23.2	8.1	24.0	7.4	15.9
For-hire truck	29.3	5.3	35.3	6.5	34.6	6.2	16.3
Air	100.0	–	100.0	–	100.0	–	(S)
Rail	76.8	(S)	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	100.0	–	100.0	–	100.0	–	(S)
Truck and air	99.7	–	96.5	–	99.2	–	(S)
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	(S)	(S)	100.0	(S)	(S)	(S)	(S)
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	(S)	(S)	(S)
STCC 25, FURNITURE OR FIXTURES							
Total	**14.6**	**–**	**16.0**	**–**	**17.2**	**–**	**27.1**
Single Modes							
Parcel, U.S. Postal Service, or courier	33.8	5.8	28.8	1.7	21.1	1.4	27.0
Private truck	24.3	7.6	21.7	7.4	35.3	5.2	(S)
For-hire truck	19.3	4.5	26.5	6.7	21.8	5.6	11.4
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	39.4	.6	48.2	–	43.2	.3	29.0
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	23.6	.2	27.0	.5	77.3	(S)	(S)

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:16:57 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_6_20 PAGE: 5
TSF:TIPS92-14154041.DAT;1 5/ 7/ 96 14:15:45 UTF:TIPS93-14154041.DAT;1 5/ 7/ 96 14:15:45 META:TIPS96-14154041.DAT;1 5/ 7/ 96 14:16:39

Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

STCC code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
STCC 26, PULP, PAPER, OR ALLIED PRODUCTS							
Total	**13.3**	**–**	**13.8**	**–**	**15.6**	**–**	**39.3**
Single Modes							
Parcel, U.S. Postal Service, or courier	26.6	3.4	33.0	1.9	40.8	1.5	43.7
Private truck	22.7	5.1	44.3	7.9	30.8	7.0	41.8
For-hire truck	18.6	5.2	16.7	7.5	20.6	6.5	(S)
Air	–	–	–	–	–	–	–
Rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	91.5	–	68.6	–	76.5	–	(S)
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	36.8	.7	30.8	1.1	(S)
STCC 27, PRINTED MATTER							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**–**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	(S)	(S)	(S)	(S)	–
Private truck	(S)	(S)	(S)	(S)	(S)	(S)	–
For-hire truck	(S)	(S)	(S)	(S)	(S)	(S)	–
Air	100.0	–	100.0	–	100.0	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	(S)	(S)	(S)	(S)	(S)	(S)	–
Truck and rail	(S)	(S)	(S)	(S)	(S)	(S)	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	(S)	(S)	–
STCC 28, CHEMICALS OR ALLIED PRODUCTS							
Total	**11.4**	**–**	**13.9**	**–**	**10.9**	**–**	**13.3**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	10.0	–	10.5	–	17.3
Private truck	10.9	4.0	17.5	2.4	18.5	1.8	12.2
For-hire truck	11.9	3.7	18.1	3.4	10.6	4.0	8.1
Air	99.9	–	95.9	–	92.8	–	(S)
Rail	14.2	2.1	17.1	3.5	14.7	4.0	7.2
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Multiple Modes							
Private truck and for-hire truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and air	44.3	.3	29.6	–	30.1	–	4.8
Truck and rail	47.0	.3	(S)	(S)	(S)	.4	(S)
Truck and water	(S)	(S)	(S)	–	(S)	.6	(S)
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(D)	(D)	(D)	(D)	(D)	(D)	(D)

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/96 14:16:57 DPVX01 TLP:BTI.TCV;1 11/29/95 10:29:21 DATA:TIPS.INP;1070 5/ 7/96 12:34:44 UPF:GPO_TCV_6_20 PAGE: 6
TSF:TIPS92-14154041.DAT;1 5/ 7/96 14:15:45 UTF:TIPS93-14154041.DAT;1 5/ 7/96 14:15:45 META:TIPS96-14154041.DAT;1 5/ 7/96 14:16:39

Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

STCC code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
STCC 29, PETROLEUM OR COAL PRODUCTS							
Total	**14.5**	**–**	**18.7**	**–**	**22.4**	**–**	**12.6**
Single Modes							
Parcel, U.S. Postal Service, or courier	43.3	–	44.4	–	38.4	–	21.4
Private truck	21.2	4.6	23.0	3.4	23.7	4.3	15.7
For-hire truck	24.1	6.5	31.4	8.0	25.5	10.6	25.5
Air	–	–	–	–	–	–	–
Rail	40.7	1.8	40.5	3.1	35.3	4.1	43.9
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	34.1	7.2	34.6	8.5	(S)	(S)	(S)
Multiple Modes							
Private truck and for-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and air	–	–	–	–	–	–	–
Truck and rail	(S)	(S)	(S)	–	(S)	.1	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	49.9	–	(S)
STCC 30, RUBBER OR MISCELLANEOUS PLASTICS PRODUCTS							
Total	**32.3**	**–**	**23.2**	**–**	**23.5**	**–**	**16.9**
Single Modes							
Parcel, U.S. Postal Service, or courier	13.7	1.2	16.0	.2	22.3	.2	15.3
Private truck	19.7	6.1	19.4	4.4	22.3	6.1	14.3
For-hire truck	37.5	5.8	29.9	4.3	28.2	5.4	9.9
Air	100.0	–	100.0	–	100.0	–	(S)
Rail	(S)	(S)	43.0	.8	46.1	1.6	23.6
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	(S)	(S)	(S)	(S)	(S)	.2	(S)
Truck and air	34.1	.1	28.1	–	24.7	–	15.0
Truck and rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	32.0	1.4	31.8	1.6	34.2	2.6	(S)
STCC 31, LEATHER OR LEATHER PRODUCTS							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	32.6	11.5	36.8	10.8	36.1	12.0	18.6
Private truck	99.0	.2	99.0	.5	99.8	.1	(S)
For-hire truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Air	–	–	–	–	–	–	–
Rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	(S)	2.2	100.0	2.1	100.0	4.0	(S)
Truck and rail	–	–	–	–	–	–	–
Truck and water	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	91.9	3.1	(S)

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:16:57 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_6_20 PAGE: 7
TSF:TIPS92-14154041.DAT;1 5/ 7/ 96 14:15:45 UTF:TIPS93-14154041.DAT;1 5/ 7/ 96 14:15:45 META:TIPS96-14154041.DAT;1 5/ 7/ 96 14:16:39

Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

STCC code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
STCC 32, CLAY, CONCRETE, GLASS, OR STONE PRODUCTS							
Total	**10.3**	**–**	**14.3**	**–**	**21.3**	**–**	**24.8**
Single Modes							
Parcel, U.S. Postal Service, or courier	20.8	.2	18.8	–	26.8	–	18.6
Private truck	16.2	6.3	18.8	6.1	12.8	5.8	12.5
For-hire truck	17.2	5.7	23.9	4.5	20.6	6.4	6.9
Air	100.0	–	100.0	–	100.0	–	(S)
Rail	40.9	1.6	42.8	3.1	49.6	8.0	18.2
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	100.0	–	100.0	–	100.0	–	(S)
Truck and air	(S)	(S)	53.9	–	48.9	–	16.2
Truck and rail	83.4	–	75.4	–	85.2	–	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	26.8	.2	(S)	(S)	(S)	.3	(S)
STCC 33, PRIMARY METAL PRODUCTS							
Total	**14.4**	**–**	**26.0**	**–**	**11.8**	**–**	**19.0**
Single Modes							
Parcel, U.S. Postal Service, or courier	26.9	2.0	19.2	.2	32.2	.4	18.1
Private truck	29.8	7.4	48.7	9.1	46.4	8.3	25.4
For-hire truck	13.9	7.3	24.7	9.7	19.7	9.6	9.9
Air	–	–	–	–	–	–	–
Rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	49.9	–	62.4	–	59.8	–	(S)
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	49.2	1.4	(S)	(S)	(S)	(S)	(S)
STCC 34, FABRICATED METAL PRODUCTS							
Total	**10.3**	**–**	**18.9**	**–**	**11.8**	**–**	**12.7**
Single Modes							
Parcel, U.S. Postal Service, or courier	37.8	3.4	(S)	(S)	(S)	(S)	(S)
Private truck	20.8	5.2	31.5	4.3	30.0	4.1	19.3
For-hire truck	12.9	5.7	13.7	3.8	12.2	6.2	7.1
Air	98.6	–	96.2	–	90.6	–	(S)
Rail	30.8	.9	30.2	.6	27.1	1.0	18.3
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	100.0	–	100.0	–	100.0	–	(S)
Truck and air	41.3	.3	(S)	(S)	(S)	.4	(S)
Truck and rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	40.3	2.6	29.0	1.9	40.9	3.3	26.0

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:16:57 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_6_20 PAGE: 8
TSF:TIPS92-14154041.DAT;1 5/ 7/ 96 14:15:45 UTF:TIPS93-14154041.DAT;1 5/ 7/ 96 14:15:45 META:TIPS96-14154041.DAT;1 5/ 7/ 96 14:16:39

Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

STCC code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
STCC 35, MACHINERY, EXCLUDING ELECTRICAL							
Total	**5.1**	**–**	**8.5**	**–**	**7.3**	**–**	**12.6**
Single Modes							
Parcel, U.S. Postal Service, or courier	13.8	2.4	16.2	.7	12.1	.4	10.6
Private truck	20.2	4.2	19.9	4.8	13.2	2.8	30.6
For-hire truck	8.6	3.7	10.0	4.4	10.2	3.6	4.7
Air	100.0	–	100.0	–	100.0	–	(S)
Rail	(S)	(S)	(S)	(S)	(S)	.4	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	100.0	–	100.0	–	100.0	–	(S)
Truck and air	30.8	.4	47.6	.1	47.9	.3	3.3
Truck and rail	(S)	(S)	(S)	(S)	(S)	.2	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	21.8	1.3	17.4	.9	26.4	1.8	(S)
STCC 36, ELECTRICAL MACHINERY, EQUIPMENT, OR SUPPLIES							
Total	**21.4**	**–**	**41.3**	**–**	**46.7**	**–**	**18.4**
Single Modes							
Parcel, U.S. Postal Service, or courier	20.4	4.2	15.7	1.0	13.5	.7	14.0
Private truck	24.2	2.6	40.4	3.4	(S)	(S)	(S)
For-hire truck	25.2	3.6	46.8	5.6	(S)	(S)	(S)
Air	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	(S)	(S)	33.3	–	32.7	.1	6.8
Truck and rail	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and water	(S)	(S)	(S)	(S)	(S)	1.3	(S)
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	22.1	.6	(S)	(S)	(S)	(S)	(S)
STCC 37, TRANSPORTATION EQUIPMENT							
Total	**21.3**	**–**	**17.2**	**–**	**16.1**	**–**	**21.0**
Single Modes							
Parcel, U.S. Postal Service, or courier	33.4	3.3	31.2	1.0	29.0	.6	11.2
Private truck	28.4	5.4	35.7	6.8	(S)	(S)	(S)
For-hire truck	23.3	5.0	16.4	6.3	14.3	7.0	11.1
Air	(S)	(S)	(S)	(S)	(S)	.3	(S)
Rail	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and air	24.4	1.4	43.7	.6	37.4	.9	5.8
Truck and rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and water	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	31.0	1.9	30.2	1.3	28.6	2.1	(S)

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:16:57 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_6_20 PAGE: 9
TSF:TIPS92-14154041.DAT;1 5/ 7/ 96 14:15:45 UTF:TIPS93-14154041.DAT;1 5/ 7/ 96 14:15:45 META:TIPS96-14154041.DAT;1 5/ 7/ 96 14:16:39

Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

STCC code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
STCC 38, INSTRUMENTS, PHOTOGRAPHIC GOODS, OPTICAL GOODS, WATCHES, OR CLOCKS							
Total	**22.4**	**–**	**39.6**	**–**	**38.8**	**–**	**9.1**
Single Modes							
Parcel, U.S. Postal Service, or courier	22.1	7.5	27.6	9.7	21.5	12.2	11.1
Private truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
For-hire truck	(S)	(S)	45.1	10.6	46.3	14.2	36.1
Air	(S)	(S)	97.9	–	98.5	–	(S)
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	27.1	3.7	27.8	2.9	26.7	5.3	10.9
Truck and rail	–	–	–	–	–	–	–
Truck and water	(S)	(S)	100.0	(S)	100.0	(S)	(S)
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	84.3	(S)	(S)
STCC 39, MISCELLANEOUS PRODUCTS OF MANUFACTURING							
Total	**36.6**	**–**	**12.4**	**–**	**11.1**	**–**	**11.8**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	14.6	2.8	16.8	4.2	12.6
Private truck	18.4	2.0	32.4	8.8	34.7	6.9	23.7
For-hire truck	15.1	9.0	20.8	8.5	17.4	7.5	18.5
Air	100.0	–	100.0	–	100.0	–	(S)
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	39.4	.5	34.0	–	34.8	–	16.0
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	28.4	.7	47.8	.3	39.4	.4	35.0
STCC 40, WASTE OR SCRAP MATERIALS							
Total	**19.1**	**–**	**22.9**	**–**	**45.2**	**–**	**18.1**
Single Modes							
Parcel, U.S. Postal Service, or courier	73.2	(S)	71.0	–	71.0	–	(S)
Private truck	22.0	2.2	29.4	5.4	(S)	(S)	(S)
For-hire truck	33.5	7.1	43.5	2.7	47.1	5.1	14.2
Air	–	–	–	–	–	–	–
Rail	21.8	8.0	26.3	7.0	47.7	7.0	18.0
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	(S)	(S)	(S)	(S)	(S)	2.2	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	75.6	(S)	(S)	(S)	97.2	–	(S)

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:16:57 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_6_20 PAGE: 10
TSF:TIPS92-14154041.DAT;1 5/ 7/ 96 14:15:45 UTF:TIPS93-14154041.DAT;1 5/ 7/ 96 14:15:45 META:TIPS96-14154041.DAT;1 5/ 7/ 96 14:16:39

Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

STCC code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
STCC 41, MISCELLANEOUS FREIGHT SHIPMENTS							
Total	**(S)**	**(S)**	**47.1**	**–**	**43.2**	**–**	**18.5**
Single Modes							
Parcel, U.S. Postal Service, or courier	32.8	11.2	39.3	6.5	41.6	11.2	18.3
Private truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
For-hire truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Air	–	–	–	–	–	–	–
Rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	(S)	(S)	58.0	3.1	58.8	6.1	(S)
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(S)	(S)	(S)	(S)	(S)	(S)	(S)
STCC 42, CONTAINERS, CARRIERS OR DEVICES, SHIPPING, RETURNED EMPTY							
Total	**42.8**	**–**	**42.7**	**–**	**52.6**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	–	–	–	–	–	–
STCC 48, WASTE HAZARDOUS MATERIALS OR WASTE HAZARDOUS SUBSTANCES							
Total	**(S)**	**(S)**	**34.7**	**–**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	51.1	(S)	58.1	.5	90.5	2.0	(S)
Private truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
For-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Air	–	–	–	–	–	–	–
Rail	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	–	–	–	–	–	–	–
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	–	–	–	–	–	–	–

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:16:57 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_6_20 PAGE: 11
TSF:TIPS92-14154041.DAT;1 5/ 7/ 96 14:15:45 UTF:TIPS93-14154041.DAT;1 5/ 7/ 96 14:15:45 META:TIPS96-14154041.DAT;1 5/ 7/ 96 14:16:39

Table B–6. **Measures of Reliability for Shipment Characteristics by Commodity and Mode of Transportation for State of Origin: 1993**—Con.

STCC code, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
COMMODITY UNKNOWN							
Total	**(S)**	**(S)**	**43.0**	**–**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	41.1	1.7	31.1	.7	42.0	1.0	22.8
Private truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
For-hire truck	47.3	17.1	(S)	(S)	(S)	(S)	(S)
Air	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and rail	–	–	–	–	–	–	–
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	–	–	–	–	–	–	–
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	(D)	(D)	(D)	(D)	(D)	(D)	(D)

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

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

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/96 14:16:57 DPVX01 TLP:BTI.TCV;1 11/29/95 10:29:21 DATA:TIPS.INP;1070 5/ 7/96 12:34:44 UPF:GPO_TCV_6_20 PAGE: 12
TSF:TIPS92-14154041.DAT;1 5/ 7/96 14:15:45 UTF:TIPS93-14154041.DAT;1 5/ 7/96 14:15:45 META:TIPS96-14154041.DAT;1 5/ 7/96 14:16:39

Table B–7. **Measures of Reliability for Shipment Characteristics by State of Destination for State of Origin: 1993**

State of Destination	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
Total	**5.9**	**–**	**5.6**	**–**	**7.7**	**–**
NEW ENGLAND STATES						
Connecticut	(S)	(S)	16.9	–	17.0	.1
Maine	25.4	.1	35.7	–	36.4	.1
Massachusetts	24.9	.1	17.8	–	18.5	.1
New Hampshire	36.6	–	(S)	–	(S)	–
Rhode Island	36.5	–	(S)	–	(S)	–
Vermont	(S)	(S)	(S)	–	(S)	–
MIDDLE ATLANTIC STATES						
New Jersey	14.3	.2	14.0	–	14.2	.2
New York	22.4	.5	46.1	.2	42.1	.7
Pennsylvania	32.9	.4	11.9	.1	11.0	.2
EAST NORTH CENTRAL STATES						
Illinois	9.8	.2	9.9	.1	10.4	.2
Indiana	12.3	.1	11.7	–	13.1	.1
Michigan	19.2	.3	14.7	.1	14.5	.1
Ohio	19.6	.4	24.6	.1	27.3	.4
Wisconsin	12.7	.2	10.8	–	11.3	.1
WEST NORTH CENTRAL STATES						
Iowa	17.8	.5	16.1	.2	19.5	.4
Kansas	7.9	2.0	5.4	1.9	6.7	1.1
Minnesota	11.8	.1	9.6	–	10.5	.1
Missouri	7.5	1.2	11.7	1.2	14.5	.6
Nebraska	11.2	.2	19.7	.3	13.3	.1
North Dakota	16.9	–	18.5	–	20.4	–
South Dakota	15.5	–	19.0	–	19.5	–
SOUTH ATLANTIC STATES						
Delaware	39.8	–	(S)	–	(S)	–
District of Columbia	49.5	–	(S)	–	(S)	–
Florida	12.9	.2	11.7	–	11.9	.2
Georgia	17.0	.1	19.2	–	18.9	.1
Maryland	23.1	.1	30.3	–	33.5	.2
North Carolina	10.9	.1	35.4	.1	43.7	.7
South Carolina	18.1	.1	29.1	–	29.1	.1
Virginia	18.3	.1	17.5	–	18.5	.1
West Virginia	27.0	–	(S)	–	(S)	.1
EAST SOUTH CENTRAL STATES						
Alabama	21.6	.1	19.8	–	21.2	.1
Kentucky	18.3	.1	21.5	–	24.5	.1
Mississippi	30.5	.2	22.2	–	21.6	.1
Tennessee	26.3	.3	24.8	.1	21.7	.4
WEST SOUTH CENTRAL STATES						
Arkansas	13.4	.2	21.8	.4	22.2	.7
Louisiana	20.0	.1	40.5	.9	40.9	2.6
Oklahoma	13.4	.4	30.4	1.7	24.4	1.0
Texas	13.8	.8	19.3	2.2	21.6	5.4
MOUNTAIN STATES						
Arizona	(S)	(S)	49.0	.1	45.0	.4
Colorado	19.3	.3	33.1	.2	35.6	.5
Idaho	25.1	–	20.9	–	21.4	–
Montana	17.6	.1	34.0	–	30.9	.2
Nevada	38.7	.1	26.8	–	27.2	–
New Mexico	(S)	(S)	32.6	–	32.9	.1
Utah	15.8	–	14.1	–	11.5	–
Wyoming	40.5	.1	31.5	–	29.8	–
PACIFIC STATES						
Alaska	(S)	(S)	(S)	–	(S)	.1
California	15.8	.8	15.6	.2	15.4	1.0
Hawaii	(S)	(S)	49.4	–	(S)	.1
Oregon	18.9	.1	45.1	.1	41.3	.4
Washington	41.7	1.7	(S)	(S)	(S)	(S)

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

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

TIPS UPF [DMD_PSYS,R_HEMMIG] 5/ 7/ 96 14:22:10 DPVX01 TLP:BTI.TCV;1 11/ 29/ 95 10:29:21 DATA:TIPS.INP;1070 5/ 7/ 96 12:34:44 UPF:GPO_TCV_7_20 PAGE: 1
TSF:TIPS92-14214480.DAT;1 5/ 7/ 96 14:21:48 UTF:TIPS93-14214480.DAT;1 5/ 7/ 96 14:21:48 META:TIPS96-14214480.DAT;1 5/ 7/ 96 14:22:06

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[1] (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 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 multicommodity shipments, the respondents were instructed to report the commodity that made up the greatest percentage 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.

[1] *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.

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 performed 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 Standard Transportation Commodity Classification (STCC) system, published by the Association of American Railroads.[1]

[1]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.

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 presented in this report.

STCC code	Commodity description	STCC code	Commodity description
01	Farm products	30	Rubber or miscellaneous plastics products
08	Forest products	31	Leather or leather products
09	Fresh fish	32	Clay, concrete, glass, or stone products
		33	Primary metal products
10	Metallic ores	34	Fabricated metal products
11	Coal	35	Machinery, excluding electrical
13	Crude petroleum, natural gas or gasoline	36	Electrical machinery, equipment, or supplies
14	Nonmetallic ores, minerals, excluding fuels	37	Transportation equipment
19	Ordnance or accessories	38	Instruments, photographic goods, optical goods, watches, or clocks
20	Food and kindred products	39	Miscellaneous products of manufacturing
21	Tobacco products, excluding insecticides		
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		
26	Pulp, paper, or allied products	48	Waste hazardous materials or waste hazardous substances
27	Printed matter		
28	Chemicals or allied products		
29	Petroleum or coal products	--	Commodity unknown

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.