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1992

Census of Transportation, Communications, and Utilities

TC92-CF-51

1993 COMMODITY FLOW SURVEY

Wyoming

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

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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.

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1992

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1993 COMMODITY FLOW SURVEY

Wyoming

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Introduction to the Economic Census

PURPOSES AND USES OF THE ECONOMIC CENSUS

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

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

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Wyoming

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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	**9 012**	**100.0**	**292 352**	**100.0**	**275 684**	**100.0**	**257**
SINGLE MODES							
Parcel, U.S. Postal Service, or courier	185	2.1	15	–	5	–	513
Private truck	1 292	14.3	8 518	2.9	613	.2	56
For-hire truck	1 398	15.5	12 784	4.4	2 812	1.0	273
Air	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Rail	5 117	56.8	249 272	85.3	250 178	90.7	1 191
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	(S)	(S)	1 667	–	(S)	–	(S)
MULTIPLE MODES							
Private truck and for-hire truck	(S)	–	(S)	–	–	–	(S)
Truck and air	(S)	(S)	–	–	–	–	(S)
Truck and rail	141	1.6	(S)	–	(S)	(S)	(S)
Truck and water	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	37	.4	10 135	3.5	20 171	7.3	1 920
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
OTHER MODES							
Other and unknown modes	243	2.7	9 348	3.2	1 078	.4	207

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	**275 684**	**100.0**	**257**
Parcel, U.S. Postal Service, or courier, total	5	–	513
Truck, total	3 567	1.3	107
Air, total	–	–	722
Rail, total	259 371	94.1	1 194
Inland water, total	11 603	4.2	439
Great Lakes, total	–	–	–
Deep sea water, total	(S)	–	(S)
Pipeline, total	(S)	–	(S)
Other and unknown modes, total	1 078	.4	207

– 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.

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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	**9 012**	**100.0**	**292 352**	**100.0**	**275 684**	**100.0**
Less than 50 miles	1 981	22.0	33 205	11.4	1 177	.4
50 to 99 miles	474	5.3	3 876	1.3	382	.1
100 to 249 miles	781	8.7	16 894	5.8	3 492	1.3
250 to 499 miles	516	5.7	21 734	7.4	10 797	3.9
500 to 749 miles	(S)	(S)	89 879	30.7	83 683	30.4
750 to 999 miles	896	9.9	66 181	22.6	78 442	28.5
1,000 to 1,499 miles	1 017	11.3	57 841	19.8	91 854	33.3
1,500 to 1,999 miles	184	2.0	2 735	.9	5 835	2.1
2,000 miles or more	2	–	(S)	–	(S)	–
SINGLE MODES						
Parcel, U.S. Postal Service, or courier	**185**	**100.0**	**15**	**100.0**	**5**	**100.0**
Less than 50 miles	19	10.2	5	37.0	–	3.8
50 to 99 miles	18	9.6	(S)	(S)	–	(S)
100 to 249 miles	71	38.5	3	18.9	1	12.5
250 to 499 miles	18	9.6	1	4.8	–	6.9
500 to 749 miles	14	7.8	1	4.4	1	11.6
750 to 999 miles	21	11.6	1	4.8	1	16.4
1,000 to 1,499 miles	17	8.9	1	4.8	1	22.1
1,500 to 1,999 miles	6	3.5	–	2.7	–	(S)
2,000 miles or more	1	.3	–	(S)	–	(S)
Private truck	**1 292**	**100.0**	**8 518**	**100.0**	**613**	**100.0**
Less than 50 miles	719	55.6	7 254	85.2	200	32.7
50 to 99 miles	152	11.7	317	3.7	34	5.6
100 to 249 miles	238	18.4	686	8.1	136	22.2
250 to 499 miles	115	8.9	108	1.3	45	7.3
500 to 749 miles	11	.8	49	.6	38	6.2
750 to 999 miles	(S)	(S)	27	.3	31	5.0
1,000 to 1,499 miles	(S)	(S)	(S)	(S)	(S)	(S)
1,500 to 1,999 miles	(S)	(S)	(S)	(S)	(S)	(S)
2,000 miles or more	–	–	–	–	–	–
For-hire truck	**1 398**	**100.0**	**12 784**	**100.0**	**2 812**	**100.0**
Less than 50 miles	265	19.0	3 629	28.4	143	5.1
50 to 99 miles	230	16.5	2 983	23.3	282	10.0
100 to 249 miles	332	23.8	4 468	35.0	783	27.8
250 to 499 miles	162	11.6	594	4.6	298	10.6
500 to 749 miles	123	8.8	407	3.2	336	11.9
750 to 999 miles	139	9.9	295	2.3	325	11.6
1,000 to 1,499 miles	124	8.8	289	2.3	416	14.8
1,500 to 1,999 miles	22	1.6	118	.9	229	8.1
2,000 miles or more	–	–	–	–	–	–
Air	**(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	(D)	(D)	(D)	(D)	(D)	(D)
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Rail	**5 117**	**100.0**	**249 272**	**100.0**	**250 178**	**100.0**
Less than 50 miles	268	5.2	12 782	5.1	482	.2
50 to 99 miles	(D)	(D)	(D)	(D)	(D)	(D)
100 to 249 miles	(D)	(D)	(D)	(D)	(D)	(D)
250 to 499 miles	201	3.9	20 195	8.1	10 018	4.0
500 to 749 miles	(S)	(S)	89 254	35.8	83 179	33.2
750 to 999 miles	656	12.8	63 864	25.6	75 411	30.1
1,000 to 1,499 miles	760	14.8	48 675	19.5	72 992	29.2
1,500 to 1,999 miles	131	2.6	2 571	1.0	5 512	2.2
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	–	–	–	–	–	–

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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]	**(S)**	**(S)**	**1 667**	**100.0**	**(S)**	**(S)**
Less than 50 miles	(S)	(S)	(S)	(S)	(S)	(S)
50 to 99 miles	(D)	(D)	(D)	(D)	(D)	(D)
100 to 249 miles	(D)	(D)	(D)	(D)	(D)	(D)
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	–	–	–	–	–	–
MULTIPLE MODES						
Private truck and for-hire truck	**(S)**	**(S)**	**(S)**	**(S)**	**–**	**(S)**
Less than 50 miles	–	(S)	–	(S)	–	(S)
50 to 99 miles	–	–	–	–	–	–
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	–	(S)	–	(S)	–	(S)
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Truck and air	**(S)**	**(S)**	**–**	**(S)**	**–**	**(S)**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	(S)	–	(S)	–	(S)
100 to 249 miles	(D)	(D)	(D)	(D)	(D)	(D)
250 to 499 miles	(D)	(D)	(D)	(D)	(D)	(D)
500 to 749 miles	–	(S)	–	(S)	–	(S)
750 to 999 miles	–	(S)	–	(S)	–	(S)
1,000 to 1,499 miles	–	(S)	–	(S)	–	(S)
1,500 to 1,999 miles	–	–	–	(S)	–	(S)
2,000 miles or more	–	(S)	–	(S)	–	(S)
Truck and rail	**141**	**100.0**	**(S)**	**(S)**	**(S)**	**(S)**
Less than 50 miles	(S)	(S)	(S)	(S)	–	(S)
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	(S)	(S)	(S)	(S)	–	(S)
250 to 499 miles	(S)	(S)	(S)	(S)	(S)	(S)
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	9	6.6	11	1.8	24	3.1
2,000 miles or more	–	–	–	–	–	–
Truck 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	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	(D)	(D)	(D)	(D)	(D)	(D)
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	**37**	**100.0**	**10 135**	**100.0**	**20 171**	**100.0**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
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	–	–	–	–	–	–
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	–	–	–	–	–	–

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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	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
OTHER MODES						
Other and unknown modes	**243**	**100.0**	**9 348**	**100.0**	**1 078**	**100.0**
Less than 50 miles	193	79.5	8 184	87.5	337	31.3
50 to 99 miles	–	(S)	–	–	–	–
100 to 249 miles	(S)	(S)	(S)	(S)	–	(S)
250 to 499 miles	(S)	(S)	(S)	(S)	(S)	(S)
500 to 749 miles	(S)	(S)	(S)	(S)	(S)	(S)
750 to 999 miles	(S)	(S)	(S)	(S)	(S)	(S)
1,000 to 1,499 miles	(D)	(D)	(D)	(D)	(D)	(D)
1,500 to 1,999 miles	(S)	(S)	–	–	–	(S)
2,000 miles or more	(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]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.

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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	**9 012**	**100.0**	**292 352**	**100.0**	**275 684**	**100.0**	**257**
Less than 50 lb	254	2.8	15	–	3	–	258
50 to 99 lb	73	.8	6	–	1	–	134
100 to 499 lb	226	2.5	61	–	8	–	(S)
500 to 749 lb	61	.7	23	–	3	–	128
750 to 999 lb	35	.4	20	–	2	–	116
1,000 to 9,999 lb	459	5.1	599	.2	80	–	110
10,000 to 49,999 lb	1 214	13.5	5 154	1.8	2 356	.9	493
50,000 to 99,999 lb	712	7.9	12 256	4.2	1 511	.5	124
100,000 lb or more	5 978	66.3	274 218	93.8	271 721	98.6	1 131
SINGLE MODES							
Parcel, U.S. Postal Service, or courier	**185**	**100.0**	**15**	**100.0**	**5**	**100.0**	**513**
Less than 50 lb	131	71.1	8	51.2	2	47.2	525
50 to 99 lb	24	12.8	1	6.7	–	8.9	423
100 to 499 lb	26	14.3	5	30.7	(S)	(S)	(S)
500 to 749 lb	(S)	(S)	(S)	(S)	–	2.8	(S)
750 to 999 lb	(S)	(S)	(S)	(S)	–	–	(S)
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	**1 292**	**100.0**	**8 518**	**100.0**	**613**	**100.0**	**56**
Less than 50 lb	96	7.4	6	.1	–	–	44
50 to 99 lb	30	2.3	5	.1	–	–	56
100 to 499 lb	146	11.3	49	.6	3	.5	65
500 to 749 lb	29	2.2	18	.2	1	.2	83
750 to 999 lb	22	1.7	16	.2	1	.2	80
1,000 to 9,999 lb	297	23.0	452	5.3	26	4.2	52
10,000 to 49,999 lb	380	29.4	2 093	24.6	269	43.9	101
50,000 to 99,999 lb	237	18.4	2 489	29.2	176	28.7	(S)
100,000 lb or more	55	4.2	3 391	39.8	136	22.1	28
For-hire truck	**1 398**	**100.0**	**12 784**	**100.0**	**2 812**	**100.0**	**273**
Less than 50 lb	19	1.3	1	–	–	–	(S)
50 to 99 lb	(S)	(S)	1	–	–	–	(S)
100 to 499 lb	50	3.6	8	.1	3	.1	391
500 to 749 lb	30	2.1	4	–	1	–	347
750 to 999 lb	12	.8	(S)	(S)	1	–	293
1,000 to 9,999 lb	126	9.0	137	1.1	48	1.7	355
10,000 to 49,999 lb	674	48.2	2 510	19.6	1 416	50.4	522
50,000 to 99,999 lb	444	31.7	9 563	74.8	1 250	44.5	138
100,000 lb or more	(S)	(S)	557	4.4	91	3.2	(S)
Air	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Less than 50 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
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	**5 117**	**100.0**	**249 272**	**100.0**	**250 178**	**100.0**	**1 191**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	(S)
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	(S)	(S)	(S)	(S)	–	–	(S)
10,000 to 49,999 lb	24	.5	380	.2	451	.2	1 196
50,000 to 99,999 lb	21	.4	149	.1	72	–	538
100,000 lb or more	5 067	99.0	248 741	99.8	249 655	99.8	1 210
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	–	–	–	–	–	–	–

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TSF:TIPS92-13301022.DAT;1 5/ 7/ 96 13:30:12 UTF:TIPS93-13301022.DAT;1 5/ 7/ 96 13:30:12 META:TIPS96-13301022.DAT;1 5/ 7/ 96 13:30:21

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]	**(S)**	**(S)**	**1 667**	**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	(S)	(S)	(S)	(S)	(S)	(S)	(S)
MULTIPLE MODES							
Private truck and for-hire truck	**(S)**	**(S)**	**(S)**	**(S)**	**–**	**(S)**	**(S)**
Less than 50 lb	–	9.2	–	.4	–	–	(S)
50 to 99 lb	–	.5	–	–	–	–	(S)
100 to 499 lb	–	1.0	–	.1	–	–	(S)
500 to 749 lb	–	3.3	–	.5	–	–	(S)
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and air	**(S)**	**(S)**	**–**	**100.0**	**–**	**(S)**	**(S)**
Less than 50 lb	(S)	(S)	–	49.2	–	(S)	(S)
50 to 99 lb	–	2.0	–	12.8	–	(S)	(S)
100 to 499 lb	(S)	(S)	–	30.7	–	(S)	(S)
500 to 749 lb	–	4.3	–	7.3	–	(S)	(S)
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	–	–	–	–	–	–	–
Truck and rail	**141**	**100.0**	**(S)**	**(S)**	**(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	(S)	(S)	(S)	(S)	(S)	–	(S)
100,000 lb or more	7	5.2	(S)	(S)	(S)	(S)	(S)
Truck 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	(D)	(D)	(D)	(D)	(D)	(D)	(D)
10,000 to 49,999 lb	–	–	–	–	–	–	–
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	**37**	**100.0**	**10 135**	**100.0**	**20 171**	**100.0**	**1 920**
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	(D)	(D)	(D)	(D)	(D)	(D)	(D)
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	–	–	–	–	–	–	–

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TSF:TIPS92-13301022.DAT;1 5/ 7/ 96 13:30:12 UTF:TIPS93-13301022.DAT;1 5/ 7/ 96 13:30:12 META:TIPS96-13301022.DAT;1 5/ 7/ 96 13:30:21

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	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
OTHER MODES							
Other and unknown modes	**243**	**100.0**	**9 348**	**100.0**	**1 078**	**100.0**	**207**
Less than 50 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
50 to 99 lb	(S)	(S)	–	–	–	–	(S)
100 to 499 lb	(S)	(S)	–	–	–	–	(S)
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	(S)
1,000 to 9,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
10,000 to 49,999 lb	4	1.7	41	.4	(S)	(S)	(S)
50,000 to 99,999 lb	(S)	(S)	(S)	(S)	(S)	–	(S)
100,000 lb or more	201	83.0	9 279	99.3	1 046	97.1	466

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.

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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	**9 012**	**292 352**	**275 684**	**257**
01	Farm products	(S)	(S)	60	(S)
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	2 010	238 458	234 356	492
13	Crude petroleum, natural gas, or gasoline	(S)	(S)	–	(S)
14	Nonmetallic minerals	141	7 026	5 367	248
19	Ordnance or accessories	(D)	(D)	(D)	(D)
20	Food or kindred products	308	489	372	116
21	Tobacco products, excluding insecticides	(D)	(D)	(D)	(D)
22	Textile mill products	(S)	–	–	(S)
23	Apparel or other finished textile products	7	–	–	880
24	Lumber or wood products, excluding furniture	(S)	1 962	468	243
25	Furniture or fixtures	(S)	(S)	–	(S)
26	Pulp, paper, or allied products	20	(S)	–	(S)
27	Printed matter	(S)	(S)	(S)	–
28	Chemicals or allied products	(S)	(S)	(S)	(S)
29	Petroleum or coal products	1 335	13 780	4 800	57
30	Rubber or miscellaneous plastics products	19	(S)	–	699
31	Leather or leather products	1	–	–	876
32	Clay, concrete, glass, or stone products	254	3 286	2 056	386
33	Primary metal products	71	21	4	(S)
34	Fabricated metal products	126	(S)	–	(S)
35	Machinery, excluding electrical	386	44	16	273
36	Electrical machinery, equipment, or supplies	(S)	(S)	–	(S)
37	Transportation equipment	(S)	(S)	–	(S)
38	Instruments, photographic goods, optical goods, watches, or clocks	(S)	–	–	(S)
39	Miscellaneous products of manufacturing	12	(S)	–	(S)
40	Waste or scrap materials	(D)	(D)	(D)	(D)
41	Miscellaneous freight shipments	(D)	(D)	(D)	(D)
42	Containers, carriers or devices, shipping, returned empty	(D)	(D)	(D)	(D)
48	Waste hazardous materials or waste hazardous substances	(D)	(D)	(D)	(D)
—	Commodity unknown	(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]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 13:34:28 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_56 PAGE: 1
TSF:TIPS92-13341853.DAT;1 5/ 7/ 96 13:34:20 UTF:TIPS93-13341853.DAT;1 5/ 7/ 96 13:34:20 META:TIPS96-13341853.DAT;1 5/ 7/ 96 13:34:27

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	**9 012**	**100.0**	**292 352**	**100.0**	**275 684**	**100.0**	**257**
Single Modes							
Parcel, U.S. Postal Service, or courier	185	2.1	15	–	5	–	513
Private truck	1 292	14.3	8 518	2.9	613	.2	56
For-hire truck	1 398	15.5	12 784	4.4	2 812	1.0	273
Air	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Rail	5 117	56.8	249 272	85.3	250 178	90.7	1 191
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	(S)	(S)	1 667	.6	(S)	–	(S)
Multiple Modes							
Private truck and for-hire truck	(S)	–	(S)	–	–	–	(S)
Truck and air	(S)	(S)	–	–	–	–	(S)
Truck and rail	141	1.6	(S)	(S)	(S)	–	(S)
Truck and water	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and pipeline[2]	–	–	–	–	–	–	–
Rail and water	37	.4	10 135	3.5	20 171	7.3	1 920
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	243	2.7	9 348	3.2	1 078	.4	207
STCC 01, FARM PRODUCTS							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**60**	**100.0**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	(S)
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	–	–	–	–	–	–	–
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 08, FOREST PRODUCTS							
Total	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	–	–	–	–	–	–	–
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	–	–	–	–	–	–	–

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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	–	–	–	–	–	–	–
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	–	–	–	–	–	–	–
Private truck	–	–	–	–	–	–	–
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 11, COAL							
Total	**2 010**	**100.0**	**238 458**	**100.0**	**234 356**	**100.0**	**492**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	(S)	(S)	(S)	(S)	(S)	–	(S)
For-hire truck	44	2.2	4 630	1.9	614	.3	130
Air	–	–	–	–	–	–	–
Rail	1 687	84.0	211 429	88.7	211 985	90.5	1 107
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	37	1.9	10 135	4.3	20 171	8.6	1 920
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	195	9.7	9 146	3.8	975	.4	178

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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	–	–	–	–	–	–	–
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
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	–	–	–	–	–	–	–
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)
STCC 14, NONMETALLIC MINERALS							
Total	**141**	**100.0**	**7 026**	**100.0**	**5 367**	**100.0**	**248**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	(S)	(S)	1 309	18.6	39	.7	28
For-hire truck	22	15.5	673	9.6	184	3.4	284
Air	–	–	–	–	–	–	–
Rail	102	72.6	5 039	71.7	5 144	95.8	1 319
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	–	(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	–	–	–	–	–	–	–
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	–	–	–	–	–	–	–

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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	**308**	**100.0**	**489**	**100.0**	**372**	**100.0**	**116**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	.1	–	–	–	–	796
Private truck	(S)	(S)	108	22.1	11	3.0	72
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	–	–	–	–	–	–	(S)
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	–	(S)	–	–	–	–	(S)
STCC 21, TOBACCO PRODUCTS, EXCLUDING INSECTICIDES							
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	–	–	–	–	–	–	–
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
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	–	–	–	–	–	–	–
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)
STCC 22, TEXTILE MILL PRODUCTS							
Total	**(S)**	**(S)**	**–**	**(S)**	**–**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	9.6	–	(S)	–	.8	636
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	–	–	–	–	–	–	–

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

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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	**7**	**100.0**	**–**	**100.0**	**–**	**100.0**	**880**
Single Modes							
Parcel, U.S. Postal Service, or courier	5	70.6	–	62.1	–	65.7	1 065
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	–	(S)	–	(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)
STCC 24, LUMBER OR WOOD PRODUCTS, EXCLUDING FURNITURE							
Total	**(S)**	**(S)**	**1 962**	**100.0**	**468**	**100.0**	**243**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	(S)
Private truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
For-hire truck	(S)	(S)	1 078	54.9	(S)	(S)	(S)
Air	–	–	–	–	–	–	–
Rail	19	5.5	49	2.5	67	14.3	1 272
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	–	(S)	(S)	–	(S)	–	(S)
STCC 25, FURNITURE OR FIXTURES							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**–**	**100.0**	**(S)**
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	–	8.6	–	2.7	–	34.7	921
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	–	(S)	–	(S)	–	–	(S)

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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	**20**	**100.0**	**(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)
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	(S)	(S)	–	(S)	–	–	(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)	–
For-hire truck	(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	–	–	–	–	–	–	–
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)	–	–	–
STCC 28, CHEMICALS OR ALLIED PRODUCTS							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	1	–	–	–	–	–	(S)
Private truck	237	6.7	607	2.3	217	.8	133
For-hire truck	185	5.2	1 258	4.9	524	1.9	581
Air	–	–	–	–	–	–	–
Rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Multiple Modes							
Private truck and for-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and air	–	–	–	–	–	–	–
Truck and rail	135	3.8	135	.5	227	.8	1 599
Truck and water	(D)	(D)	(D)	(D)	(D)	(D)	(D)
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)

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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	**1 335**	**100.0**	**13 780**	**100.0**	**4 800**	**100.0**	**57**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	(S)
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	327	24.5	3 416	24.8	248	5.2	83
Air	–	–	–	–	–	–	–
Rail	215	16.1	7 766	56.4	(S)	(S)	(S)
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	–	–	(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	–	–	–	–	–	–	–
STCC 30, RUBBER OR MISCELLANEOUS PLASTICS PRODUCTS							
Total	**19**	**100.0**	**(S)**	**(S)**	**–**	**100.0**	**699**
Single Modes							
Parcel, U.S. Postal Service, or courier	13	68.2	–	33.3	–	(S)	(S)
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	–	(S)	–	–	–	–	(S)
STCC 31, LEATHER OR LEATHER PRODUCTS							
Total	**1**	**100.0**	**–**	**100.0**	**–**	**100.0**	**876**
Single Modes							
Parcel, U.S. Postal Service, or courier	1	90.5	–	89.9	–	99.5	1 000
Private truck	–	(S)	–	(S)	–	–	(S)
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	–	–	–	–	–	–	–

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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	**254**	**100.0**	**3 286**	**100.0**	**2 056**	**100.0**	**386**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	(S)	–	–	–	–	(S)
Private truck	56	22.1	1 015	30.9	81	4.0	55
For-hire truck	(S)	(S)	1 017	31.0	689	33.5	680
Air	–	–	–	–	–	–	–
Rail	48	18.8	1 013	30.8	1 179	57.3	1 230
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	3	1.3	(S)	(S)	67	3.3	263
STCC 33, PRIMARY METAL PRODUCTS							
Total	**71**	**100.0**	**21**	**100.0**	**4**	**100.0**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	–	(S)	–	(S)	(S)
Private truck	(S)	(S)	(S)	(S)	–	(S)	(S)
For-hire truck	25	34.6	(S)	(S)	4	88.3	(S)
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	–	(S)	–	(S)	–	–	(S)
STCC 34, FABRICATED METAL PRODUCTS							
Total	**126**	**100.0**	**(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)	(S)
For-hire truck	(S)	(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	–	–	–	–	–	–	–
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)

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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	**386**	**100.0**	**44**	**100.0**	**16**	**100.0**	**273**
Single Modes							
Parcel, U.S. Postal Service, or courier	29	7.4	1	1.8	–	2.7	410
Private truck	218	56.5	30	69.4	(S)	(S)	(S)
For-hire truck	125	32.5	12	26.3	7	45.3	537
Air	–	–	–	–	–	–	(S)
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline[2]	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	(S)
Truck and air	(S)	(S)	–	(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 36, ELECTRICAL MACHINERY, EQUIPMENT, OR SUPPLIES							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	–	(S)	–	9.1	537
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)
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)
STCC 37, TRANSPORTATION EQUIPMENT							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Private truck	(S)	(S)	–	(S)	–	(S)	(S)
For-hire truck	(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	–	–	–	–	–	–	–
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)

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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	**(S)**	**(S)**	**–**	**(S)**	**–**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	–	(S)	–	(S)	(S)
Private truck	(S)	(S)	–	(S)	–	(S)	(S)
For-hire truck	–	(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	–	–	–	–	–	–	–
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 39, MISCELLANEOUS PRODUCTS OF MANUFACTURING							
Total	**12**	**100.0**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	–	(S)	–	(S)	(S)
Private truck	2	18.0	–	4.8	–	.4	(S)
For-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Air	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Rail	–	–	–	–	–	–	–
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)
STCC 40, WASTE OR SCRAP MATERIALS							
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	–	–	–	–	–	–	–

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

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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	**(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	–	–	–	–	–	–	–
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 42, CONTAINERS, CARRIERS OR DEVICES, SHIPPING, RETURNED EMPTY							
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	–	–	–	–	–	–	–
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	**(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	–	–	–	–	–	–	–
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	(D)	(D)	(D)	(D)	(D)	(D)	(D)

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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)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	(S)	–	–	–	–	(S)
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
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	–	–	–	–	–	–	–

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.

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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	**9 012**	**100.0**	**292 352**	**100.0**	**275 684**	**100.0**
NEW ENGLAND STATES						
Connecticut	(S)	–	(S)	–	(S)	–
Maine	(S)	(S)	(S)	(S)	(S)	–
Massachusetts	7	.1	(S)	–	(S)	–
New Hampshire	–	–	–	–	–	–
Rhode Island	2	–	–	–	1	–
Vermont	–	–	–	–	(S)	–
MIDDLE ATLANTIC STATES						
New Jersey	27	.3	230	.1	511	.2
New York	34	.4	243	.1	477	.2
Pennsylvania	43	.5	534	.2	1 035	.4
EAST NORTH CENTRAL STATES						
Illinois	187	2.1	12 360	4.2	14 688	5.3
Indiana	112	1.2	11 636	4.0	15 389	5.6
Michigan	69	.8	3 984	1.4	5 817	2.1
Ohio	(S)	(S)	403	.1	648	.2
Wisconsin	115	1.3	11 954	4.1	14 941	5.4
WEST NORTH CENTRAL STATES						
Iowa	134	1.5	17 999	6.2	15 350	5.6
Kansas	194	2.2	21 818	7.5	17 273	6.3
Minnesota	74	.8	8 095	2.8	8 810	3.2
Missouri	234	2.6	22 003	7.5	23 508	8.5
Nebraska	152	1.7	15 069	5.2	7 323	2.7
North Dakota	31	.3	73	–	37	–
South Dakota	133	1.5	3 433	1.2	557	.2
SOUTH ATLANTIC STATES						
Delaware	(S)	–	(S)	–	(S)	–
District of Columbia	(D)	(D)	(D)	(D)	(D)	(D)
Florida	22	.2	201	.1	482	.2
Georgia	49	.5	(S)	(S)	(S)	–
Maryland	10	.1	82	–	166	.1
North Carolina	22	.2	170	.1	366	.1
South Carolina	(S)	–	(S)	–	(S)	–
Virginia	9	.1	(S)	–	(S)	–
West Virginia	5	.1	70	–	130	–
EAST SOUTH CENTRAL STATES						
Alabama	(S)	–	–	–	–	–
Kentucky	15	.2	(S)	(S)	(S)	–
Mississippi	(S)	–	(S)	–	(S)	–
Tennessee	52	.6	305	.1	490	.2
WEST SOUTH CENTRAL STATES						
Arkansas	64	.7	6 212	2.1	7 517	2.7
Louisiana	101	1.1	12 119	4.1	23 726	8.6
Oklahoma	256	2.8	18 355	6.3	21 684	7.9
Texas	652	7.2	41 848	14.3	59 385	21.5
MOUNTAIN STATES						
Arizona	30	.3	59	–	71	–
Colorado	508	5.6	9 347	3.2	3 620	1.3
Idaho	51	.6	(S)	(S)	(S)	–
Montana	52	.6	368	.1	157	.1
Nevada	110	1.2	3 410	1.2	2 493	.9
New Mexico	23	.3	84	–	51	–
Utah	117	1.3	854	.3	(S)	–
Wyoming	2 630	29.2	45 941	15.7	3 574	1.3
PACIFIC STATES						
Alaska	(D)	(D)	(D)	(D)	(D)	(D)
California	(S)	(S)	(S)	(S)	(S)	–
Hawaii	(S)	–	(S)	–	(S)	–
Oregon	(S)	(S)	(S)	(S)	(S)	(S)
Washington	79	.9	345	.1	345	.1

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(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.

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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	**25.6**	**–**	**10.8**	**–**	**11.9**	**–**	**12.9**
SINGLE MODES							
Parcel, U.S. Postal Service, or courier	25.8	.9	29.6	–	23.4	–	16.5
Private truck	17.2	3.6	29.8	.8	14.7	–	18.3
For-hire truck	19.7	3.6	20.7	.9	18.9	.3	8.0
Air	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Rail	49.1	7.1	13.2	2.7	13.3	3.1	2.1
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	(S)	(S)	49.8	.6	(S)	–	(S)
MULTIPLE MODES							
Private truck and for-hire truck	(S)	–	(S)	–	96.4	–	(S)
Truck and air	(S)	(S)	56.5	–	50.7	–	(S)
Truck and rail	46.5	.9	(S)	.1	(S)	(S)	(S)
Truck and water	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	37.1	.2	41.2	1.6	43.4	3.2	16.4
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
OTHER MODES							
Other and unknown modes	30.6	1.2	36.3	1.2	36.2	.1	45.7

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	**11.9**	**–**	**12.9**
Parcel, U.S. Postal Service, or courier, total	23.4	–	16.5
Truck, total	17.6	.3	13.0
Air, total	46.5	–	39.4
Rail, total	12.7	1.8	2.2
Inland water, total	45.4	1.9	39.5
Great Lakes, total	–	–	–
Deep sea water, total	(S)	–	(S)
Pipeline, total	(S)	–	(S)
Other and unknown modes, total	36.2	.1	45.7

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.

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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	**25.6**	**–**	**10.8**	**–**	**11.9**	**–**
Less than 50 miles	17.5	5.6	13.8	2.8	16.3	.1
50 to 99 miles	20.0	1.4	20.9	.3	19.7	–
100 to 249 miles	10.6	1.5	18.0	1.4	16.6	.3
250 to 499 miles	17.1	1.4	23.6	1.3	20.2	.7
500 to 749 miles	(S)	(S)	22.4	3.5	23.3	3.7
750 to 999 miles	17.2	1.0	12.5	.9	13.1	1.2
1,000 to 1,499 miles	17.4	1.2	14.9	2.9	16.1	4.5
1,500 to 1,999 miles	15.6	.7	37.3	.4	38.4	.9
2,000 miles or more	37.3	–	(S)	–	(S)	–
SINGLE MODES						
Parcel, U.S. Postal Service, or courier	**25.8**	**–**	**29.6**	**–**	**23.4**	**–**
Less than 50 miles	27.8	2.8	40.2	7.4	45.0	2.0
50 to 99 miles	35.8	3.0	(S)	(S)	67.5	(S)
100 to 249 miles	44.3	7.6	34.2	5.9	34.8	3.6
250 to 499 miles	24.4	4.3	23.4	3.3	23.2	5.1
500 to 749 miles	20.9	2.4	29.5	1.9	29.9	2.7
750 to 999 miles	26.6	2.3	22.9	2.5	22.6	2.6
1,000 to 1,499 miles	25.5	3.7	37.5	2.7	38.1	3.9
1,500 to 1,999 miles	21.5	.9	49.4	1.4	51.7	(S)
2,000 miles or more	44.9	.3	53.6	(S)	53.7	(S)
Private truck	**17.2**	**–**	**29.8**	**–**	**14.7**	**–**
Less than 50 miles	20.3	4.0	34.3	5.3	33.8	8.0
50 to 99 miles	18.5	2.4	37.7	1.0	33.6	1.4
100 to 249 miles	14.5	3.0	23.6	3.4	23.9	4.8
250 to 499 miles	39.0	2.0	25.6	.6	25.1	1.6
500 to 749 miles	40.2	.5	41.1	.5	41.2	2.0
750 to 999 miles	(S)	(S)	36.8	.3	36.8	2.1
1,000 to 1,499 miles	(S)	(S)	(S)	(S)	(S)	(S)
1,500 to 1,999 miles	(S)	(S)	(S)	(S)	(S)	(S)
2,000 miles or more	–	–	–	–	–	–
For-hire truck	**19.7**	**–**	**20.7**	**–**	**18.9**	**–**
Less than 50 miles	18.0	3.1	20.5	5.6	23.4	2.0
50 to 99 miles	36.8	2.5	28.2	3.5	27.8	1.7
100 to 249 miles	20.1	2.5	27.8	3.8	26.2	2.5
250 to 499 miles	22.6	1.5	15.8	.9	16.4	1.4
500 to 749 miles	28.7	1.2	19.7	.8	20.0	2.6
750 to 999 miles	21.5	1.6	23.1	.7	22.5	2.1
1,000 to 1,499 miles	44.8	1.9	32.1	.5	31.0	2.2
1,500 to 1,999 miles	33.2	.5	36.3	.4	35.3	2.3
2,000 miles or more	100.0	–	100.0	–	100.0	–
Air	**(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	(D)	(D)	(D)	(D)	(D)	(D)
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Rail	**49.1**	**–**	**13.2**	**–**	**13.3**	**–**
Less than 50 miles	28.5	3.1	29.9	2.9	30.1	.1
50 to 99 miles	(D)	(D)	(D)	(D)	(D)	(D)
100 to 249 miles	(D)	(D)	(D)	(D)	(D)	(D)
250 to 499 miles	22.0	1.9	24.9	1.4	21.2	.7
500 to 749 miles	(S)	(S)	22.6	3.3	23.5	3.4
750 to 999 miles	23.5	2.5	13.0	1.2	13.6	.9
1,000 to 1,499 miles	24.4	3.1	12.4	2.6	12.2	3.3
1,500 to 1,999 miles	19.0	1.9	40.4	.5	41.3	1.0
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	–	–	–	–	–	–

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TSF:TIPS92-13280914.DAT;1 5/ 7/96 13:28:11 UTF:TIPS93-13280914.DAT;1 5/ 7/96 13:28:12 META:TIPS96-13280914.DAT;1 5/ 7/96 13:28:21

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	**(S)**	**(S)**	**49.8**	**–**	**(S)**	**(S)**
Less than 50 miles	(S)	(S)	(S)	(S)	(S)	(S)
50 to 99 miles	(D)	(D)	(D)	(D)	(D)	(D)
100 to 249 miles	(D)	(D)	(D)	(D)	(D)	(D)
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	–	–	–	–	–	–
MULTIPLE MODES						
Private truck and for-hire truck	**(S)**	**(S)**	**(S)**	**(S)**	**96.4**	**(S)**
Less than 50 miles	100.0	(S)	100.0	(S)	100.0	(S)
50 to 99 miles	–	–	–	–	–	–
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	100.0	(S)	100.0	(S)	100.0	(S)
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
Truck and air	**(S)**	**(S)**	**56.5**	**(S)**	**50.7**	**(S)**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	100.0	(S)	100.0	(S)	100.0	(S)
100 to 249 miles	(D)	(D)	(D)	(D)	(D)	(D)
250 to 499 miles	(D)	(D)	(D)	(D)	(D)	(D)
500 to 749 miles	72.1	(S)	66.9	(S)	68.5	(S)
750 to 999 miles	93.8	(S)	94.6	(S)	92.0	(S)
1,000 to 1,499 miles	79.5	(S)	83.1	(S)	78.2	(S)
1,500 to 1,999 miles	90.1	–	73.5	(S)	70.2	(S)
2,000 miles or more	99.4	(S)	92.5	(S)	92.7	(S)
Truck and rail	**46.5**	**–**	**(S)**	**(S)**	**(S)**	**(S)**
Less than 50 miles	(S)	(S)	(S)	(S)	100.0	(S)
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	(S)	(S)	(S)	(S)	73.1	(S)
250 to 499 miles	(S)	(S)	(S)	(S)	(S)	(S)
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	48.3	1.9	44.8	.7	44.6	1.5
2,000 miles or more	–	–	–	–	–	–
Truck 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	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	(D)	(D)	(D)	(D)	(D)	(D)
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	**37.1**	**–**	**41.2**	**–**	**43.4**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
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	–	–	–	–	–	–
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	–	–	–	–	–	–

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TSF:TIPS92-13280914.DAT;1 5/ 7/96 13:28:11 UTF:TIPS93-13280914.DAT;1 5/ 7/96 13:28:12 META:TIPS96-13280914.DAT;1 5/ 7/96 13:28:21

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	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 miles	–	–	–	–	–	–
50 to 99 miles	–	–	–	–	–	–
100 to 249 miles	–	–	–	–	–	–
250 to 499 miles	–	–	–	–	–	–
500 to 749 miles	–	–	–	–	–	–
750 to 999 miles	–	–	–	–	–	–
1,000 to 1,499 miles	–	–	–	–	–	–
1,500 to 1,999 miles	–	–	–	–	–	–
2,000 miles or more	–	–	–	–	–	–
OTHER MODES						
Other and unknown modes	**30.6**	**–**	**36.3**	**–**	**36.2**	**–**
Less than 50 miles	37.2	15.6	40.7	19.9	40.3	14.3
50 to 99 miles	63.8	(S)	88.1	–	80.3	–
100 to 249 miles	(S)	(S)	(S)	(S)	98.9	(S)
250 to 499 miles	(S)	(S)	(S)	(S)	(S)	(S)
500 to 749 miles	(S)	(S)	(S)	(S)	(S)	(S)
750 to 999 miles	(S)	(S)	(S)	(S)	(S)	(S)
1,000 to 1,499 miles	(D)	(D)	(D)	(D)	(D)	(D)
1,500 to 1,999 miles	(S)	(S)	100.0	–	100.0	(S)
2,000 miles or more	(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 13:28:23 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_56 PAGE: 4
TSF:TIPS92-13280914.DAT;1 5/ 7/ 96 13:28:11 UTF:TIPS93-13280914.DAT;1 5/ 7/ 96 13:28:12 META:TIPS96-13280914.DAT;1 5/ 7/ 96 13:28:21

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	**25.6**	**–**	**10.8**	**–**	**11.9**	**–**	**12.9**
Less than 50 lb	25.5	1.2	14.7	–	18.4	–	16.5
50 to 99 lb	30.6	.3	17.9	–	12.7	–	21.7
100 to 499 lb	34.0	1.1	30.1	–	22.5	–	(S)
500 to 749 lb	18.0	.2	22.2	–	27.3	–	22.1
750 to 999 lb	23.1	.1	24.1	–	39.5	–	20.4
1,000 to 9,999 lb	23.5	1.5	24.2	–	23.0	–	18.5
10,000 to 49,999 lb	24.3	3.7	13.3	.3	19.3	.1	17.3
50,000 to 99,999 lb	17.5	1.9	20.2	.9	18.2	.2	13.3
100,000 lb or more	40.8	6.5	11.5	1.1	12.0	.3	4.5
SINGLE MODES							
Parcel, U.S. Postal Service, or courier	**25.8**	**–**	**29.6**	**–**	**23.4**	**–**	**16.5**
Less than 50 lb	34.0	7.7	27.5	8.9	23.2	8.2	16.6
50 to 99 lb	42.1	2.5	30.2	2.8	20.5	2.2	30.1
100 to 499 lb	19.4	6.2	46.3	7.7	(S)	(S)	(S)
500 to 749 lb	(S)	(S)	(S)	(S)	41.6	2.8	(S)
750 to 999 lb	(S)	(S)	(S)	(S)	100.0	.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	–	–	–	–	–	–	–
Private truck	**17.2**	**–**	**29.8**	**–**	**14.7**	**–**	**18.3**
Less than 50 lb	32.3	2.5	26.6	.1	18.0	–	32.1
50 to 99 lb	26.9	.5	23.0	–	20.6	–	17.5
100 to 499 lb	48.2	2.5	34.8	.5	45.6	.2	43.3
500 to 749 lb	34.4	.5	26.9	.1	44.7	.1	34.9
750 to 999 lb	22.5	.4	27.6	.1	48.8	.1	24.3
1,000 to 9,999 lb	31.4	3.7	31.4	1.9	33.3	1.1	16.7
10,000 to 49,999 lb	19.1	6.2	13.8	9.1	29.0	8.5	23.3
50,000 to 99,999 lb	40.5	4.8	39.2	5.6	26.7	7.0	(S)
100,000 lb or more	49.1	1.9	47.9	10.7	48.3	9.2	41.0
For-hire truck	**19.7**	**–**	**20.7**	**–**	**18.9**	**–**	**8.0**
Less than 50 lb	32.4	.6	35.2	–	40.7	–	(S)
50 to 99 lb	(S)	(S)	46.3	–	36.9	–	(S)
100 to 499 lb	18.9	1.0	28.4	–	17.8	–	25.8
500 to 749 lb	33.9	1.0	49.6	–	34.8	–	46.6
750 to 999 lb	35.9	.3	(S)	(S)	34.6	–	38.1
1,000 to 9,999 lb	27.4	2.2	35.7	.5	26.9	1.1	20.0
10,000 to 49,999 lb	33.9	5.7	21.4	3.8	21.5	4.3	10.3
50,000 to 99,999 lb	20.2	4.6	22.8	4.4	21.5	3.9	9.8
100,000 lb or more	(S)	(S)	42.5	1.7	48.0	1.1	(S)
Air	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Less than 50 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
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	**49.1**	**–**	**13.2**	**–**	**13.3**	**–**	**2.1**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	100.0	–	100.0	–	100.0	–	(S)
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	(S)	(S)	(S)	(S)	53.7	–	(S)
10,000 to 49,999 lb	28.1	.3	49.0	.1	49.5	.1	17.0
50,000 to 99,999 lb	30.8	.3	30.8	–	34.6	–	26.2
100,000 lb or more	49.6	.4	13.2	.1	13.3	.1	2.7
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 13:32:30 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_56 PAGE: 1
TSF:TIPS92-13321653.DAT;1 5/ 7/ 96 13:32:18 UTF:TIPS93-13321653.DAT;1 5/ 7/ 96 13:32:18 META:TIPS96-13321653.DAT;1 5/ 7/ 96 13:32:28

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	**(S)**	**(S)**	**49.8**	**–**	**(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)	87.4	.2	(S)
50,000 to 99,999 lb	(S)	(S)	(S)	(S)	100.0	.2	(S)
100,000 lb or more	(S)	(S)	(S)	(S)	(S)	(S)	(S)
MULTIPLE MODES							
Private truck and for-hire truck	**(S)**	**(S)**	**(S)**	**(S)**	**96.4**	**(S)**	**(S)**
Less than 50 lb	66.7	3.8	68.0	2.5	72.0	3.3	(S)
50 to 99 lb	100.0	.3	100.0	.3	100.0	.3	(S)
100 to 499 lb	100.0	.3	100.0	–	100.0	–	(S)
500 to 749 lb	89.8	2.1	67.0	3.1	67.0	2.9	(S)
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and air	**(S)**	**(S)**	**56.5**	**–**	**50.7**	**(S)**	**(S)**
Less than 50 lb	(S)	(S)	85.5	16.1	81.7	(S)	(S)
50 to 99 lb	100.0	.6	100.0	4.2	100.0	(S)	(S)
100 to 499 lb	(S)	(S)	86.0	13.7	86.8	(S)	(S)
500 to 749 lb	100.0	10.0	100.0	9.8	100.0	(S)	(S)
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	–	–	–	–	–	–	–
Truck and rail	**46.5**	**–**	**(S)**	**(S)**	**(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	(S)	(S)	(S)	(S)	(S)	10.4	(S)
100,000 lb or more	48.5	10.1	(S)	(S)	(S)	(S)	(S)
Truck 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	(D)	(D)	(D)	(D)	(D)	(D)	(D)
10,000 to 49,999 lb	–	–	–	–	–	–	–
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	**37.1**	**–**	**41.2**	**–**	**43.4**	**–**	**16.4**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
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	–	–	–	–	–	–	–

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TSF:TIPS92-13321653.DAT;1 5/ 7/96 13:32:18 UTF:TIPS93-13321653.DAT;1 5/ 7/96 13:32:18 META:TIPS96-13321653.DAT;1 5/ 7/96 13:32:28

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	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Less than 50 lb	–	–	–	–	–	–	–
50 to 99 lb	–	–	–	–	–	–	–
100 to 499 lb	–	–	–	–	–	–	–
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	–	–	–	–	–	–	–
1,000 to 9,999 lb	–	–	–	–	–	–	–
10,000 to 49,999 lb	–	–	–	–	–	–	–
50,000 to 99,999 lb	–	–	–	–	–	–	–
100,000 lb or more	–	–	–	–	–	–	–
OTHER MODES							
Other and unknown modes	**30.6**	**–**	**36.3**	**–**	**36.2**	**–**	**45.7**
Less than 50 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
50 to 99 lb	(S)	(S)	59.7	–	60.7	–	(S)
100 to 499 lb	(S)	(S)	64.2	–	49.0	–	(S)
500 to 749 lb	–	–	–	–	–	–	–
750 to 999 lb	100.0	–	100.0	–	100.0	–	(S)
1,000 to 9,999 lb	(D)	(D)	(D)	(D)	(D)	(D)	(D)
10,000 to 49,999 lb	29.4	6.0	40.7	11.6	(S)	(S)	(S)
50,000 to 99,999 lb	(S)	(S)	(S)	(S)	(S)	1.6	(S)
100,000 lb or more	35.1	14.0	36.7	13.3	37.7	11.5	20.1

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 13:32:30 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_56 PAGE: 3
TSF:TIPS92-13321653.DAT;1 5/ 7/96 13:32:18 UTF:TIPS93-13321653.DAT;1 5/ 7/96 13:32:18 META:TIPS96-13321653.DAT;1 5/ 7/96 13:32:28

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	**25.6**	**10.8**	**11.9**	**12.9**
01	Farm products	(S)	(S)	39.4	(S)
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	13.4	10.0	10.4	34.4
13	Crude petroleum, natural gas, or gasoline	(S)	(S)	90.2	(S)
14	Nonmetallic minerals	32.6	30.6	47.7	27.0
19	Ordnance or accessories	(D)	(D)	(D)	(D)
20	Food or kindred products	33.1	25.5	32.5	38.7
21	Tobacco products, excluding insecticides	(D)	(D)	(D)	(D)
22	Textile mill products	(S)	64.5	95.6	(S)
23	Apparel or other finished textile products	34.9	27.3	33.6	18.3
24	Lumber or wood products, excluding furniture	(S)	40.0	43.9	37.2
25	Furniture or fixtures	(S)	(S)	37.3	(S)
26	Pulp, paper, or allied products	42.2	(S)	53.6	(S)
27	Printed matter	(S)	(S)	(S)	–
28	Chemicals or allied products	(S)	(S)	(S)	(S)
29	Petroleum or coal products	25.5	20.5	46.7	24.1
30	Rubber or miscellaneous plastics products	38.1	(S)	38.1	25.5
31	Leather or leather products	25.1	22.1	29.6	16.9
32	Clay, concrete, glass, or stone products	42.6	18.8	14.6	21.9
33	Primary metal products	48.9	44.5	37.4	(S)
34	Fabricated metal products	45.6	(S)	51.5	(S)
35	Machinery, excluding electrical	18.3	25.3	22.8	40.0
36	Electrical machinery, equipment, or supplies	(S)	(S)	51.4	(S)
37	Transportation equipment	(S)	(S)	72.2	(S)
38	Instruments, photographic goods, optical goods, watches, or clocks	(S)	86.3	71.6	(S)
39	Miscellaneous products of manufacturing	39.9	(S)	67.9	(S)
40	Waste or scrap materials	(D)	(D)	(D)	(D)
41	Miscellaneous freight shipments	(D)	(D)	(D)	(D)
42	Containers, carriers or devices, shipping, returned empty	(D)	(D)	(D)	(D)
48	Waste hazardous materials or waste hazardous substances	(D)	(D)	(D)	(D)
—	Commodity unknown	(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 13:38:37 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_56 PAGE: 1
TSF:TIPS92-13382370.DAT;1 5/ 7/ 96 13:38:26 UTF:TIPS93-13382370.DAT;1 5/ 7/ 96 13:38:26 META:TIPS96-13382370.DAT;1 5/ 7/ 96 13:38:35

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	**25.6**	**–**	**10.8**	**–**	**11.9**	**–**	**12.9**
Single Modes							
Parcel, U.S. Postal Service, or courier	25.8	.9	29.6	–	23.4	–	16.5
Private truck	17.2	3.6	29.8	.8	14.7	–	18.3
For-hire truck	19.7	3.6	20.7	.9	18.9	.3	8.0
Air	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Rail	49.1	7.1	13.2	2.7	13.3	3.1	2.1
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	(S)	(S)	49.8	.6	(S)	–	(S)
Multiple Modes							
Private truck and for-hire truck	(S)	–	(S)	–	96.4	–	(S)
Truck and air	(S)	(S)	56.5	–	50.7	–	(S)
Truck and rail	46.5	.9	(S)	(S)	(S)	.2	(S)
Truck and water	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	37.1	.2	41.2	1.6	43.4	3.2	16.4
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	30.6	1.2	36.3	1.2	36.2	.1	45.7
STCC 01, FARM PRODUCTS							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**39.4**	**–**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	100.0	10.5	100.0	10.5	100.0	10.5	(S)
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	–	–	–	–	–	–	–
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 08, FOREST PRODUCTS							
Total	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**	**(D)**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	–	–	–	–	–	–	–
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	–	–	–	–	–	–	–

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TSF:TIPS92-13464958.DAT;1 5/ 7/ 96 13:46:52 UTF:TIPS93-13464958.DAT;1 5/ 7/ 96 13:46:53 META:TIPS96-13464958.DAT;1 5/ 7/ 96 13:47:34

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	–	–	–	–	–	–	–
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	–	–	–	–	–	–	–
Private truck	–	–	–	–	–	–	–
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 11, COAL							
Total	**13.4**	**–**	**10.0**	**–**	**10.4**	**–**	**34.4**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	(S)	(S)	(S)	(S)	(S)	–	(S)
For-hire truck	41.7	1.2	42.1	.8	42.7	.1	23.7
Air	–	–	–	–	–	–	–
Rail	17.7	5.3	11.2	3.0	11.0	3.4	5.6
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	(S)
Truck and water	–	–	–	–	–	–	–
Truck and pipeline	–	–	–	–	–	–	–
Rail and water	37.1	1.0	41.2	1.9	43.4	3.5	16.4
Inland water and Great Lakes	–	–	–	–	–	–	–
Inland water and deep sea	–	–	–	–	–	–	–
Other Modes							
Other and unknown modes	37.0	4.7	37.5	1.4	40.4	.2	39.5

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TSF:TIPS92-13464958.DAT;1 5/ 7/ 96 13:46:52 UTF:TIPS93-13464958.DAT;1 5/ 7/ 96 13:46:53 META:TIPS96-13464958.DAT;1 5/ 7/ 96 13:47:34

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	–	–	–	–	–	–	–
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	100.0	(S)	(S)	(S)	(S)	(S)	(S)
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	(D)	(D)	(D)	(D)	(D)	(D)	(D)
STCC 14, NONMETALLIC MINERALS							
Total	**32.6**	**–**	**30.6**	**–**	**47.7**	**–**	**27.0**
Single Modes							
Parcel, U.S. Postal Service, or courier	–	–	–	–	–	–	–
Private truck	(S)	(S)	22.2	15.4	28.5	12.1	31.6
For-hire truck	34.8	8.8	38.3	7.9	33.8	9.9	26.2
Air	–	–	–	–	–	–	–
Rail	39.5	15.4	39.0	15.5	48.8	15.5	16.2
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	93.9	(S)	(S)	(S)	83.3	–	(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	–	–	–	–	–	–	–
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	–	–	–	–	–	–	–

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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	**33.1**	**–**	**25.5**	**–**	**32.5**	**–**	**38.7**
Single Modes							
Parcel, U.S. Postal Service, or courier	35.8	–	32.4	–	42.4	–	23.6
Private truck	(S)	(S)	23.5	15.3	40.0	16.0	17.8
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	100.0	–	100.0	–	100.0	–	(S)
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	100.0	(S)	100.0	–	100.0	–	(S)
STCC 21, TOBACCO PRODUCTS, EXCLUDING INSECTICIDES							
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	–	–	–	–	–	–	–
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
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	–	–	–	–	–	–	–
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)
STCC 22, TEXTILE MILL PRODUCTS							
Total	**(S)**	**(S)**	**64.5**	**(S)**	**95.6**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	49.5	13.9	56.0	(S)	42.2	17.9	26.9
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	–	–	–	–	–	–	–

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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	**34.9**	**–**	**27.3**	**–**	**33.6**	**–**	**18.3**
Single Modes							
Parcel, U.S. Postal Service, or courier	37.1	9.9	33.6	10.8	34.1	11.0	15.1
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	78.6	(S)	59.6	(S)	70.5	(S)	(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	66.8	(S)	65.3	(S)	53.6	.5	(S)
STCC 24, LUMBER OR WOOD PRODUCTS, EXCLUDING FURNITURE							
Total	**(S)**	**(S)**	**40.0**	**–**	**43.9**	**–**	**37.2**
Single Modes							
Parcel, U.S. Postal Service, or courier	66.5	–	62.0	–	69.0	–	(S)
Private truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
For-hire truck	(S)	(S)	45.3	9.7	(S)	(S)	(S)
Air	–	–	–	–	–	–	–
Rail	32.5	8.4	34.6	7.0	33.4	9.9	19.3
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	100.0	(S)	(S)	.2	(S)	.2	(S)
STCC 25, FURNITURE OR FIXTURES							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**37.3**	**–**	**(S)**
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	48.4	16.9	37.7	19.5	41.5	16.1	24.1
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	92.3	(S)	85.9	(S)	66.7	.2	(S)

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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	**42.2**	**–**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	(S)	(S)	97.6	(S)	(S)
Private truck	(S)	(S)	(S)	(S)	61.9	(S)	(S)
For-hire truck	100.0	(S)	100.0	(S)	100.0	(S)	(S)
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	(S)	(S)	85.2	(S)	81.9	5.2	(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)	43.5	(S)	–
For-hire truck	(S)	(S)	69.2	(S)	78.0	(S)	–
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	(S)	(S)	96.5	(S)	90.9	1.0	–
STCC 28, CHEMICALS OR ALLIED PRODUCTS							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	45.1	–	62.7	–	60.2	–	(S)
Private truck	27.3	5.5	32.8	1.9	39.9	.6	18.0
For-hire truck	21.5	5.3	19.2	4.2	21.6	1.7	18.3
Air	–	–	–	–	–	–	–
Rail	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Multiple Modes							
Private truck and for-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Truck and air	–	–	–	–	–	–	–
Truck and rail	48.3	3.3	44.3	.5	46.8	.8	23.6
Truck and water	(D)	(D)	(D)	(D)	(D)	(D)	(D)
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)	.3	(S)

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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	**25.5**	**–**	**20.5**	**–**	**46.7**	**–**	**24.1**
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	19.8	6.5	23.4	7.2	20.9	11.0	10.9
Air	–	–	–	–	–	–	–
Rail	22.8	6.6	31.7	10.2	(S)	(S)	(S)
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	100.0	–	(S)	(S)	(S)	.1	(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	–	–	–	–	–	–	–
STCC 30, RUBBER OR MISCELLANEOUS PLASTICS PRODUCTS							
Total	**38.1**	**–**	**(S)**	**(S)**	**38.1**	**–**	**25.5**
Single Modes							
Parcel, U.S. Postal Service, or courier	49.2	18.6	47.0	14.8	47.3	(S)	(S)
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	100.0	(S)	100.0	10.5	100.0	10.5	(S)
STCC 31, LEATHER OR LEATHER PRODUCTS							
Total	**25.1**	**–**	**22.1**	**–**	**29.6**	**–**	**16.9**
Single Modes							
Parcel, U.S. Postal Service, or courier	29.7	13.5	26.7	13.4	29.9	13.3	15.8
Private truck	99.6	(S)	99.6	(S)	99.8	8.2	(S)
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	–	–	–	–	–	–	–

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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	**42.6**	**–**	**18.8**	**–**	**14.6**	**–**	**21.9**
Single Modes							
Parcel, U.S. Postal Service, or courier	66.6	(S)	84.1	–	93.8	–	(S)
Private truck	44.9	7.8	42.9	8.2	46.6	3.0	45.9
For-hire truck	(S)	(S)	25.8	4.7	30.2	4.4	9.3
Air	–	–	–	–	–	–	–
Rail	20.4	8.2	18.4	6.1	14.3	5.1	3.7
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	43.7	1.1	(S)	(S)	47.9	1.3	35.4
STCC 33, PRIMARY METAL PRODUCTS							
Total	**48.9**	**–**	**44.5**	**–**	**37.4**	**–**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	85.3	(S)	61.5	(S)	(S)
Private truck	(S)	(S)	(S)	(S)	60.1	(S)	(S)
For-hire truck	28.2	14.1	(S)	(S)	43.1	14.8	(S)
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	78.5	(S)	86.2	(S)	88.4	2.0	(S)
STCC 34, FABRICATED METAL PRODUCTS							
Total	**45.6**	**–**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	(S)	(S)	54.1	(S)	(S)
Private truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
For-hire truck	(S)	(S)	(S)	(S)	(S)	(S)	(S)
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	76.1	(S)	76.4	(S)	95.0	2.3	(S)

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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	**18.3**	**–**	**25.3**	**–**	**22.8**	**–**	**40.0**
Single Modes							
Parcel, U.S. Postal Service, or courier	38.6	2.8	40.6	1.4	28.9	1.5	29.4
Private truck	33.5	11.0	38.7	12.8	(S)	(S)	(S)
For-hire truck	30.1	9.9	24.0	12.6	31.7	11.6	22.0
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	100.0	–	100.0	–	100.0	–	(S)
Truck and air	(S)	(S)	61.2	(S)	56.1	(S)	(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 36, ELECTRICAL MACHINERY, EQUIPMENT, OR SUPPLIES							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	51.0	(S)	44.5	16.8	29.7
Private truck	(S)	(S)	(S)	(S)	72.7	(S)	(S)
For-hire truck	(S)	(S)	(S)	(S)	55.7	(S)	(S)
Air	–	–	–	–	–	–	–
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	100.0	(S)	100.0	(S)	100.0	.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)	88.1	(S)	(S)
STCC 37, TRANSPORTATION EQUIPMENT							
Total	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Private truck	(S)	(S)	70.4	(S)	37.7	(S)	(S)
For-hire truck	(S)	(S)	83.4	(S)	55.9	.6	(S)
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	89.8	(S)	68.1	(S)	93.3	.2	(S)

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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	**(S)**	**(S)**	**86.3**	**(S)**	**71.6**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	97.3	(S)	98.8	(S)	(S)
Private truck	(S)	(S)	97.9	(S)	94.1	(S)	(S)
For-hire truck	100.0	(S)	100.0	(S)	100.0	(S)	(S)
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 39, MISCELLANEOUS PRODUCTS OF MANUFACTURING							
Total	**39.9**	**–**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	(S)	(S)	53.0	(S)	50.8	(S)	(S)
Private truck	37.7	11.1	47.0	14.4	46.1	13.5	(S)
For-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Air	(D)	(D)	(D)	(D)	(D)	(D)	(D)
Rail	–	–	–	–	–	–	–
Inland water	–	–	–	–	–	–	–
Great Lakes	–	–	–	–	–	–	–
Deep sea water	–	–	–	–	–	–	–
Pipeline	–	–	–	–	–	–	–
Multiple Modes							
Private truck and for-hire truck	–	–	–	–	–	–	–
Truck and air	93.5	(S)	89.9	(S)	90.1	.4	(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	100.0	(S)	100.0	(S)	100.0	.3	(S)
STCC 40, WASTE OR SCRAP MATERIALS							
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	–	–	–	–	–	–	–

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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	**(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	–	–	–	–	–	–	–
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 42, CONTAINERS, CARRIERS OR DEVICES, SHIPPING, RETURNED EMPTY							
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	–	–	–	–	–	–	–
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	**(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	–	–	–	–	–	–	–
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	(D)	(D)	(D)	(D)	(D)	(D)	(D)

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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)**	**(S)**	**(S)**	**(S)**	**(S)**	**(S)**
Single Modes							
Parcel, U.S. Postal Service, or courier	84.3	(S)	98.0	11.9	67.3	11.4	(S)
Private truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
For-hire truck	(D)	(D)	(D)	(D)	(D)	(D)	(D)
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	100.0	–	100.0	–	100.0	.6	(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	–	–	–	–	–	–	–

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.

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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	**25.6**	**–**	**10.8**	**–**	**11.9**	**–**
NEW ENGLAND STATES						
Connecticut	(S)	–	(S)	–	(S)	–
Maine	(S)	(S)	(S)	(S)	(S)	.6
Massachusetts	43.5	–	(S)	–	(S)	–
New Hampshire	40.8	–	58.2	–	56.0	–
Rhode Island	43.4	–	49.7	–	49.7	–
Vermont	80.6	–	99.5	–	(S)	–
MIDDLE ATLANTIC STATES						
New Jersey	20.8	.1	38.0	.1	38.2	.2
New York	27.9	.2	26.8	–	26.3	.1
Pennsylvania	25.7	.2	31.3	.1	31.5	.4
EAST NORTH CENTRAL STATES						
Illinois	22.4	.7	25.6	1.1	24.9	1.3
Indiana	18.2	.2	20.2	.6	20.0	.8
Michigan	32.5	.4	29.6	.4	29.6	.6
Ohio	(S)	(S)	42.3	.1	41.8	.1
Wisconsin	26.2	.4	27.8	1.0	28.5	1.4
WEST NORTH CENTRAL STATES						
Iowa	23.8	.7	19.6	1.6	20.0	1.6
Kansas	18.1	.5	27.5	1.8	27.9	1.7
Minnesota	29.4	.3	18.2	.7	17.9	.7
Missouri	21.9	.7	17.8	1.3	18.0	1.4
Nebraska	19.9	.4	22.4	.9	25.4	.5
North Dakota	30.5	.2	38.1	–	35.6	–
South Dakota	33.1	.6	36.6	.4	36.9	.1
SOUTH ATLANTIC STATES						
Delaware	(S)	–	(S)	–	(S)	–
District of Columbia	(D)	(D)	(D)	(D)	(D)	(D)
Florida	19.9	.1	29.9	–	30.5	.1
Georgia	31.4	.2	(S)	(S)	(S)	.6
Maryland	37.1	–	43.2	–	44.6	–
North Carolina	27.8	.1	30.1	–	30.7	.1
South Carolina	(S)	–	(S)	–	(S)	–
Virginia	40.6	.1	(S)	–	(S)	.1
West Virginia	46.5	–	48.0	–	48.8	–
EAST SOUTH CENTRAL STATES						
Alabama	(S)	–	88.0	–	86.8	–
Kentucky	32.8	.1	(S)	(S)	(S)	.2
Mississippi	(S)	–	(S)	–	(S)	–
Tennessee	34.1	.3	34.1	.1	34.8	.2
WEST SOUTH CENTRAL STATES						
Arkansas	30.0	.2	30.2	.6	31.4	1.0
Louisiana	29.8	.5	36.2	1.7	38.4	3.3
Oklahoma	42.3	.5	26.0	1.2	25.7	1.7
Texas	33.1	.9	13.2	1.4	13.8	2.3
MOUNTAIN STATES						
Arizona	47.8	.2	26.1	–	32.2	–
Colorado	30.9	1.9	33.2	.9	36.4	.4
Idaho	31.4	.2	(S)	(S)	(S)	.1
Montana	18.6	.2	22.7	–	25.8	–
Nevada	34.5	.5	46.6	.7	46.2	.8
New Mexico	18.7	.1	41.3	–	34.7	–
Utah	23.6	.4	47.7	.1	(S)	.1
Wyoming	13.4	6.4	7.2	3.1	10.3	.3
PACIFIC STATES						
Alaska	(D)	(D)	(D)	(D)	(D)	(D)
California	(S)	(S)	(S)	(S)	(S)	.2
Hawaii	(S)	–	(S)	–	(S)	–
Oregon	(S)	(S)	(S)	(S)	(S)	(S)
Washington	32.5	.4	21.9	–	22.5	–

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 13:53:24 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_56 PAGE: 1
TSF:TIPS92-13530040.DAT;1 5/ 7/ 96 13:53:08 UTF:TIPS93-13530040.DAT;1 5/ 7/ 96 13:53:08 META:TIPS96-13530040.DAT;1 5/ 7/ 96 13:53:22

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.