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1997 Economic Census

Transportation

1997 Commodity Flow Survey



U.S. Department of Transportation
BUREAU OF TRANSPORTATION STATISTICS

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



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Introduction to the Economic Census

PURPOSES AND USES OF THE ECONOMIC CENSUS

The economic census is the major source of facts about the structure and functioning of the Nation's economy. It provides essential information for government, business, industry, and the general public. Title 13 of the United States Code (Sections 131, 191, and 224) directs the Census Bureau to take the economic census every 5 years, covering years ending in 2 and 7.

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

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

BASIS OF REPORTING

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

AVAILABILITY OF ADDITIONAL DATA

Reports in Print and Electronic Media

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

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

HISTORICAL INFORMATION

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

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

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

The range of industries covered in the economic censuses expanded between 1967 and 1992. The census of construction industries began on a regular basis in 1967, and the scope of service industries, introduced in 1933, was broadened in 1967, 1977, and 1987. While a few transportation industries were covered as early as 1963, it was not until 1992 that the census broadened to include all of transportation, communications, and utilities. Also new for 1992 was coverage of financial, insurance, and real estate industries. With these additions, the economic census and the separate census of governments and census of agriculture collectively covered roughly 98 percent of all economic activity.

Printed statistical reports from the 1992 and earlier censuses provide historical figures for the study of long-term time series and are available in some large libraries. All of the census reports printed since 1967 are still available for sale on microfiche from the Census Bureau. CD-ROMs issued from the 1987 and 1992 Economic Censuses contain databases including nearly all data published in print, plus additional statistics, such as ZIP Code statistics, published only on CD-ROM.

SOURCES FOR MORE INFORMATION

More information about the scope, coverage, classification system, data items, and publications for each of the economic censuses and related surveys is published in the *Guide to the 1997 Economic Census and Related Statistics* at www.census.gov/econguide. More information on the methodology, procedures, and history of the censuses will be published in the *History of the 1997 Economic Census* at www.census.gov/econ/www/history.html.

1997 Commodity Flow Survey

GENERAL

The 1997 Commodity Flow Survey (CFS) is undertaken through a partnership between the Bureau of the Census, U.S. Department of Commerce, and the Bureau of Transportation Statistics, U.S. Department of Transportation. This survey produces data on the movement of goods in the United States. It provides information on commodities shipped, their value, weight, and mode of transportation, as well as the origin and destination of shipments of manufacturing, mining, wholesale, and selected retail establishments. The CFS was last conducted in 1993. See the Comparability With the 1993 Commodity Flow Survey table (Appendix A) for a comparison between the 1997 and 1993 surveys. The data from the CFS are used by public policy analysts and for transportation planning and decision-making to assess the demand for transportation facilities and services, energy use, and safety risk and environmental concerns.

This report presents data on Metropolitan Area (MA) and Remainder of State (ROS) shipment characteristics. Additional reports include data for the United States, Census Regions, Divisions, states, hazardous material shipments, as well as selected data on exports.

METROPOLITAN AREA AND REMAINDER OF STATE

Data are provided for 86 selected Metropolitan Areas (MA) and Remainder of States (ROS). The Census Bureau and Bureau of Transportation Statistics (BTS) selected these MAs based on population counts from the 1996 Current Population Survey (CPS). For the purposes of the Commodity Flow Survey (CFS), these MAs are confined within state boundaries.

Please note:

This report presents data for selected major metropolitan areas (MAs) confined within state boundaries. Data are also presented for Remainder of State (ROS). ROS is defined as the portion of a state not included in any of the selected major MAs. A list of counties comprising each MA and ROS is provided on the CFS Internet site at: www.census.gov/econ/www/cfsmain.html.

METROPOLITAN AREA DEFINITIONS

The general concept of a MA is that of a core area containing a large population nucleus, together with adjacent communities that have a high degree of economic and

social integration with that core. The Federal Office of Management and Budget (OMB), designates and defines MAs following a set of official standards. (The MA standards for the 1990s were published in the Federal Register on March 30, 1990 B Vol. 55, No. 62, pp. 12154-12160.) The MA classification is provided for use by Federal agencies in the production, analysis, and publication of data.

Included among MAs are metropolitan statistical areas (MSAs), consolidated metropolitan statistical areas (CMSAs), and primary metropolitan statistical areas (PMSAs). In addition, New England county metropolitan areas (NECMAs) are an alternative set of areas defined for the six New England states.

METROPOLITAN STATISTICAL AREAS

An MSA consists of one or more counties that contain a city of 50,000 or more inhabitants, or contain a Census Bureau defined urbanized area (UA) and have a total population of at least 100,000 (75,000 in New England). Counties containing the principal concentration of population - the largest city and surrounding densely settled area are components of the MSA. Additional counties qualify to be included by meeting a specified level of commuting to the counties containing the population concentration and by meeting certain other requirements of metropolitan character, such as a specified minimum population density or percentage of the population that is urban. MSAs in New England are defined in terms of cities and towns, following rules concerning commuting and population density.

CONSOLIDATED METROPOLITAN STATISTICAL AREAS

An area that meets the requirements to qualify as an MSA and also has a population of 1 million or more becomes a CMSA if component parts of the area are recognized as PMSAs.

PRIMARY METROPOLITAN STATISTICAL AREAS

Subareas may be defined within an area that meets the requirements to qualify as an MSA and also has a population of 1 million or more. The definition of these subareas called PMSAs requires meeting specified statistical criteria and have the support of local opinion. A PMSA consists of

a large urbanized county or a cluster of counties (cities and towns in New England) that demonstrate strong internal economic and social links in addition to close ties with the central core of the larger area. Upon the recognition of PMSAs, the entire area of which they are parts becomes a CMSA. All territory within a CMSA is also within some PMSA.

NEW ENGLAND COUNTY METROPOLITAN AREAS

NECMAs are county based alternatives to the city- and town-based MSAs and CMSAs in the six New England states. The county composition of a NECMA reflects the geographic extent of the corresponding MSAs or CMSAs. NECMAs are not defined for individual PMSAs.

MODES

Single modes for these reports are aggregated as follows:

Truck (includes shipments which went by private truck, for-hire truck only, or a combination of private truck and for-hire truck).

Rail.

All other single modes (includes water, air, and pipeline).

STANDARD CLASSIFICATION OF TRANSPORTED GOODS (SCTG) CODES

The SCTG codes for the Metropolitan Area and Remainder of State Reports are aggregated into nine commodity groupings. The following describes the two-digit SCTGs included in each commodity grouping:

SCTG group	SCTG title and two-digit codes	SCTG group	SCTG title and two-digit codes
01-05	Agricultural products and fish	22	Fertilizer and fertilizer materials
01	Live animals and live fish	23	Chemical products and preparations, n.e.c.
02	Cereal grains	24	Plastics and rubber
03	Agricultural products, except live animals, cereal grains and forage products	25-30	Wood products and textiles and leather
04	Animal feed and feed ingredients, cereal, straw, and eggs and other products of animal origin, n.e.c.	25	Logs and other wood in the rough
05	Meat, fish, seafood, and preparations	26	Wood products
06-09	Grains, alcohol, and tobacco products	27	Pulp, newsprint, paper, and paperboard
06	Milled grain products and preparations and bakery products	28	Paper or paperboard articles
07	Prepared foodstuffs, n.e.c. and fats and oils	29	Printed products
08	Alcoholic beverages	30	Textiles, leather, and articles
09	Tobacco products	31-34	Base metal and machinery
10-14	Stone, nonmetallic minerals, and metallic ores	31	Nonmetallic mineral products
10	Monumental or building stone	32	Base metal in primary or semifinished forms and in finished basic shapes
11	Natural sands	33	Articles of base metal
12	Gravel and crushed stone	34	Machinery
13	Nonmetallic minerals, n.e.c.	35-38	Electronics, motorized vehicles, and precision instruments
14	Metallic ores	35	Electronic and other electrical equipment and components, and office equipment
15-20	Coal and petroleum products	36	Vehicles
15	Coal	37	Transportation equipment, n.e.c.
17	Gasoline and aviation turbine fuel	38	Precision instruments and apparatus
18	Fuel oils	39-43	Furniture and miscellaneous manufactured products
19	Products of petroleum refining, n.e.c. and coal products	39	Furniture, mattresses and mattress supports, lamps, lighting fittings, and illuminated signs
20	Basic chemical	40	Miscellaneous manufactured products
21-24	Pharmaceutical and chemical products	41	Waste and scrap
21	Pharmaceutical products	43	Mixed freight

INDUSTRY COVERAGE

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

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

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

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

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

SHIPMENT COVERAGE

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

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

MILEAGE CALCULATIONS

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

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

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

Mileage Data for Pipeline Shipments

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

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

DISCLOSURE RULES

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

EXPLANATION OF TERMS

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

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

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

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

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

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

Mode Definitions

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

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

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

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

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

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

Other Definitions and Terms

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

Standard Classification of Transported Goods

(SCTG). The commodities shown in this report are classified using the SCTG coding system. The SCTG coding system was developed jointly by agencies of the United States and Canadian governments based on the Harmonized System to address statistical needs in regard to products transported.

Ton-miles. The weight times the mileage for a shipment. The respondents reported shipment weight in pounds, as described below. Mileage was calculated as the distance between the shipment origin and destination ZIP Codes. For shipments by truck, rail, or shallow draft vessels, the mileage excludes international segments. For example, mileages from Alaska to the continental United States

exclude any mileages through Canada (see the “Mileage Calculations” section for more details). Aggregated pound-miles were converted to ton-miles. The ton-miles data are displayed in millions.

Tons shipped. The total weight of the entire shipment. Respondents reported the weight in pounds. Aggregated pounds were converted to short-tons (2,000 pounds). The tons data are displayed in thousands.

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

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

ABBREVIATIONS AND SYMBOLS

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

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

OTHER TRANSPORTATION DATA

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

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

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

Vehicle Inventory and Use Survey covers state and U.S. level statistics on the physical and operational characteristics of the Nation’s truck, van, minivan, and sport utility vehicle population. Some of the types of data collected include number of vehicles, major use, body type, annual miles, model year, vehicle size, fuel type, operator classification, engine size, range of operation, weeks operated, products carried, and hazardous materials carried. This survey shows comparative statistics reflecting percent changes in number of vehicles between 1997 and 1992 for most characteristics.

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

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

For more information on any Census Bureau product, including a description of electronic and printed reports being issued, see the web site or call Customer Services at 301-457-4100.

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

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

Mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
All modes	74 931	100.0	127 780	100.0	16 533	100.0	358
Single modes	63 531	84.8	126 060	98.7	15 542	94.0	133
Truck ¹	59 558	79.5	122 356	95.8	14 153	85.6	115
Rail	1 098	1.5	3 627	2.8	1 325	8.0	681
All other single modes	2 875	3.8	77	—	64	.4	1 128
Multiple modes	9 272	12.4	404	.3	489	3.0	730
Parcel, U.S. Postal Service or courier	8 926	11.9	248	.2	184	1.1	729
All other multiple modes	346	.5	156	.1	305	1.8	2 156
Other and unknown modes	2 128	2.8	1 316	1.0	502	3.0	119

— Represents data cell equal to zero or less than 1 unit of measure.
D Denotes figures withheld to avoid disclosing data for individual companies.
S Data do not meet publication standards because of high sampling variability or other reasons. Some unpublished estimates can be derived from other data published in this table. However, figures obtained in this manner are subject to these same limitations.

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

Table 2. Inbound Shipment Characteristics by Mode of Transportation for Remainder of State of Destination: 1997

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

Mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
All modes	80 196	100.0	132 193	100.0	23 513	100.0	377
Single modes	66 752	83.2	128 004	96.8	21 572	91.7	135
Truck ¹	62 889	78.4	117 249	88.7	13 623	57.9	109
Rail	2 726	3.4	10 717	8.1	7 920	33.7	959
All other single modes	1 137	1.4	39	—	29	.1	1 386
Multiple modes	11 460	14.3	2 132	1.6	1 110	4.7	658
Parcel, U.S. Postal Service or courier	10 456	13.0	330	.3	211	.9	658
All other multiple modes	1 004	1.3	1 802	1.4	899	3.8	853
Other and unknown modes	1 984	2.5	2 056	1.6	832	3.5	82

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

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

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

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

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent
All modes	74 931	100.0	127 780	100.0	16 533	100.0
Less than 50 miles	16 457	22.0	83 415	65.3	1 926	11.6
50 to 99 miles	6 592	8.8	14 912	11.7	1 437	8.7
100 to 249 miles	21 804	29.1	18 266	14.3	3 757	22.7
250 to 499 miles	9 116	12.2	5 482	4.3	2 405	14.5
500 to 749 miles	6 865	9.2	2 631	2.1	1 966	11.9
750 to 999 miles	3 515	4.7	1 143	.9	1 208	7.3
1,000 to 1,499 miles	4 898	6.5	1 007	.8	1 427	8.6
1,500 to 1,999 miles	1 370	1.8	223	.2	426	2.6
2,000 miles or more	4 315	5.8	702	.5	1 982	12.0
Single modes	63 531	100.0	126 060	100.0	15 542	100.0
Less than 50 miles	15 086	23.7	82 766	65.7	1 914	12.3
50 to 99 miles	5 977	9.4	14 803	11.7	1 425	9.2
100 to 249 miles	18 494	29.1	17 841	14.2	3 669	23.6
250 to 499 miles	7 835	12.3	5 357	4.2	2 346	15.1
500 to 749 miles	5 806	9.1	2 546	2.0	1 900	12.2
750 to 999 miles	2 763	4.3	1 105	.9	1 167	7.5
1,000 to 1,499 miles	3 601	5.7	939	.7	1 329	8.6
1,500 to 1,999 miles	982	1.5	193	.2	365	2.4
2,000 miles or more	2 987	4.7	511	.4	1 427	9.2
Truck¹	59 558	100.0	122 356	100.0	14 153	100.0
Less than 50 miles	14 914	25.0	82 700	67.6	1 913	13.5
50 to 99 miles	5 947	10.0	14 741	12.0	1 418	10.0
100 to 249 miles	17 012	28.6	15 197	12.4	3 074	21.7
250 to 499 miles	7 477	12.6	4 793	3.9	2 025	14.3
500 to 749 miles	5 591	9.4	2 366	1.9	1 737	12.3
750 to 999 miles	2 580	4.3	1 014	.8	1 064	7.5
1,000 to 1,499 miles	2 978	5.0	876	.7	1 231	8.7
1,500 to 1,999 miles	921	1.5	188	.2	354	2.5
2,000 miles or more	2 140	3.6	481	.4	1 337	9.4
Rail	1 098	100.0	3 627	100.0	1 325	100.0
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	548	49.9	2 622	72.3	588	44.4
250 to 499 miles	137	12.5	551	15.2	S	S
500 to 749 miles	126	11.5	174	4.8	157	11.8
750 to 999 miles	40	3.7	90	2.5	100	7.6
1,000 to 1,499 miles	51	4.6	60	1.6	93	7.0
1,500 to 1,999 miles	S	S	S	S	S	S
2,000 miles or more	30	2.8	18	.5	58	4.3
All other single modes	2 875	100.0	77	100.0	64	100.0
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	935	32.5	21	26.8	8	12.4
250 to 499 miles	222	7.7	13	17.2	5	8.4
500 to 749 miles	89	3.1	S	S	S	S
750 to 999 miles	143	5.0	2	2.1	2	3.1
1,000 to 1,499 miles	S	S	3	4.4	5	7.9
1,500 to 1,999 miles	59	2.0	S	S	S	S
2,000 miles or more	817	28.4	11	14.2	32	50.0
Multiple modes	9 272	100.0	404	100.0	489	100.0
Less than 50 miles	638	6.9	30	7.5	1	.1
50 to 99 miles	451	4.9	36	8.9	S	S
100 to 249 miles	2 676	28.9	77	19.2	17	3.5
250 to 499 miles	1 110	12.0	28	6.9	12	2.4
500 to 749 miles	959	10.3	42	10.5	34	6.9
750 to 999 miles	731	7.9	29	7.1	31	6.3
1,000 to 1,499 miles	1 106	11.9	45	11.1	65	13.3
1,500 to 1,999 miles	349	3.8	S	S	S	S
2,000 miles or more	1 253	13.5	92	22.9	276	56.5
Parcel, U.S. Postal Service or courier	8 926	100.0	248	100.0	184	100.0
Less than 50 miles	637	7.1	30	12.3	1	.4
50 to 99 miles	450	5.0	20	8.0	2	1.1
100 to 249 miles	2 662	29.8	68	27.6	15	8.1
250 to 499 miles	1 110	12.4	28	11.3	12	6.4
500 to 749 miles	947	10.6	27	11.0	20	10.8
750 to 999 miles	722	8.1	16	6.6	17	9.4
1,000 to 1,499 miles	1 086	12.2	26	10.3	36	19.6
1,500 to 1,999 miles	277	3.1	10	3.9	19	10.2
2,000 miles or more	1 035	11.6	22	9.1	63	34.0
All other multiple modes	346	100.0	156	100.0	305	100.0
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	S	S	S	S	S	S
250 to 499 miles	S	S	S	S	S	S
500 to 749 miles	S	S	S	S	S	S
750 to 999 miles	S	S	S	S	S	S
1,000 to 1,499 miles	S	S	S	S	S	S
1,500 to 1,999 miles	S	S	S	S	S	S
2,000 miles or more	218	63.0	70	44.7	214	70.0

See footnotes at end of table.

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

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

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent
Other and unknown modes	2 128	100.0	1 316	100.0	502	100.0
Less than 50 miles	733	34.5	619	47.0	11	2.2
50 to 99 miles	164	7.7	73	5.6	8	1.5
100 to 249 miles	633	29.8	348	26.4	71	14.1
250 to 499 miles	171	8.0	97	7.4	47	9.3
500 to 749 miles	99	4.7	S	S	S	S
750 to 999 miles	21	1.0	10	.7	10	2.0
1,000 to 1,499 miles	S	S	23	1.7	33	6.5
1,500 to 1,999 miles	S	S	5	.4	S	S
2,000 miles or more	75	3.5	S	S	S	S

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

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

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

Mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
All modes	74 931	100.0	127 780	100.0	16 533	100.0	358
Less than 50 lb	9 222	12.3	264	.2	93	.6	425
50 to 99 lb	2 481	3.3	152	.1	44	.3	287
100 to 499 lb	8 006	10.7	923	.7	224	1.4	272
500 to 749 lb	2 227	3.0	487	.4	105	.6	215
750 to 999 lb	1 686	2.2	456	.4	76	.5	169
1,000 to 9,999 lb	16 925	22.6	8 280	6.5	1 453	8.8	166
10,000 to 49,999 lb	29 093	38.8	70 147	54.9	10 579	64.0	150
50,000 to 99,999 lb	3 297	4.4	36 317	28.4	2 313	14.0	63
100,000 lb or more	1 995	2.7	10 755	8.4	1 645	10.0	188
Single modes	63 531	100.0	126 060	100.0	15 542	100.0	133
Less than 50 lb	2 970	4.7	142	.1	14	—	107
50 to 99 lb	1 156	1.8	97	—	12	—	126
100 to 499 lb	6 470	10.2	797	.6	155	1.0	187
500 to 749 lb	1 959	3.1	466	.4	99	.6	212
750 to 999 lb	1 562	2.5	440	.3	70	.5	161
1,000 to 9,999 lb	15 933	25.1	7 878	6.2	1 361	8.8	165
10,000 to 49,999 lb	28 245	44.5	69 466	55.1	9 943	64.0	142
50,000 to 99,999 lb	3 255	5.1	36 114	28.6	2 273	14.6	63
100,000 lb or more	1 982	3.1	10 661	8.5	1 615	10.4	185
Truck¹	59 558	100.0	122 356	100.0	14 153	100.0	115
Less than 50 lb	2 148	3.6	138	.1	11	—	79
50 to 99 lb	947	1.6	96	—	11	—	113
100 to 499 lb	5 766	9.7	790	.6	142	1.0	171
500 to 749 lb	1 896	3.2	464	.4	96	.7	207
750 to 999 lb	1 517	2.5	438	.4	67	.5	155
1,000 to 9,999 lb	14 974	25.1	7 850	6.4	1 350	9.5	163
10,000 to 49,999 lb	28 142	47.3	69 420	56.7	9 898	69.9	142
50,000 to 99,999 lb	3 180	5.3	36 013	29.4	2 189	15.5	61
100,000 lb or more	989	1.7	7 147	5.8	389	2.8	63
Rail	1 098	100.0	3 627	100.0	1 325	100.0	681
Less than 50 lb	S	S	S	S	S	S	767
50 to 99 lb	—	—	—	—	—	—	—
100 to 499 lb	S	S	S	S	S	S	3 125
500 to 749 lb	—	—	—	—	—	—	—
750 to 999 lb	—	—	—	—	—	—	—
1,000 to 9,999 lb	S	S	S	S	S	S	1 444
10,000 to 49,999 lb	S	S	S	S	S	S	1 338
50,000 to 99,999 lb	72	6.5	95	2.6	73	5.5	844
100,000 lb or more	986	89.8	3 503	96.6	1 215	91.7	561
All other single modes	2 875	100.0	77	100.0	64	100.0	1 128
Less than 50 lb	822	28.6	3	4.4	3	4.4	1 104
50 to 99 lb	209	7.3	1	1.7	1	2.1	1 022
100 to 499 lb	704	24.5	7	9.1	13	20.5	1 626
500 to 749 lb	63	2.2	2	3.2	3	4.7	1 156
750 to 999 lb	S	S	S	S	S	S	1 538
1,000 to 9,999 lb	951	33.1	S	S	10	15.4	417
10,000 to 49,999 lb	S	S	S	S	S	S	353
50,000 to 99,999 lb	S	S	S	S	S	S	1 818
100,000 lb or more	S	S	S	S	S	S	931
Multiple modes	9 272	100.0	404	100.0	489	100.0	730
Less than 50 lb	5 945	64.1	102	25.3	76	15.6	727
50 to 99 lb	1 249	13.5	41	10.1	31	6.4	755
100 to 499 lb	1 392	15.0	90	22.3	68	13.8	768
500 to 749 lb	237	2.6	7	1.8	4	.9	599
750 to 999 lb	100	1.1	6	1.6	4	.9	682
1,000 to 9,999 lb	43	.5	5	1.2	16	3.4	2 074
10,000 to 49,999 lb	305	3.3	131	32.4	284	58.1	2 295
50,000 to 99,999 lb	S	S	S	S	S	S	300
100,000 lb or more	S	S	S	S	S	S	180
Parcel, U.S. Postal Service or courier	8 926	100.0	248	100.0	184	100.0	729
Less than 50 lb	5 945	66.6	102	41.3	76	41.4	727
50 to 99 lb	1 249	14.0	41	16.5	31	17.0	755
100 to 499 lb	1 391	15.6	90	36.3	67	36.5	767
500 to 749 lb	236	2.6	7	2.9	4	2.4	585
750 to 999 lb	100	1.1	6	2.5	4	2.3	656
1,000 to 9,999 lb	S	S	S	S	S	S	776
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
All other multiple modes	346	100.0	156	100.0	305	100.0	2 156
Less than 50 lb	S	S	S	S	S	S	S
50 to 99 lb	S	S	S	S	S	S	1 729
100 to 499 lb	S	S	—	—	—	—	2 938
500 to 749 lb	S	S	S	S	S	S	2 941
750 to 999 lb	S	S	S	S	S	S	2 941
1,000 to 9,999 lb	37	10.7	4	2.6	16	5.1	3 723
10,000 to 49,999 lb	305	88.2	131	83.8	284	93.2	2 295
50,000 to 99,999 lb	S	S	S	S	S	S	300
100,000 lb or more	S	S	S	S	S	S	180

See footnotes at end of table.

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

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

Mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
Other and unknown modes	2 128	100.0	1 316	100.0	502	100.0	119
Less than 50 lb	306	14.4	20	1.5	S	S	125
50 to 99 lb	76	3.6	14	1.0	1	.1	S
100 to 499 lb	144	6.8	36	2.7	2	.5	S
500 to 749 lb	32	1.5	14	1.1	2	.3	S
750 to 999 lb	24	1.1	9	.7	2	.4	180
1,000 to 9,999 lb	949	44.6	397	30.2	76	15.1	S
10,000 to 49,999 lb	543	25.5	550	41.8	S	S	568
50,000 to 99,999 lb	42	2.0	S	S	38	7.6	S
100,000 lb or more	12	.6	78	5.9	27	5.4	S

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

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

Table 5. Shipment Characteristics by Commodity Group for Remainder of State of Origin: 1997

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

SCTG codes	Commodity code group description	Value		Tons		Ton-miles		Average miles per shipment
		Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
	Total	74 931	100.0	127 780	100.0	16 533	100.0	358
01-05	Agricultural products and fish	3 229	4.3	6 459	5.1	557	3.4	117
06-09	Grains, alcohol, and tobacco products	9 518	12.7	10 199	8.0	2 823	17.1	140
10-14	Stone, Nonmetallic minerals, and metallic ores	820	1.1	61 667	48.3	3 223	19.5	47
15-20	Coal and petroleum products	4 193	5.6	19 087	14.9	1 244	7.5	87
21-24	Pharmaceutical and chemical products	6 170	8.2	1 586	1.2	752	4.5	359
25-30	Wood products, and textiles and leather	10 602	14.1	9 676	7.6	3 297	19.9	539
31-34	Base metal and machinery	15 484	20.7	12 760	10.0	2 763	16.7	285
35-38	Electronics, motorized vehicles, and precision instruments	15 190	20.3	982	.8	599	3.6	304
39-43	Furniture and miscellaneous manufactured products	9 174	12.2	4 838	3.8	1 013	6.1	480
-	Commodity unknown	551	.7	526	.4	S	S	S

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

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

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

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

Table 6. Shipment Characteristics by Commodity Group and Mode of Transportation for Remainder of State of Origin: 1997

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

Commodity code group, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
ALL COMMODITIES							
All modes	74 931	100.0	127 780	100.0	16 533	100.0	358
Single modes	63 531	84.8	126 060	98.7	15 542	94.0	133
Truck ¹	59 558	79.5	122 356	95.8	14 153	85.6	115
Rail	1 098	1.5	3 627	2.8	1 325	8.0	681
All other single modes	2 875	3.8	77	—	64	.4	1 128
Multiple modes	9 272	12.4	404	.3	489	3.0	730
Parcel, U.S. Postal Service or courier	8 926	11.9	248	.2	184	1.1	729
All other multiple modes	346	.5	156	.1	305	1.8	2 156
Other and unknown modes	2 128	2.8	1 316	1.0	502	3.0	119
SCTG 01-05, AGRICULTURAL PRODUCTS AND FISH							
All modes	3 229	100.0	6 459	100.0	557	100.0	117
Single modes	3 201	99.1	6 383	98.8	553	99.4	51
Truck ¹	3 194	98.9	6 327	98.0	548	98.4	51
Rail	S	S	S	S	S	S	94
All other single modes	—	—	—	—	—	—	—
Multiple modes	S	S	S	S	S	S	1 426
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	1 426
All other multiple modes	S	S	S	S	S	S	3 052
Other and unknown modes	S	S	S	S	1	.2	S
SCTG 06-09, GRAINS, ALCOHOL, AND TOBACCO PRODUCTS							
All modes	9 518	100.0	10 199	100.0	2 823	100.0	140
Single modes	9 321	97.9	10 043	98.5	2 728	96.6	74
Truck ¹	9 263	97.3	9 976	97.8	2 688	95.2	74
Rail	S	S	S	S	S	S	628
All other single modes	S	S	S	S	S	S	400
Multiple modes	S	S	S	S	S	S	1 211
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	1 202
All other multiple modes	S	S	S	S	S	S	3 033
Other and unknown modes	161	1.7	135	1.3	34	1.2	S
SCTG 10-14, STONE, NONMETALLIC MINERALS, AND METALLIC ORES							
All modes	820	100.0	61 667	100.0	3 223	100.0	47
Single modes	794	96.9	61 551	99.8	3 146	97.6	45
Truck ¹	716	87.3	61 091	99.1	2 884	89.5	44
Rail	78	9.5	460	.7	263	8.1	584
All other single modes	S	S	S	S	S	S	1 012
Multiple modes	S	S	S	S	S	S	1 212
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	344
All other multiple modes	S	S	S	S	S	S	1 789
Other and unknown modes	3	.4	83	.1	S	S	S
SCTG 15-20, COAL AND PETROLEUM PRODUCTS							
All modes	4 193	100.0	19 087	100.0	1 244	100.0	87
Single modes	4 121	98.3	18 875	98.9	1 230	98.9	S
Truck ¹	3 617	86.3	16 546	86.7	697	56.0	S
Rail	493	11.8	2 312	12.1	532	42.7	S
All other single modes	S	S	S	S	S	S	S
Multiple modes	34	.8	4	—	S	S	842
Parcel, U.S. Postal Service or courier	33	.8	S	S	S	S	840
All other multiple modes	S	S	S	S	S	S	3 123
Other and unknown modes	39	.9	S	S	6	.5	S

See footnotes at end of table.

Table 6. **Shipment Characteristics by Commodity Group and Mode of Transportation for Remainder of State of Origin: 1997—Con.**

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

Commodity code group, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
SCTG 21-24, PHARMACEUTICAL AND CHEMICAL PRODUCTS							
All modes	6 170	100.0	1 586	100.0	752	100.0	359
Single modes	4 402	71.3	1 486	93.7	675	89.8	179
Truck ¹	4 274	69.3	1 473	92.9	663	88.2	171
Rail	S	S	S	S	S	S	1 616
All other single modes	111	1.8	S	S	S	S	961
Multiple modes	1 505	24.4	39	2.4	50	6.7	424
Parcel, U.S. Postal Service or courier	1 439	23.3	25	1.6	18	2.4	423
All other multiple modes	65	1.1	13	.8	32	4.3	2 686
Other and unknown modes	264	4.3	61	3.9	S	S	S
SCTG 25-30, WOOD PRODUCTS, AND TEXTILES AND LEATHER							
All modes	10 602	100.0	9 676	100.0	3 297	100.0	539
Single modes	8 368	78.9	9 393	97.1	3 160	95.8	133
Truck ¹	8 044	75.9	9 143	94.5	2 903	88.0	100
Rail	176	1.7	246	2.5	254	7.7	1 208
All other single modes	S	S	3	—	2	—	1 018
Multiple modes	1 949	18.4	113	1.2	115	3.5	935
Parcel, U.S. Postal Service or courier	1 890	17.8	76	.8	54	1.6	935
All other multiple modes	59	.6	37	.4	62	1.9	1 877
Other and unknown modes	S	S	S	S	22	.7	S
SCTG 31-34, BASE METAL AND MACHINERY							
All modes	15 484	100.0	12 760	100.0	2 763	100.0	285
Single modes	14 028	90.6	12 395	97.1	2 570	93.0	182
Truck ¹	13 550	87.5	12 114	94.9	2 444	88.5	160
Rail	S	S	249	2.0	89	3.2	S
All other single modes	352	2.3	31	.2	36	1.3	1 331
Multiple modes	1 078	7.0	54	.4	39	1.4	627
Parcel, U.S. Postal Service or courier	1 049	6.8	29	.2	20	.7	626
All other multiple modes	29	.2	S	S	18	.7	S
Other and unknown modes	378	2.4	311	2.4	154	5.6	70
SCTG 35-38, ELECTRONICS, MOTORIZED VEHICLES, AND PRECISION INSTRUMENTS							
All modes	15 190	100.0	982	100.0	599	100.0	304
Single modes	11 145	73.4	857	87.3	477	79.6	135
Truck ¹	8 894	58.6	841	85.6	464	77.5	107
Rail	S	S	S	S	S	S	706
All other single modes	2 125	14.0	8	.8	11	1.8	1 243
Multiple modes	3 464	22.8	78	8.0	S	S	747
Parcel, U.S. Postal Service or courier	3 316	21.8	51	5.2	S	S	747
All other multiple modes	S	S	S	S	S	S	2 562
Other and unknown modes	582	3.8	47	4.8	7	1.2	S
SCTG 39-43, FURNITURE AND MISCELLANEOUS MANUFACTURED PRODUCTS							
All modes	9 174	100.0	4 838	100.0	1 013	100.0	480
Single modes	7 629	83.2	4 627	95.6	944	93.1	285
Truck ¹	7 497	81.7	4 394	90.8	804	79.3	272
Rail	S	S	S	S	S	S	618
All other single modes	S	S	S	S	S	S	1 225
Multiple modes	1 172	12.8	60	1.2	39	3.9	646
Parcel, U.S. Postal Service or courier	1 172	12.8	60	1.2	39	3.9	646
All other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	706

See footnotes at end of table.

Table 6. **Shipment Characteristics by Commodity Group and Mode of Transportation for Remainder of State of Origin: 1997—Con.**

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

Commodity code group, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent	
COMMODITY UNKNOWN							
All modes	551	100.0	526	100.0	S	S	S
Single modes	524	95.1	450	85.5	S	S	S
Truck ¹	508	92.3	450	85.4	S	S	S
Rail	—	—	—	—	—	—	—
All other single modes	S	S	S	S	S	S	210
Multiple modes	S	S	S	S	S	S	879
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	879
All other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	1 026

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

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

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

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

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

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

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

State, metropolitan area, and remainder of state destination	Value		Tons		Ton-miles	
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent
Total	74 931	100.0	127 780	100.0	16 533	100.0
Alabama	390	.5	99	-	104	.6
Alaska	S	S	S	S	S	S
Arizona	273	.4	21	-	52	.3
Phoenix-Mesa, AZ MSA	237	.3	17	-	41	.2
Remainder of Arizona	37	-	5	-	11	-
Arkansas	242	.3	101	-	124	.8
California	2 914	3.9	480	.4	1 347	8.1
Los Angeles-Riverside-Orange County, CA CMSA	1 743	2.3	268	.2	744	4.5
Sacramento-Yolo, CA CMSA	79	.1	8	-	21	.1
San Diego, CA MSA	154	.2	S	S	S	S
San Francisco-Oakland-San Jose, CA CMSA	553	.7	72	-	208	1.3
Remainder of California	385	.5	49	-	137	.8
Colorado	238	.3	45	-	75	.5
Denver-Boulder-Greeley, CO CMSA	192	.3	39	-	66	.4
Remainder of Colorado	46	-	5	-	9	-
Connecticut	2 047	2.7	1 578	1.2	264	1.6
Hartford, CT NECMA	1 063	1.4	595	.5	100	.6
Remainder of Connecticut	984	1.3	983	.8	164	1.0
Delaware	175	.2	79	-	25	.1
District of Columbia	S	S	S	S	S	S
Washington, DC-MD-VA-WV PMSA (DC part)	S	S	S	S	S	S
Florida	1 797	2.4	342	.3	450	2.7
Jacksonville, FL MSA	287	.4	33	-	40	.2
Miami-Fort Lauderdale, FL CMSA	451	.6	95	-	134	.8
Orlando, FL MSA	281	.4	37	-	45	.3
Tampa-St Petersburg-Clearwater, FL MSA	209	.3	64	-	83	.5
West Palm Beach-Boca Raton, FL MSA	60	-	17	-	23	.1
Remainder of Florida	510	.7	96	-	125	.8
Georgia	920	1.2	351	.3	354	2.1
Atlanta, GA MSA	592	.8	253	.2	257	1.6
Remainder of Georgia	328	.4	98	-	97	.6
Hawaii	39	-	2	-	15	-
Idaho	S	S	8	-	18	.1
Illinois	1 769	2.4	715	.6	539	3.3
Chicago-Gary-Kenosha, IL-IN-WI CMSA (IL part)	1 368	1.8	567	.4	414	2.5
St Louis, MO-IL MSA (IL part)	13	-	S	S	4	-
Remainder of Illinois	388	.5	143	.1	121	.7
Indiana	1 463	2.0	497	.4	335	2.0
Gary, IN PMSA	19	-	19	-	14	-
Indianapolis, IN MSA	176	.2	45	-	32	.2
Remainder of Indiana	1 267	1.7	434	.3	288	1.7
Iowa	276	.4	165	.1	159	1.0
Kansas	188	.3	59	-	72	.4
Kansas City, MO-KS MSA (KS part)	109	.1	27	-	32	.2
Remainder of Kansas	79	.1	32	-	40	.2
Kentucky	494	.7	208	.2	162	1.0
Louisville, KY-IN MSA (KY part)	171	.2	83	-	62	.4
Remainder of Kentucky	323	.4	126	.1	100	.6
Louisiana	225	.3	79	-	109	.7
New Orleans, LA MSA	107	.1	42	-	55	.3
Remainder of Louisiana	118	.2	S	S	S	S
Maine	387	.5	261	.2	112	.7
Maryland	1 101	1.5	730	.6	251	1.5
Baltimore, MD PMSA	740	1.0	482	.4	157	.9
Remainder of Maryland	361	.5	248	.2	94	.6
Massachusetts	2 814	3.8	2 977	2.3	532	3.2
Boston-Worcester-Lawrence-Lowell-Brockton, MA-NH NECMA (MA part)	1 882	2.5	1 509	1.2	382	2.3
Remainder of Massachusetts	932	1.2	1 468	1.1	150	.9
Michigan	1 567	2.1	634	.5	234	1.4
Detroit-Ann Arbor-Flint, MI CMSA	945	1.3	317	.2	84	.5
Grand Rapids-Muskegon-Holland, MI MSA	204	.3	66	-	31	.2
Remainder of Michigan	418	.6	250	.2	120	.7
Minnesota	574	.8	240	.2	282	1.7
Minneapolis-St Paul, MN-WI MSA (MN part)	286	.4	119	-	137	.8
Remainder of Minnesota	288	.4	121	-	146	.9
Mississippi	107	.1	41	-	51	.3
Missouri	710	.9	132	.1	139	.8
Kansas City, MO-KS MSA (MO part)	81	.1	35	-	43	.3
St Louis, MO-IL MSA (MO part)	S	S	58	-	54	.3
Remainder of Missouri	122	.2	39	-	42	.3
Montana	S	S	4	-	9	-
Nebraska	93	.1	8	-	9	-
Nevada	66	-	16	-	40	.2
Las Vegas, NV-AZ MSA (NV part)	24	-	2	-	5	-
Remainder of Nevada	42	-	S	S	S	S
New Hampshire	417	.6	354	.3	82	.5

See footnotes at end of table.

Table 7. Outbound Shipment Characteristics by Destination for Remainder of State: 1997—Con.

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

State, metropolitan area, and remainder of state destination	Value		Tons		Ton-miles	
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent
New Jersey	4 530	6.0	2 422	1.9	549	3.3
New York-Northern New Jersey-Long Island, NY-NJ-CT-PA CMSA (NJ part)	4 066	5.4	2 171	1.7	479	2.9
Philadelphia, PA-NJ PMSA (NJ part)	363	.5	193	.2	54	.3
Remainder of New Jersey	101	.1	57	—	16	.1
New Mexico	51	—	4	—	8	—
New York	29 617	39.5	100 527	78.7	4 417	26.7
Buffalo-Niagara Falls, NY MSA	2 231	3.0	2 675	2.1	257	1.6
New York-Northern New Jersey-Long Island, NY-NJ-CT-PA CMSA (NY part)	5 545	7.4	4 179	3.3	628	3.8
Rochester, NY MSA	1 620	2.2	2 140	1.7	208	1.3
Remainder of New York	20 221	27.0	91 533	71.6	3 323	20.1
North Carolina	1 207	1.6	437	.3	305	1.8
Charlotte-Gastonia-Rock Hill, NC-SC MSA (NC part)	331	.4	102	—	79	.5
Greensboro-Winston-Salem-High Point, NC MSA	309	.4	132	.1	87	.5
Raleigh-Durham-Chapel Hill, NC MSA	212	.3	47	—	30	.2
Remainder of North Carolina	354	.5	156	.1	108	.7
North Dakota	23	—	6	—	9	—
Ohio	2 703	3.6	1 492	1.2	678	4.1
Cincinnati-Hamilton, OH-KY-IN CMSA (OH part)	281	.4	171	.1	100	.6
Cleveland-Akron, OH CMSA	854	1.1	464	.4	176	1.1
Columbus, OH MSA	399	.5	201	.2	106	.6
Dayton-Springfield, OH MSA	253	.3	94	—	45	.3
Remainder of Ohio	915	1.2	563	.4	251	1.5
Oklahoma	S	S	58	—	80	.5
Oklahoma City, OK MSA	S	S	28	—	40	.2
Remainder of Oklahoma	179	.2	30	—	40	.2
Oregon	409	.5	60	—	169	1.0
Portland-Salem, OR-WA CMSA (OR part)	358	.5	54	—	151	.9
Remainder of Oregon	51	—	6	—	18	.1
Pennsylvania	5 770	7.7	6 532	5.1	1 178	7.1
Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD CMSA (PA part)	1 413	1.9	659	.5	179	1.1
Pittsburgh, PA MSA	653	.9	594	.5	233	1.4
Remainder of Pennsylvania	3 704	4.9	5 280	4.1	765	4.6
Rhode Island	214	.3	212	.2	57	.3
South Carolina	591	.8	187	.1	152	.9
South Dakota	39	—	3	—	4	—
Tennessee	917	1.2	272	.2	242	1.5
Memphis TN-AR-MS MSA (TN part)	269	.4	53	—	55	.3
Nashville, TN MSA	357	.5	72	—	59	.4
Remainder of Tennessee	291	.4	147	.1	128	.8
Texas	2 559	3.4	487	.4	822	5.0
Austin-San Marcos, TX MSA	216	.3	S	S	S	S
Dallas-Fort Worth, TX CMSA	545	.7	143	.1	231	1.4
Houston-Galveston-Brazoria, TX CMSA	578	.8	97	—	161	1.0
San Antonio, TX MSA	98	.1	9	—	16	.1
Remainder of Texas	1 122	1.5	223	.2	388	2.3
Utah	103	.1	12	—	25	.1
Salt Lake City-Ogden, UT MSA	82	.1	8	—	16	—
Remainder of Utah	21	—	S	S	S	S
Vermont	1 028	1.4	3 253	2.5	616	3.7
Virginia	1 151	1.5	824	.6	436	2.6
Norfolk-Virginia Beach-Newport News, VA-NC MSA (VA part)	182	.2	53	—	28	.2
Washington, DC-MD-VA-WV PMSA (VA part)	255	.3	97	—	38	.2
Remainder of Virginia	714	1.0	675	.5	370	2.2
Washington	591	.8	123	.1	358	2.2
Seattle-Tacoma-Bremerton, WA CMSA	367	.5	105	—	307	1.9
Remainder of Washington	225	.3	18	—	51	.3
West Virginia	218	.3	232	.2	121	.7
Wisconsin	952	1.3	401	.3	353	2.1
Milwaukee-Racine, WI CMSA	378	.5	145	.1	118	.7
Remainder of Wisconsin	575	.8	257	.2	235	1.4
Wyoming	19	—	3	—	7	—

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

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

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

Note: Exports are included in the geographic destination containing the port of exit or border crossing (final domestic destination).

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

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

State, metropolitan area, remainder of state	Value		Tons		Ton-miles	
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent
Total	80 196	100.0	132 193	100.0	23 513	100.0
Alabama	529	.7	230	.2	269	1.1
Alaska	2	-	-	-	-	-
Arizona	392	.5	S	S	S	S
Phoenix-Mesa, AZ MSA	370	.5	S	S	S	S
Remainder of Arizona	21	-	S	S	S	S
Arkansas	467	.6	312	.2	388	1.7
California	2 218	2.8	289	.2	833	3.5
Los Angeles-Riverside-Orange County, CA CMSA	1 055	1.3	110	.1	300	1.3
Sacramento-Yolo, CA CMSA	S	S	S	S	S	S
San Diego, CA MSA	165	.2	S	S	17	-
San Francisco-Oakland-San Jose, CA CMSA	711	.9	19	.0	55	.2
Remainder of California	228	.3	S	S	S	S
Colorado	197	.2	S	S	S	S
Denver-Boulder-Greeley, CO CMSA	144	.2	S	S	S	S
Remainder of Colorado	S	S	S	S	S	S
Connecticut	3 075	3.8	S	S	S	S
Hartford, CT NECMA	945	1.2	S	S	S	S
Remainder of Connecticut	2 131	2.7	539	.4	126	.5
Delaware	352	.4	255	.2	86	.4
District of Columbia	S	S	S	S	S	S
Washington, DC-MD-VA-WV PMSA (DC part)	S	S	S	S	S	S
Florida	712	.9	694	.5	1 025	4.4
Jacksonville, FL MSA	56	-	S	S	S	S
Miami-Fort Lauderdale, FL CMSA	232	.3	S	S	S	S
Orlando, FL MSA	S	S	S	S	S	S
Tampa-St Petersburg-Clearwater, FL MSA	102	.1	54	.0	70	.3
West Palm Beach-Boca Raton, FL MSA	20	-	S	S	S	S
Remainder of Florida	209	.3	315	.2	448	1.9
Georgia	1 303	1.6	813	.6	955	4.1
Atlanta, GA MSA	640	.8	214	.2	238	1.0
Remainder of Georgia	663	.8	599	.5	716	3.0
Hawaii	11	-	S	S	S	S
Idaho	227	.3	90	-	215	.9
Illinois	2 002	2.5	1 034	.8	827	3.5
Chicago-Gary-Kenosha, IL-IN-WI CMSA (IL part)	1 368	1.7	479	.4	357	1.5
St Louis, MO-IL MSA (IL part)	S	S	S	S	S	S
Remainder of Illinois	622	.8	S	S	466	2.0
Indiana	1 503	1.9	491	.4	332	1.4
Gary, IN PMSA	33	-	S	S	S	S
Indianapolis, IN MSA	250	.3	42	.0	29	.1
Remainder of Indiana	1 219	1.5	413	.3	281	1.2
Iowa	572	.7	642	.5	602	2.6
Kansas	715	.9	184	.1	273	1.2
Kansas City, MO-KS MSA (KS part)	113	.1	20	.0	25	.1
Remainder of Kansas	602	.8	163	.1	249	1.1
Kentucky	740	.9	207	.2	174	.7
Louisville, KY-IN MSA (KY part)	336	.4	73	.0	57	.2
Remainder of Kentucky	404	.5	135	.1	117	.5
Louisiana	S	S	157	.1	245	1.0
New Orleans, LA MSA	37	-	S	S	S	S
Remainder of Louisiana	S	S	145	.1	226	1.0
Maine	628	.8	441	.3	220	.9
Maryland	710	.9	720	.5	S	S
Baltimore, MD PMSA	361	.4	274	.2	96	.4
Remainder of Maryland	349	.4	S	S	S	S
Massachusetts	3 407	4.2	817	.6	176	.7
Boston-Worcester-Lawrence-Lowell-Brockton, MA-NH NECMA (MA part)	1 853	2.3	446	.3	117	.5
Remainder of Massachusetts	S	S	371	.3	59	.3
Michigan	1 268	1.6	422	.3	227	1.0
Detroit-Ann Arbor-Flint, MI CMSA	719	.9	171	.1	77	.3
Grand Rapids-Muskegon-Holland, MI MSA	288	.4	46	-	21	-
Remainder of Michigan	262	.3	205	.2	130	.6
Minnesota	801	1.0	326	.2	412	1.8
Minneapolis-St Paul, MN-WI MSA (MN part)	588	.7	225	.2	290	1.2
Remainder of Minnesota	212	.3	101	-	123	.5
Mississippi	191	.2	167	.1	230	1.0
Missouri	577	.7	166	.1	182	.8
Kansas City, MO-KS MSA (MO part)	80	.1	S	S	S	S
St Louis, MO-IL MSA (MO part)	299	.4	55	.0	53	.2
Remainder of Missouri	198	.2	93	-	106	.5
Montana	8	-	S	S	S	S
Nebraska	357	.4	S	S	S	S
Nevada	22	-	S	S	S	S
Las Vegas, NV-AZ MSA (NV part)	S	S	S	S	S	S
Remainder of Nevada	15	-	1	-	2	-
New Hampshire	594	.7	S	S	S	S

See footnotes at end of table.

Table 8. Inbound Shipment Characteristics by Origin for Remainder of State: 1997—Con.

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

State, metropolitan area, remainder of state	Value		Tons		Ton-miles	
	Number (million dollars)	Percent	Number (thousands)	Percent	Number (millions)	Percent
New Jersey	7 872	9.8	1 741	1.3	456	1.9
New York-Northern New Jersey-Long Island, NY-NJ-CT-PA CMSA (NJ part)	5 069	6.3	1 294	1.0	318	1.4
Philadelphia, PA-NJ PMSA (NJ part)	S	S	359	.3	111	.5
Remainder of New Jersey	65	—	88	—	27	.1
New Mexico	S	S	S	S	S	S
New York	28 473	35.5	99 325	75.1	4 237	18.0
Buffalo-Niagara Falls, NY MSA	1 738	2.2	1 953	1.5	249	1.1
New York-Northern New Jersey-Long Island, NY-NJ-CT-PA CMSA (NY part)	2 547	3.2	1 827	1.4	289	1.2
Rochester, NY MSA	S	S	4 012	3.0	375	1.6
Remainder of New York	20 221	25.2	91 533	69.2	3 323	14.1
North Carolina	2 614	3.3	809	.6	575	2.4
Charlotte-Gastonia-Rock Hill, NC-SC MSA (NC part)	695	.9	82	—	67	.3
Greensboro-Winston-Salem-High Point, NC MSA	645	.8	S	S	S	S
Raleigh-Durham-Chapel Hill, NC MSA	175	.2	25	—	18	—
Remainder of North Carolina	1 100	1.4	452	.3	334	1.4
North Dakota	83	.1	S	S	S	S
Ohio	3 612	4.5	2 965	2.2	1 544	6.6
Cincinnati-Hamilton, OH-KY-IN CMSA (OH part)	253	.3	173	.1	105	.4
Cleveland-Akron, OH CMSA	897	1.1	341	.3	130	.6
Columbus, OH MSA	549	.7	S	S	S	S
Dayton-Springfield, OH MSA	458	.6	S	S	S	S
Remainder of Ohio	1 456	1.8	1 784	1.3	946	4.0
Oklahoma	140	.2	152	.1	205	.9
Oklahoma City, OK MSA	56	—	16	—	22	—
Remainder of Oklahoma	84	.1	136	.1	183	.8
Oregon	129	.2	78	—	229	1.0
Portland-Salem, OR-WA CMSA (OR part)	70	—	S	S	S	S
Remainder of Oregon	59	—	45	—	132	.6
Pennsylvania	5 376	6.7	8 588	6.5	2 637	11.2
Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD CMSA (PA part)	1 366	1.7	1 529	1.2	546	2.3
Pittsburgh, PA MSA	427	.5	751	.6	364	1.5
Remainder of Pennsylvania	3 583	4.5	6 308	4.8	1 727	7.3
Rhode Island	210	.3	96	—	23	.1
South Carolina	769	1.0	317	.2	292	1.2
South Dakota	S	S	S	S	S	S
Tennessee	820	1.0	343	.3	362	1.5
Memphis TN-AR-MS MSA (TN part)	64	—	24	—	28	.1
Nashville, TN MSA	143	.2	48	—	48	.2
Remainder of Tennessee	613	.8	272	.2	286	1.2
Texas	1 705	2.1	371	.3	640	2.7
Austin-San Marcos, TX MSA	S	S	S	S	S	S
Dallas-Fort Worth, TX CMSA	584	.7	45	—	72	.3
Houston-Galveston-Brazoria, TX CMSA	S	S	106	—	185	.8
San Antonio, TX MSA	49	—	S	S	S	S
Remainder of Texas	567	.7	199	.2	346	1.5
Utah	33	—	4	—	8	—
Salt Lake City-Ogden, UT MSA	26	—	S	S	S	S
Remainder of Utah	7	—	S	S	S	S
Vermont	445	.6	532	.4	99	.4
Virginia	1 502	1.9	718	.5	354	1.5
Norfolk-Virginia Beach-Newport News, VA-NC MSA (VA part)	93	.1	S	S	S	S
Washington, DC-MD-VA-WV PMSA (VA part)	102	.1	31	—	14	—
Remainder of Virginia	1 308	1.6	609	.5	297	1.3
Washington	211	.3	21	—	60	.3
Seattle-Tacoma-Bremerton, WA CMSA	161	.2	9	—	24	.1
Remainder of Washington	50	—	13	—	36	.2
West Virginia	595	.7	2 953	2.2	1 351	5.7
Wisconsin	1 333	1.7	535	.4	490	2.1
Milwaukee-Racine, WI CMSA	455	.6	110	—	84	.4
Remainder of Wisconsin	878	1.1	425	.3	406	1.7
Wyoming	19	—	S	S	S	S

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

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

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

Note: Exports are included in the geographic destination containing the port of exit or border crossing (final domestic destination).

Appendix A.

Comparability With the 1993 Commodity Flow Survey

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

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

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

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

Appendix B.

Reliability of the Estimates

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

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

SAMPLING ERROR

Because the estimates are based on a sample, exact agreement with the results that would be obtained from a complete enumeration of all the shipments made in 1997 from all establishments included on the CFS sampling frame is not expected. However, because probability sampling was used at each stage of selection, it is possible to estimate the sampling variability of the survey estimates. For CFS estimates, sampling variability arises from each of the three stages of sampling. (See Appendix C for a description of the sample design.)

The particular sample used in this survey is one of a large number of samples of the same size and design that could have been selected. If all possible samples had been surveyed, under the same conditions, an estimate of an unknown population value could have been obtained from each sample. The estimates obtained from these samples give rise to a distribution of estimates for the unknown population value. A statistical measure of the variability among these estimates is the standard error, which can be approximated from any one sample. The coefficient of variation (or relative standard error) of an estimate is the standard error of the estimate divided by the estimate. Measures of sampling variability, such as the standard error or coefficient of variation, are estimated from the

sample and are also subject to sampling variability. (Technically, we should refer to the estimated standard error or the estimated coefficient of variation of an estimator. However, we have omitted this detail for the sake of brevity.) It is important to note that the standard error and coefficient of variation only measure sampling variability. They do not measure any biases in the estimates. All coefficients of variation are expressed as percents. Standard errors for the corresponding percentage estimates are also provided.

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

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

NONSAMPLING ERROR

Nonsampling error encompasses all other factors that contribute to the total error of a sample survey estimate and may also occur in censuses. It is often helpful to think of nonsampling error as arising from deficiencies or mistakes in the survey process. In the CFS, nonsampling error can be attributed to many sources: (1) nonresponse, (2) response errors, (3) differences in the interpretation of the questions, (4) mistakes in coding or keying the data obtained, and (5) other errors of collection, response, coverage, and processing. Although no direct measurement of the potential biases because of nonsampling error has been obtained, precautionary steps were taken in all phases of the collection, processing, and tabulation of the data in an effort to minimize its influence.

A potentially large source of bias in the estimates is due to nonresponse. Nonresponse is defined as the inability to obtain all the intended measurements or responses from all the selected establishments. Four levels of nonresponse can occur in the CFS: item, shipment, quarter (reporting week), and establishment. Item nonresponse

occurs either when a question is unanswered or the response to the question fails computer or analyst edits. Item nonresponse is corrected by imputation. (Imputation is the procedure by which a missing value is replaced by a predicted value obtained from an appropriate model.) Shipment, quarter, and establishment nonresponse are used to describe the inability to obtain sufficient information about a sampled shipment, quarter, or establishment, respectively, that prevents it from contributing to tabulations. Shipment and quarter nonresponse are corrected during the estimation procedure by reweighting. Reweighting allocates characteristics to the nonrespondents in proportion to the characteristics observed for the respondents. The amount of bias introduced by this nonresponse adjustment procedure depends on the extent to which the nonrespondents differ, characteristically, from the respondents. Establishment nonresponse is corrected during the estimation procedure by the SIC-level adjustment weight. (See Appendix C for a description of the estimation procedure.) In most cases of establishment nonresponse, none of the four questionnaires have been

returned to the Census Bureau, after several attempts to elicit a response. Approximately 67 percent of the sampled establishments provided at least one quarter of data that contributed to tabulations.

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

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

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

Mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
All modes	2.9	—	10.6	—	6.2	—	6.6
Single modes	3.7	1.1	10.7	.3	6.3	1.1	7.0
Truck	3.8	1.1	11.2	1.5	6.7	2.4	8.4
Rail	25.9	.4	33.9	1.4	27.6	2.2	6.8
All other single modes	17.6	.6	37.6	—	28.6	.1	4.3
Multiple modes	7.8	1.0	20.8	—	26.9	.7	6.7
Parcel, U.S. Postal Service or courier	8.1	1.0	15.6	—	18.5	.2	6.7
All other multiple modes	35.8	.2	33.8	—	35.4	.6	26.1
Other and unknown modes	12.5	.4	24.2	.3	39.4	1.1	43.6

— Represents data cell equal to zero or less than 1 unit of measure.
D Denotes figures withheld to avoid disclosing data for individual companies.
S Data do not meet publication standards because of high sampling variability or other reasons. Some unpublished estimates can be derived from other data published in this table. However, figures obtained in this manner are subject to these same limitations.

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

Table B-2. Measures of Reliability for Inbound Shipment Characteristics by Mode of Transportation for Remainder of State of Destination: 1997

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

Mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
All modes	4.2	—	9.1	—	5.7	—	8.4
Single modes	5.0	1.3	9.6	.9	5.1	1.4	10.8
Truck	5.5	1.5	10.8	2.4	6.8	4.0	9.2
Rail	12.8	.5	12.4	1.5	11.7	3.0	5.9
All other single modes	14.1	.2	32.2	—	16.6	—	3.5
Multiple modes	9.4	1.2	36.4	.8	24.7	1.1	8.5
Parcel, U.S. Postal Service or courier	8.7	1.0	7.1	—	4.5	—	8.5
All other multiple modes	29.1	.4	42.6	.8	30.6	1.1	27.2
Other and unknown modes	14.4	.4	32.3	.6	30.7	.9	22.8

— Represents data cell equal to zero or less than 1 unit of measure.
D Denotes figures withheld to avoid disclosing data for individual companies.
S Data do not meet publication standards because of high sampling variability or other reasons. Some unpublished estimates can be derived from other data published in this table. However, figures obtained in this manner are subject to these same limitations.

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

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

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

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
All modes	2.9	—	10.6	—	6.2	—
Less than 50 miles	4.6	1.0	13.3	2.9	14.8	1.4
50 to 99 miles	6.7	.5	15.8	1.3	16.7	1.3
100 to 249 miles	5.4	1.5	10.0	1.6	9.3	1.2
250 to 499 miles	5.4	.4	10.8	.6	12.7	1.1
500 to 749 miles	5.9	.5	8.7	.4	8.8	1.3
750 to 999 miles	14.0	.5	14.2	.1	13.8	.8
1,000 to 1,499 miles	15.2	.9	7.2	.1	7.2	.9
1,500 to 1,999 miles	8.3	.2	11.4	—	11.5	.3
2,000 miles or more	10.7	.6	15.0	—	15.4	1.5
Single modes	3.7	—	10.7	—	6.3	—
Less than 50 miles	5.5	1.4	13.4	2.9	14.7	1.6
50 to 99 miles	7.2	.6	16.0	1.3	16.9	1.4
100 to 249 miles	7.2	1.9	10.0	1.7	9.3	1.2
250 to 499 miles	6.3	.6	11.0	.6	13.0	1.1
500 to 749 miles	6.3	.5	9.1	.4	9.2	1.3
750 to 999 miles	17.6	.6	15.0	.2	14.6	.8
1,000 to 1,499 miles	19.1	1.0	8.2	.1	8.1	1.0
1,500 to 1,999 miles	10.9	.2	11.4	—	11.2	.3
2,000 miles or more	13.5	.6	19.7	—	20.2	1.6
Truck	3.8	—	11.2	—	6.7	—
Less than 50 miles	5.4	1.4	13.4	2.6	14.7	1.8
50 to 99 miles	7.3	.7	16.1	1.4	17.0	1.5
100 to 249 miles	7.5	1.8	13.9	1.4	13.0	1.5
250 to 499 miles	6.6	.6	9.7	.4	9.7	.7
500 to 749 miles	6.7	.5	9.5	.4	9.8	1.4
750 to 999 miles	19.0	.6	14.6	.1	14.7	.9
1,000 to 1,499 miles	11.3	.6	19.1	.1	8.9	1.0
1,500 to 1,999 miles	11.4	.2	11.5	—	11.2	.3
2,000 miles or more	9.1	.3	20.0	—	20.6	1.7
Rail	25.9	—	33.9	—	27.6	—
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	38.3	9.8	41.7	10.4	42.0	8.3
250 to 499 miles	25.5	8.9	45.9	7.7	S	S
500 to 749 miles	35.8	3.6	28.5	3.1	27.6	4.1
750 to 999 miles	35.5	2.2	45.3	1.4	41.5	2.6
1,000 to 1,499 miles	41.2	1.0	38.5	1.7	35.9	4.0
1,500 to 1,999 miles	S	S	S	S	S	S
2,000 miles or more	37.3	1.9	35.7	.6	36.7	3.0
All other single modes	17.6	—	37.6	—	28.6	—
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	16.8	7.2	31.6	6.9	38.9	3.1
250 to 499 miles	26.5	2.4	46.7	7.8	40.9	4.8
500 to 749 miles	36.5	.9	S	S	S	S
750 to 999 miles	41.8	2.7	33.6	1.2	33.0	2.1
1,000 to 1,499 miles	S	S	29.6	3.3	30.0	2.9
1,500 to 1,999 miles	44.1	2.1	S	S	S	S
2,000 miles or more	42.4	7.7	49.6	3.8	49.4	7.9
Multiple modes	7.8	—	20.8	—	26.9	—
Less than 50 miles	18.9	1.3	43.0	1.3	31.9	—
50 to 99 miles	6.1	.4	44.5	2.6	S	S
100 to 249 miles	12.9	1.6	8.6	3.3	7.8	.8
250 to 499 miles	9.1	1.5	12.0	1.4	11.6	.7
500 to 749 miles	16.7	.9	32.5	2.1	37.1	2.9
750 to 999 miles	17.1	.9	40.6	1.0	40.9	.8
1,000 to 1,499 miles	7.6	1.2	31.1	1.4	34.4	1.4
1,500 to 1,999 miles	20.8	.7	S	S	S	S
2,000 miles or more	14.4	1.2	28.9	3.6	28.0	5.0
Parcel, U.S. Postal Service or courier	8.1	—	15.6	—	18.5	—
Less than 50 miles	18.9	1.4	43.0	2.4	31.9	—
50 to 99 miles	6.2	.4	20.5	1.2	21.1	.2
100 to 249 miles	13.0	1.5	11.2	2.9	10.6	1.3
250 to 499 miles	9.1	1.5	12.0	1.4	11.6	1.1
500 to 749 miles	16.9	.9	17.5	.6	18.3	1.5
750 to 999 miles	17.3	.9	14.9	.8	14.6	1.1
1,000 to 1,499 miles	8.0	1.4	22.0	1.1	22.0	1.4
1,500 to 1,999 miles	15.9	.3	32.6	.7	33.0	1.5
2,000 miles or more	15.1	1.1	24.7	1.0	24.4	2.5
All other multiple modes	35.8	—	33.8	—	35.4	—
Less than 50 miles	S	S	S	S	S	S
50 to 99 miles	S	S	S	S	S	S
100 to 249 miles	S	S	S	S	S	S
250 to 499 miles	—	—	—	—	—	—
500 to 749 miles	S	S	S	S	S	S
750 to 999 miles	S	S	S	S	S	S
1,000 to 1,499 miles	S	S	S	S	S	S
1,500 to 1,999 miles	S	S	S	S	S	S
2,000 miles or more	33.4	7.8	33.8	9.5	32.7	7.1

See footnotes at end of table.

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

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

Mode of transportation and distance shipped (based on Great Circle Distance)	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
Other and unknown modes	12.5	—	24.2	—	39.4	—
Less than 50 miles	18.1	4.8	40.8	7.1	32.9	1.9
50 to 99 miles	39.6	2.5	42.5	1.2	47.4	.7
100 to 249 miles	27.8	5.9	32.7	5.3	31.3	8.8
250 to 499 miles	29.0	2.1	27.9	3.4	31.2	3.2
500 to 749 miles	41.0	1.7	S	S	S	S
750 to 999 miles	39.7	.4	43.3	.7	43.5	1.5
1,000 to 1,499 miles	S	S	44.4	1.9	45.1	4.0
1,500 to 1,999 miles	S	S	48.1	.4	S	S
2,000 miles or more	38.0	1.2	S	S	S	S

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

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

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

Mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
All modes	2.9	—	10.6	—	6.2	—	6.6
Less than 50 lb	11.2	1.5	14.8	—	12.0	.1	8.0
50 to 99 lb	8.3	.3	11.2	—	18.9	—	11.1
100 to 499 lb	8.9	.9	9.5	.1	15.6	.3	10.3
500 to 749 lb	8.7	.3	8.0	—	10.8	.1	10.7
750 to 999 lb	13.2	.3	11.7	—	10.0	—	9.0
1,000 to 9,999 lb	5.5	1.2	10.7	.8	6.9	.6	10.9
10,000 to 49,999 lb	7.3	1.8	13.7	3.2	7.6	2.1	12.9
50,000 to 99,999 lb	17.6	.8	15.0	1.9	14.8	1.7	8.5
100,000 lb or more	28.2	.8	19.4	2.9	25.1	2.3	17.7
Single modes	3.7	—	10.7	—	6.3	—	7.0
Less than 50 lb	15.3	.8	21.2	—	18.0	—	21.2
50 to 99 lb	9.6	.2	12.4	—	14.9	—	13.7
100 to 499 lb	10.1	.8	8.0	.1	11.6	.2	9.5
500 to 749 lb	8.9	.3	8.5	—	11.6	.1	10.9
750 to 999 lb	11.6	.3	12.2	—	10.3	—	9.8
1,000 to 9,999 lb	6.2	1.4	10.7	.8	6.7	.6	10.9
10,000 to 49,999 lb	7.5	2.2	13.9	3.2	8.0	2.4	13.7
50,000 to 99,999 lb	17.7	.9	15.1	2.0	15.3	1.9	7.8
100,000 lb or more	28.4	.9	19.6	3.0	25.8	2.5	18.5
Truck	3.8	—	11.2	—	6.7	—	8.4
Less than 50 lb	17.6	.7	21.5	—	21.9	—	27.3
50 to 99 lb	10.8	.2	12.6	—	18.1	—	15.4
100 to 499 lb	9.6	.7	8.0	.1	12.2	.2	10.3
500 to 749 lb	9.7	.4	8.6	—	12.1	.1	10.7
750 to 999 lb	12.0	.3	12.3	—	9.9	—	8.2
1,000 to 9,999 lb	4.9	1.3	10.8	.9	6.9	.6	11.2
10,000 to 49,999 lb	7.6	2.1	13.9	3.0	8.1	2.1	13.7
50,000 to 99,999 lb	18.4	1.0	15.1	2.2	15.3	1.9	8.4
100,000 lb or more	49.5	.8	25.9	2.9	26.7	.8	13.9
Rail	25.9	—	33.9	—	27.6	—	6.8
Less than 50 lb	S	S	S	S	S	S	31.7
50 to 99 lb	—	—	—	—	—	—	—
100 to 499 lb	S	S	S	S	S	S	31.6
500 to 749 lb	—	—	—	—	—	—	—
750 to 999 lb	—	—	—	—	—	—	—
1,000 to 9,999 lb	S	S	S	S	S	S	27.6
10,000 to 49,999 lb	S	S	S	S	S	S	28.2
50,000 to 99,999 lb	41.5	11.2	39.4	9.3	32.6	8.0	45.7
100,000 lb or more	28.9	10.8	35.6	9.1	30.4	7.8	11.5
All other single modes	17.6	—	37.6	—	28.6	—	4.3
Less than 50 lb	16.5	6.8	35.1	2.6	16.7	2.0	6.1
50 to 99 lb	30.8	2.3	29.7	1.1	26.8	.8	12.6
100 to 499 lb	47.0	6.4	13.9	7.5	20.4	8.2	16.9
500 to 749 lb	42.7	1.0	29.5	1.5	39.3	3.2	24.4
750 to 999 lb	S	S	S	S	S	S	21.1
1,000 to 9,999 lb	37.4	9.1	S	S	29.7	6.7	49.4
10,000 to 49,999 lb	S	S	S	S	S	S	28.1
50,000 to 99,999 lb	S	S	S	S	S	S	31.0
100,000 lb or more	S	S	S	S	S	S	28.3
Multiple modes	7.8	—	20.8	—	26.9	—	6.7
Less than 50 lb	15.4	4.0	11.3	4.9	12.4	4.2	7.2
50 to 99 lb	9.8	1.4	17.5	1.8	22.6	2.5	8.8
100 to 499 lb	13.2	2.0	32.6	2.9	38.8	2.7	8.9
500 to 749 lb	48.3	1.4	15.9	.6	21.9	.3	9.0
750 to 999 lb	48.8	.6	33.0	.7	42.2	.3	36.4
1,000 to 9,999 lb	33.1	.2	24.5	.7	43.5	3.6	25.5
10,000 to 49,999 lb	39.1	1.1	37.8	6.0	37.9	8.7	10.1
50,000 to 99,999 lb	S	S	S	S	S	S	31.6
100,000 lb or more	S	S	S	S	S	S	31.6
Parcel, U.S. Postal Service or courier	8.1	—	15.6	—	18.5	—	6.7
Less than 50 lb	15.4	3.8	11.3	4.5	12.4	5.7	7.2
50 to 99 lb	9.8	1.5	17.5	1.8	22.6	2.7	8.8
100 to 499 lb	13.2	2.2	32.6	4.8	38.8	5.3	9.0
500 to 749 lb	48.4	1.5	16.1	.8	23.5	.7	10.9
750 to 999 lb	49.3	.6	33.7	.8	45.4	.8	19.9
1,000 to 9,999 lb	S	S	S	S	S	S	30.2
10,000 to 49,999 lb	—	—	—	—	—	—	—
50,000 to 99,999 lb	—	—	—	—	—	—	—
100,000 lb or more	—	—	—	—	—	—	—
All other multiple modes	35.8	—	33.8	—	35.4	—	26.1
Less than 50 lb	S	S	S	S	S	S	S
50 to 99 lb	S	S	S	S	S	S	32.3
100 to 499 lb	S	S	47.1	—	47.1	—	25.8
500 to 749 lb	S	S	S	S	S	S	27.9
750 to 999 lb	S	S	S	S	S	S	27.9
1,000 to 9,999 lb	38.9	9.1	32.8	4.6	46.6	6.5	22.7
10,000 to 49,999 lb	39.1	9.0	37.8	6.2	37.9	6.4	10.1
50,000 to 99,999 lb	S	S	S	S	S	S	31.6
100,000 lb or more	S	S	S	S	S	S	31.6

See footnotes at end of table.

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

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

Mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
Other and unknown modes	12.5	—	24.2	—	39.4	—	43.6
Less than 50 lb	15.9	2.8	30.1	.3	S	S	44.1
50 to 99 lb	21.8	1.0	38.0	.3	43.0	—	S
100 to 499 lb	20.1	1.2	26.9	.9	31.1	.3	S
500 to 749 lb	25.7	.5	28.7	.5	46.2	.2	S
750 to 999 lb	28.4	.3	25.5	.3	40.0	.1	36.4
1,000 to 9,999 lb	24.6	5.0	33.2	4.4	25.4	4.5	S
10,000 to 49,999 lb	17.2	3.9	20.4	6.5	S	S	22.2
50,000 to 99,999 lb	47.9	.9	S	S	43.7	5.8	S
100,000 lb or more	45.9	.3	48.1	2.0	49.0	3.0	S

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

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

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

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

Table B-5. **Measures of Reliability for Shipment Characteristics by Commodity Group for Remainder of State of Origin: 1997**

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

SCTG codes	Commodity code group description	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
		Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
	Total	2.9	—	10.6	—	6.2	—	6.6
01-05	Agricultural products and fish	26.5	1.0	31.6	1.3	25.6	.7	36.3
06-09	Grains, alcohol, and tobacco products	7.3	.9	11.5	1.0	18.0	2.5	31.1
10-14	Stone, Nonmetallic minerals, and metallic ores	15.8	.2	15.5	3.6	19.5	2.9	21.5
15-20	Coal and petroleum products	19.7	1.1	20.8	2.0	18.8	1.5	42.4
21-24	Pharmaceutical and chemical products	9.3	.7	22.9	.3	14.4	.7	8.8
25-30	Wood products, and textiles and leather	6.5	.8	11.8	1.8	14.4	3.5	13.7
31-34	Base metal and machinery	8.0	1.4	18.1	1.4	10.0	2.0	9.8
35-38	Electronics, motorized vehicles, and precision instruments	8.0	1.6	12.4	.1	17.2	.5	11.5
39-43	Furniture and miscellaneous manufactured products	8.1	1.2	15.4	.8	15.6	.8	15.4
—	Commodity unknown	36.7	.3	39.8	.1	S	S	S

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

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

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

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

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

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

Commodity code group, 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							
All modes	2.9	—	10.6	—	6.2	—	6.6
Single modes	3.7	1.1	10.7	.3	6.3	1.1	7.0
Truck ¹	3.8	1.1	11.2	1.5	6.7	2.4	8.4
Rail	25.9	.4	33.9	1.4	27.6	2.2	6.8
All other single modes	17.6	.6	37.6	—	28.6	.1	4.3
Multiple modes	7.8	1.0	20.8	—	26.9	.7	6.7
Parcel, U.S. Postal Service or courier	8.1	1.0	15.6	—	18.5	.2	6.7
All other multiple modes	35.8	.2	33.8	—	35.4	.6	26.1
Other and unknown modes	12.5	.4	24.2	.3	39.4	1.1	43.6
SCTG 01-05, AGRICULTURAL PRODUCTS AND FISH							
All modes	26.5	—	31.6	—	25.6	—	36.3
Single modes	26.9	1.6	32.2	2.0	25.8	.6	14.5
Truck ¹	27.0	2.0	32.8	4.3	26.4	4.4	14.5
Rail	S	S	S	S	S	S	31.6
All other single modes	—	—	—	—	—	—	—
Multiple modes	S	S	S	S	S	S	29.3
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	28.7
All other multiple modes	S	S	S	S	S	S	31.6
Other and unknown modes	S	S	S	S	43.6	.2	S
SCTG 06-09, GRAINS, ALCOHOL, AND TOBACCO PRODUCTS							
All modes	7.3	—	11.5	—	18.0	—	31.1
Single modes	7.3	.6	11.6	.5	17.7	1.3	13.2
Truck ¹	7.4	.6	11.6	.5	17.7	1.2	13.2
Rail	S	S	S	S	S	S	28.7
All other single modes	S	S	S	S	S	S	31.6
Multiple modes	S	S	S	S	S	S	20.6
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	18.9
All other multiple modes	S	S	S	S	S	S	29.8
Other and unknown modes	33.5	.6	30.8	.5	37.1	.7	S
SCTG 10-14, STONE, NONMETALLIC MINERALS, AND METALLIC ORES							
All modes	15.8	—	15.5	—	19.5	—	21.5
Single modes	13.9	1.2	15.5	—	19.6	1.3	21.7
Truck ¹	14.8	4.8	15.7	.4	19.3	3.7	21.0
Rail	40.2	4.7	38.8	.4	48.0	3.3	19.3
All other single modes	S	S	S	S	S	S	31.6
Multiple modes	S	S	S	S	S	S	36.0
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	30.0
All other multiple modes	S	S	S	S	S	S	29.4
Other and unknown modes	37.9	.2	31.7	—	S	S	S
SCTG 15-20, COAL AND PETROLEUM PRODUCTS							
All modes	19.7	—	20.8	—	18.8	—	42.4
Single modes	20.2	.8	21.0	.8	19.1	.6	S
Truck ¹	23.6	5.2	25.6	6.9	13.7	11.5	S
Rail	44.7	5.3	49.0	7.0	47.3	11.9	S
All other single modes	S	S	S	S	S	S	S
Multiple modes	37.5	.4	40.0	—	S	S	24.3
Parcel, U.S. Postal Service or courier	39.3	.4	S	S	S	S	25.0
All other multiple modes	S	S	S	S	S	S	29.8
Other and unknown modes	49.0	.5	S	S	42.3	.4	S

See footnotes at end of table.

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

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

Commodity code group, description, and mode of transportation	Value		Tons		Ton-miles		Average miles per shipment—coefficient of variation
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	
SCTG 21-24, PHARMACEUTICAL AND CHEMICAL PRODUCTS							
All modes	9.3	—	22.9	—	14.4	—	8.8
Single modes	10.4	2.9	24.7	1.7	15.3	3.0	15.4
Truck ¹	10.9	3.3	25.1	1.8	16.0	2.9	15.7
Rail	S	S	S	S	S	S	31.6
All other single modes	38.6	1.0	S	S	S	S	19.1
Multiple modes	12.0	2.7	18.5	.9	27.0	2.9	28.7
Parcel, U.S. Postal Service or courier	12.2	2.6	21.4	.8	32.6	1.0	28.8
All other multiple modes	35.4	.4	36.1	.5	43.6	2.9	25.7
Other and unknown modes	23.9	.9	32.5	1.4	S	S	S
SCTG 25-30, WOOD PRODUCTS, AND TEXTILES AND LEATHER							
All modes	6.5	—	11.8	—	14.4	—	13.7
Single modes	7.2	4.5	12.7	2.4	15.0	1.8	33.5
Truck ¹	7.8	4.9	12.7	2.3	15.1	2.1	43.3
Rail	28.7	.5	26.2	.8	32.2	2.0	15.4
All other single modes	S	S	39.3	—	39.7	—	8.7
Multiple modes	28.4	3.5	17.0	.3	21.8	1.0	10.1
Parcel, U.S. Postal Service or courier	29.5	3.5	20.0	.3	18.7	.9	10.2
All other multiple modes	32.9	.2	46.1	.2	42.6	.7	22.4
Other and unknown modes	S	S	S	S	36.7	.9	S
SCTG 31-34, BASE METAL AND MACHINERY							
All modes	8.0	—	18.1	—	10.0	—	9.8
Single modes	8.7	1.1	18.8	.8	11.2	1.4	12.7
Truck ¹	9.5	2.2	19.6	1.7	11.4	2.1	14.7
Rail	S	S	40.9	1.2	48.9	1.9	S
All other single modes	20.2	.6	33.9	—	49.7	.4	8.7
Multiple modes	10.4	.8	30.5	.2	24.4	.4	4.3
Parcel, U.S. Postal Service or courier	10.4	.7	16.5	—	26.9	.2	4.3
All other multiple modes	48.1	.1	S	S	42.6	.3	S
Other and unknown modes	14.7	.5	16.3	.6	19.0	1.3	42.2
SCTG 35-38, ELECTRONICS, MOTORIZED VEHICLES, AND PRECISION INSTRUMENTS							
All modes	8.0	—	12.4	—	17.2	—	11.5
Single modes	9.5	2.5	12.4	2.5	18.6	7.0	33.9
Truck ¹	10.1	3.5	12.7	2.6	18.7	7.3	35.4
Rail	S	S	S	S	S	S	28.2
All other single modes	25.3	3.9	18.3	.2	25.5	.7	4.4
Multiple modes	13.0	2.1	44.3	2.4	S	S	6.7
Parcel, U.S. Postal Service or courier	12.9	2.1	39.7	1.4	S	S	6.7
All other multiple modes	S	S	S	S	S	S	25.9
Other and unknown modes	20.1	1.4	35.2	1.4	49.3	4.5	S
SCTG 39-43, FURNITURE AND MISCELLANEOUS MANUFACTURED PRODUCTS							
All modes	8.1	—	15.4	—	15.6	—	15.4
Single modes	7.4	2.8	16.1	2.3	16.7	2.9	18.4
Truck ¹	7.1	3.0	16.9	4.2	14.8	7.1	18.1
Rail	S	S	S	S	S	S	49.0
All other single modes	S	S	S	S	S	S	24.3
Multiple modes	22.1	2.1	38.2	.8	37.8	2.8	10.6
Parcel, U.S. Postal Service or courier	22.1	2.1	38.2	.8	37.8	2.8	10.6
All other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	28.3

See footnotes at end of table.

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

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

Commodity code group, 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							
All modes	36.7	—	39.8	—	S	S	S
Single modes	36.7	1.3	47.4	10.0	S	S	S
Truck ¹	36.4	2.2	47.4	10.0	S	S	S
Rail	—	—	—	—	—	—	—
All other single modes	S	S	S	S	S	S	31.6
Multiple modes	S	S	S	S	S	S	23.3
Parcel, U.S. Postal Service or courier	S	S	S	S	S	S	23.3
All other multiple modes	—	—	—	—	—	—	—
Other and unknown modes	S	S	S	S	S	S	32.1

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

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

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

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

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

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

State, metropolitan area, and remainder of state destination	Value		Tons		Ton-miles	
	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage	Coefficient of variation of number	Standard error of percentage
Total	2.9	—	10.6	—	6.2	—
Alabama	12.5	—	11.6	—	10.6	—
Alaska	S	S	S	S	S	S
Arizona	14.1	—	18.1	—	17.9	—
Phoenix-Mesa, AZ MSA	15.8	—	17.7	—	17.5	—
Remainder of Arizona	22.5	—	33.2	—	32.6	—
Arkansas	21.4	—	34.3	—	34.3	.2
California	17.2	.6	18.0	—	18.4	1.3
Los Angeles-Riverside-Orange County, CA CMSA	25.9	.6	23.6	—	24.1	1.0
Sacramento-Yolo, CA CMSA	23.2	—	43.2	—	42.7	—
San Diego, CA MSA	35.6	—	S	S	S	S
San Francisco-Oakland-San Jose, CA CMSA	18.0	.1	46.0	—	46.7	.5
Remainder of California	27.5	.2	17.8	—	17.6	.1
Colorado	17.8	—	26.9	—	26.9	.1
Denver-Boulder-Greeley, CO CMSA	23.7	—	32.0	—	32.2	.1
Remainder of Colorado	22.5	—	27.0	—	26.2	—
Connecticut	19.0	.6	14.6	.2	13.4	.2
Hartford, CT NECMA	32.9	.5	27.2	.1	21.8	.1
Remainder of Connecticut	8.7	.1	12.3	.1	13.2	.1
Delaware	18.8	—	23.2	—	24.3	—
District of Columbia	S	S	S	S	S	S
Washington, DC-MD-VA-WV PMSA (DC part)	S	S	S	S	S	S
Florida	13.0	.3	9.5	—	9.4	.3
Jacksonville, FL MSA	32.0	.1	33.1	—	36.4	—
Miami-Fort Lauderdale, FL CMSA	24.8	.1	21.8	—	21.7	.2
Orlando, FL MSA	33.6	.1	36.5	—	37.1	.1
Tampa-St Petersburg-Clearwater, FL MSA	33.9	—	28.0	—	27.8	.1
West Palm Beach-Boca Raton, FL MSA	19.8	—	41.1	—	40.4	—
Remainder of Florida	23.0	.2	19.7	—	19.4	.2
Georgia	13.0	.1	21.0	—	21.7	.5
Atlanta, GA MSA	17.9	.1	25.1	—	26.2	.4
Remainder of Georgia	14.5	—	30.5	—	29.5	.2
Hawaii	35.0	—	39.5	—	48.9	—
Idaho	S	S	39.2	—	39.6	—
Illinois	8.6	.2	15.2	.2	16.3	.8
Chicago-Gary-Kenosha, IL-IN-WI CMSA (IL part)	10.3	.2	18.1	.1	19.6	.7
St Louis, MO-IL MSA (IL part)	32.5	—	S	S	46.0	—
Remainder of Illinois	25.4	.1	27.5	—	26.4	.3
Indiana	13.8	.2	22.0	.1	22.5	.4
Gary, IN PMSA	30.3	—	43.9	—	43.9	—
Indianapolis, IN MSA	18.0	—	19.6	—	19.2	—
Remainder of Indiana	17.7	.3	22.7	—	23.4	.3
Iowa	22.0	—	48.5	—	49.7	.4
Kansas	21.5	—	26.2	—	25.6	.1
Kansas City, MO-KS MSA (KS part)	31.3	—	33.7	—	33.8	—
Remainder of Kansas	18.1	—	33.2	—	32.5	—
Kentucky	16.3	—	19.5	—	20.1	.2
Louisville, KY-IN MSA (KY part)	26.1	—	27.9	—	29.1	—
Remainder of Kentucky	20.5	—	27.5	—	27.8	.2
Louisiana	8.4	—	32.3	—	32.0	.2
New Orleans, LA MSA	17.4	—	44.4	—	42.2	.2
Remainder of Louisiana	14.0	—	S	S	S	S
Maine	10.4	—	10.7	—	12.4	—
Maryland	20.7	.2	28.8	.2	26.7	.3
Baltimore, MD PMSA	30.1	.2	38.2	.1	35.1	.2
Remainder of Maryland	20.3	.1	37.2	—	37.2	.2
Massachusetts	9.4	.4	17.6	.2	14.9	.4
Boston-Worcester-Lawrence-Lowell-Brockton, MA-NH NECMA (MA part)	8.9	.2	18.2	.2	16.5	.4
Remainder of Massachusetts	13.7	.2	19.9	.2	15.2	.1
Michigan	19.6	.4	19.5	—	20.6	.2
Detroit-Ann Arbor-Flint, MI CMSA	22.7	.3	23.7	—	23.1	.1
Grand Rapids-Muskegon-Holland, MI MSA	27.7	—	28.7	—	27.9	—
Remainder of Michigan	19.6	.1	21.6	—	24.2	.2
Minnesota	13.3	.1	22.4	—	21.5	.3
Minneapolis-St Paul, MN-WI MSA (MN part)	11.8	—	25.7	—	24.4	.2
Remainder of Minnesota	25.1	.1	39.3	—	38.2	.3
Mississippi	16.5	—	31.6	—	32.9	.1
Missouri	43.0	.3	22.2	—	22.0	.2
Kansas City, MO-KS MSA (MO part)	25.4	—	44.9	—	46.3	.1
St Louis, MO-IL MSA (MO part)	S	S	27.4	—	25.0	—
Remainder of Missouri	11.9	—	24.0	—	24.8	—
Montana	S	S	40.2	—	40.9	—
Nebraska	18.1	—	27.3	—	27.8	—
Nevada	21.3	—	44.8	—	45.8	.1
Las Vegas, NV-AZ MSA (NV part)	41.7	—	41.8	—	41.5	—
Remainder of Nevada	33.7	—	S	S	S	S

See footnotes at end of table.

Table B-7. Measures of Reliability for Outbound Shipment Characteristics by Destination for Remainder of State: 1997—Con.

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

State, metropolitan area, and remainder of state 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
New Hampshire	8.4	—	15.3	—	16.5	—
New Jersey	9.9	.7	11.2	.2	11.0	.2
New York-Northern New Jersey-Long Island, NY-NJ-CT-PA CMSA (NJ part)	10.6	.7	10.7	.2	10.4	.2
Philadelphia, PA-NJ PMSA (NJ part)	19.2	—	17.9	—	18.4	—
Remainder of New Jersey	37.5	—	30.8	—	31.5	—
New Mexico	31.3	—	38.2	—	37.2	—
New York	3.2	.8	12.0	2.0	10.8	2.1
Buffalo-Niagara Falls, NY MSA	14.7	.4	38.6	.7	20.8	.3
New York-Northern New Jersey-Long Island, NY-NJ-CT-PA CMSA (NY part)	7.4	.6	14.8	.6	9.1	.4
Rochester, NY MSA	16.4	.4	26.1	.4	27.4	.3
Remainder of New York	4.2	.9	12.7	2.5	13.2	2.1
North Carolina	7.0	.1	9.5	—	9.4	.2
Charlotte-Gastonia-Rock Hill, NC-SC MSA (NC part)	15.6	—	27.2	—	31.9	.2
Greensboro-Winston-Salem-High Point, NC MSA	29.9	.1	26.7	—	26.4	.2
Raleigh-Durham-Chapel Hill, NC MSA	25.8	—	20.0	—	19.9	—
Remainder of North Carolina	13.5	—	14.0	—	13.6	—
North Dakota	44.3	—	43.5	—	44.2	—
Ohio	9.0	.3	11.6	.2	10.9	.4
Cincinnati-Hamilton, OH-KY-IN CMSA (OH part)	27.4	—	24.6	—	24.6	.2
Cleveland-Akron, OH CMSA	18.6	.2	15.5	—	18.5	.2
Columbus, OH MSA	18.1	—	20.8	—	20.9	.1
Dayton-Springfield, OH MSA	20.5	—	34.4	—	27.9	—
Remainder of Ohio	10.5	.1	21.2	.1	19.2	.3
Oklahoma	S	S	23.2	—	24.4	.1
Oklahoma City, OK MSA	S	S	44.0	—	45.1	.1
Remainder of Oklahoma	29.3	—	30.3	—	31.4	—
Oregon	19.3	.1	24.2	—	24.7	.2
Portland-Salem, OR-WA CMSA (OR part)	23.3	.1	26.1	—	26.9	.2
Remainder of Oregon	29.4	—	47.0	—	46.9	—
Pennsylvania	8.8	.6	28.3	1.0	15.9	1.0
Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD CMSA (PA part)	25.8	.5	21.6	.1	19.2	.1
Pittsburgh, PA MSA	17.8	.2	11.5	—	14.1	.2
Remainder of Pennsylvania	8.4	.4	35.1	1.1	23.8	1.0
Rhode Island	21.3	—	25.2	—	25.1	—
South Carolina	17.8	.2	17.8	—	18.8	.2
South Dakota	36.4	—	33.6	—	32.0	—
Tennessee	15.6	.2	11.3	—	11.5	.2
Memphis TN-AR-MS MSA (TN part)	37.7	.1	16.9	—	16.7	—
Nashville, TN MSA	30.5	.1	23.9	—	23.7	.1
Remainder of Tennessee	7.1	—	10.9	—	10.6	—
Texas	8.0	.3	8.2	—	8.4	.5
Austin-San Marcos, TX MSA	38.5	.1	S	S	S	S
Dallas-Fort Worth, TX CMSA	8.6	—	18.4	—	18.1	.3
Houston-Galveston-Brazoria, TX CMSA	25.3	.2	17.0	—	17.2	.2
San Antonio, TX MSA	32.9	—	38.7	—	37.7	—
Remainder of Texas	9.3	.1	9.9	—	9.6	.3
Utah	29.5	—	36.1	—	37.0	—
Salt Lake City-Ogden, UT MSA	37.2	—	44.2	—	43.6	—
Remainder of Utah	41.0	—	S	S	S	S
Vermont	25.1	.4	35.6	1.4	41.9	1.7
Virginia	7.4	—	25.0	.2	30.5	.6
Norfolk-Virginia Beach-Newport News, VA-NC MSA (VA part)	33.8	—	21.4	—	21.2	—
Washington, DC-MD-VA-WV PMSA (VA part)	27.4	—	26.1	—	27.8	—
Remainder of Virginia	11.1	—	28.1	.2	34.4	.6
Washington	19.0	.2	33.2	—	32.9	.6
Seattle-Tacoma-Bremerton, WA CMSA	13.1	—	37.6	—	37.5	.6
Remainder of Washington	46.9	.1	38.5	—	39.0	.1
West Virginia	14.6	—	29.7	—	32.2	.2
Wisconsin	15.0	.2	16.9	.1	17.7	.4
Milwaukee-Racine, WI CMSA	14.1	—	13.6	—	13.6	.1
Remainder of Wisconsin	19.7	.1	25.9	—	25.5	.4
Wyoming	18.9	—	31.7	—	32.7	—

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

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

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

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

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

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

State, metropolitan area, remainder of state	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	4.2	-	9.1	-	5.7	-
Alabama	15.7	.1	12.6	-	13.6	.2
Alaska	39.0	-	40.3	-	43.3	-
Arizona	42.6	.2	S	S	S	S
Phoenix-Mesa, AZ MSA	44.4	.2	S	S	S	S
Remainder of Arizona	31.6	-	S	S	S	S
Arkansas	11.3	-	20.8	-	21.5	.3
California	19.2	.4	24.5	-	26.6	1.0
Los Angeles-Riverside-Orange County, CA CMSA	10.9	.1	21.4	-	21.3	.2
Sacramento-Yolo, CA CMSA	S	S	S	S	S	S
San Diego, CA MSA	28.2	-	S	S	49.7	-
San Francisco-Oakland-San Jose, CA CMSA	47.3	.3	23.3	-	24.1	-
Remainder of California	40.3	.1	S	S	S	S
Colorado	24.1	-	S	S	S	S
Denver-Boulder-Greeley, CO CMSA	24.8	-	S	S	S	S
Remainder of Colorado	S	S	S	S	S	S
Connecticut	32.6	1.2	S	S	S	S
Hartford, CT NECMA	16.0	.2	S	S	S	S
Remainder of Connecticut	46.3	1.2	37.5	.1	39.1	.2
Delaware	30.7	.2	41.6	.1	38.2	.2
District of Columbia	S	S	S	S	S	S
Washington, DC-MD-VA-WV PMSA (DC part)	S	S	S	S	S	S
Florida	11.9	.1	32.0	.2	35.1	1.2
Jacksonville, FL MSA	49.7	-	S	S	S	S
Miami-Fort Lauderdale, FL CMSA	26.6	-	S	S	S	S
Orlando, FL MSA	S	S	S	S	S	S
Tampa-St Petersburg-Clearwater, FL MSA	20.2	-	38.9	-	37.7	.1
West Palm Beach-Boca Raton, FL MSA	35.2	-	S	S	S	S
Remainder of Florida	14.5	-	26.7	-	27.1	.5
Georgia	12.9	.2	11.9	-	12.2	.5
Atlanta, GA MSA	25.5	.2	38.0	-	42.5	.3
Remainder of Georgia	13.3	.1	11.2	-	11.2	.4
Hawaii	46.2	-	S	S	S	S
Idaho	43.8	.1	47.6	-	46.3	.5
Illinois	7.6	.2	36.8	.2	36.5	1.1
Chicago-Gary-Kenosha, IL-IN-WI CMSA (IL part)	14.7	.3	26.0	-	25.8	.3
St Louis, MO-IL MSA (IL part)	S	S	S	S	S	S
Remainder of Illinois	22.2	.2	S	S	49.7	.8
Indiana	20.2	.4	17.8	-	19.3	.3
Gary, IN PMSA	41.5	-	S	S	S	S
Indianapolis, IN MSA	18.9	-	29.7	-	30.5	-
Remainder of Indiana	24.4	.4	15.9	-	17.8	.3
Iowa	13.8	.1	25.5	.1	24.7	.7
Kansas	31.6	.3	38.1	-	41.0	.4
Kansas City, MO-KS MSA (KS part)	35.5	-	34.3	-	35.3	-
Remainder of Kansas	36.4	.3	43.5	-	45.7	.4
Kentucky	14.7	.2	19.2	-	19.3	.1
Louisville, KY-IN MSA (KY part)	30.4	.1	47.3	-	49.8	.1
Remainder of Kentucky	11.2	-	12.3	-	14.4	-
Louisiana	S	S	18.9	-	19.5	.2
New Orleans, LA MSA	37.7	-	S	S	S	S
Remainder of Louisiana	S	S	17.6	-	18.4	.2
Maine	24.0	.2	19.3	-	24.9	.3
Maryland	17.8	.2	48.3	.4	S	S
Baltimore, MD PMSA	25.2	.1	35.7	-	33.1	.1
Remainder of Maryland	22.5	.1	S	S	S	S
Massachusetts	29.6	1.3	11.4	.1	11.3	-
Boston-Worcester-Lawrence-Lowell-Brockton, MA-NH NECMA (MA part)	12.5	.3	9.4	-	9.2	-
Remainder of Massachusetts	S	S	25.1	-	33.7	-
Michigan	22.3	.3	19.1	-	23.5	.2
Detroit-Ann Arbor-Flint, MI CMSA	35.5	.3	18.9	-	24.6	-
Grand Rapids-Muskegon-Holland, MI MSA	31.4	.1	33.4	-	34.3	-
Remainder of Michigan	17.0	-	34.6	-	37.9	.2
Minnesota	15.1	.1	22.8	-	27.3	.4
Minneapolis-St Paul, MN-WI MSA (MN part)	16.4	.1	36.2	-	41.9	.4
Remainder of Minnesota	22.7	-	18.8	-	20.4	.1
Mississippi	13.7	-	28.2	-	30.6	.2
Missouri	14.2	.1	13.9	-	15.0	.1
Kansas City, MO-KS MSA (MO part)	31.2	-	S	S	S	S
St Louis, MO-IL MSA (MO part)	22.9	-	26.7	-	27.3	-
Remainder of Missouri	22.4	-	21.9	-	21.5	.1
Montana	36.9	-	S	S	S	S
Nebraska	42.3	.2	S	S	S	S
Nevada	18.6	-	S	S	S	S
Las Vegas, NV-AZ MSA (NV part)	S	S	S	S	S	S
Remainder of Nevada	27.7	-	32.1	-	31.3	-

See footnotes at end of table.

Table B-8. Measures of Reliability for Inbound Shipment Characteristics by Origin for Remainder of State: 1997—Con.

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

State, metropolitan area, remainder of state	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
New Hampshire	28.9	.2	S	S	S	S
New Jersey	34.1	2.7	20.1	.2	20.1	.4
New York-Northern New Jersey-Long Island, NY-NJ-CT-PA CMSA (NJ part)	14.6	.8	17.4	.2	17.7	.2
Philadelphia, PA-NJ PMSA (NJ part)	S	S	44.1	.1	44.7	.2
Remainder of New Jersey	31.2	—	32.1	—	32.9	—
New Mexico	S	S	S	S	S	S
New York	7.6	1.8	11.9	3.0	11.0	2.0
Buffalo-Niagara Falls, NY MSA	11.5	.2	16.7	.4	17.4	.2
New York-Northern New Jersey-Long Island, NY-NJ-CT-PA CMSA (NY part)	17.1	.5	27.7	.4	30.2	.3
Rochester, NY MSA	S	S	24.0	.7	24.8	.3
Remainder of New York	4.2	1.3	12.7	3.4	13.2	2.0
North Carolina	17.6	.7	28.9	.1	24.7	.5
Charlotte-Gastonia-Rock Hill, NC-SC MSA (NC part)	42.9	.4	20.8	—	21.8	—
Greensboro-Winston-Salem-High Point, NC MSA	19.8	.2	S	S	S	S
Raleigh-Durham-Chapel Hill, NC MSA	21.5	—	30.6	—	30.8	—
Remainder of North Carolina	26.1	.4	19.2	—	19.3	.3
North Dakota	39.2	—	S	S	S	S
Ohio	11.3	.5	23.2	.6	25.0	1.4
Cincinnati-Hamilton, OH-KY-IN CMSA (OH part)	12.7	—	47.1	—	45.4	.2
Cleveland-Akron, OH CMSA	14.7	.2	13.8	—	16.1	—
Columbus, OH MSA	18.2	.1	S	S	S	S
Dayton-Springfield, OH MSA	36.2	.2	S	S	S	S
Remainder of Ohio	16.8	.3	33.1	.5	35.5	1.3
Oklahoma	25.0	—	36.5	—	32.3	.2
Oklahoma City, OK MSA	36.3	—	31.1	—	30.7	—
Remainder of Oklahoma	22.3	—	41.4	—	36.7	.2
Oregon	26.0	—	41.5	—	41.1	.3
Portland-Salem, OR-WA CMSA (OR part)	26.9	—	S	S	S	S
Remainder of Oregon	27.6	—	49.8	—	48.9	.2
Pennsylvania	5.4	.4	9.4	1.3	12.2	1.6
Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD CMSA (PA part)	16.1	.3	38.1	.8	45.5	1.1
Pittsburgh, PA MSA	17.8	.1	39.6	.3	41.6	.7
Remainder of Pennsylvania	9.6	.5	13.2	.7	15.0	1.2
Rhode Island	25.8	—	36.2	—	33.3	—
South Carolina	11.5	.1	13.6	—	14.6	.3
South Dakota	S	S	S	S	S	S
Tennessee	11.0	.1	16.5	—	18.9	.3
Memphis TN-AR-MS MSA (TN part)	15.0	—	30.6	—	32.2	—
Nashville, TN MSA	22.1	—	30.3	—	32.3	—
Remainder of Tennessee	12.1	.1	19.1	—	21.9	.3
Texas	12.4	.3	16.6	—	17.3	.5
Austin-San Marcos, TX MSA	S	S	S	S	S	S
Dallas-Fort Worth, TX CMSA	19.3	.2	42.8	—	42.6	.1
Houston-Galveston-Brazoria, TX CMSA	S	S	29.2	—	29.3	.2
San Antonio, TX MSA	34.8	—	S	S	S	S
Remainder of Texas	33.4	.2	30.4	—	30.3	.5
Utah	29.7	—	45.7	—	46.3	—
Salt Lake City-Ogden, UT MSA	27.4	—	S	S	S	S
Remainder of Utah	43.2	—	S	S	S	S
Vermont	29.3	.2	19.5	.1	27.8	.1
Virginia	14.8	.3	16.7	.1	16.7	.2
Norfolk-Virginia Beach-Newport News, VA-NC MSA (VA part)	30.2	—	S	S	S	S
Washington, DC-MD-VA-WV PMSA (VA part)	25.0	—	34.6	—	39.4	—
Remainder of Virginia	16.2	.3	17.2	.1	16.0	.2
Washington	22.9	—	24.9	—	25.1	—
Seattle-Tacoma-Bremerton, WA CMSA	27.7	—	35.2	—	35.1	—
Remainder of Washington	24.7	—	28.0	—	28.3	—
West Virginia	42.1	.3	26.6	.8	26.7	1.6
Wisconsin	10.7	.2	14.9	—	15.4	.4
Milwaukee-Racine, WI CMSA	22.5	.1	26.9	—	22.7	—
Remainder of Wisconsin	12.4	.2	15.1	—	16.2	.3
Wyoming	43.9	—	S	S	S	S

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

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

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

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

Appendix C.

Sample Design, Data Collection, and Estimation

INTRODUCTION

The primary goal for the 1997 Commodity Flow Survey (CFS) is to estimate shipping volumes (value, tons, and ton-miles) by commodity and mode of transportation at varying levels of geographic detail. A detailed description of the sample design for the 1997 CFS is provided below.

SAMPLE DESIGN

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

First Stage

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

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

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

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

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

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

Second Stage

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

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

Third Stage

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

DATA COLLECTION

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

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

ESTIMATION

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

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

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

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

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

quarters for which the establishment was in business in the survey year to the total number of quarters (reporting weeks) for which we received usable shipment data from the establishment.

Using these four component weights, we compute an estimate of each establishment's value of shipments for the entire survey year. We then multiply this estimate by a weight that adjusts the estimate using value of shipments and sales data obtained from other Census Bureau surveys and preliminary results of the 1997 Economic Census. This weight, called the establishment-level adjustment weight, attempts to correct for any sampling or nonsampling errors that occur during the sampling of shipments by the respondent.

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

A final adjustment weight, called the SIC-level adjustment weight, uses preliminary results of the 1997 Economic Census to account for establishments from which we did not receive a response (including establishments from which we did not receive any usable shipment data) and for changes in the population of establishments between the time the first-stage sampling frame was constructed (1995) and the year in which the data were collected (1997). Separate SIC-level adjustment weights are determined for nonauxiliary and auxiliary establishments.

Appendix D.

Standard Classification of Transported Goods Code Information

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

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

At the time that the Commodity Transportation Survey (CTS) (the CTS—the predecessor of the CFS) was first conducted in 1963, STCC codes were still useful for analyzing most important aspects of the U.S. transportation system. Since then, many changes have taken place that have gradually made the STCC code less useful for tracking domestic product movements across all modes (although

it remains perfectly functional for tracking rail-only movements). These include the deregulation of trucking, the enactment of North American Free Trade Agreement (NAFTA), changes in logistics practices, the emergence of plastics and composite materials to replace metals and glass, the obsolescence of many categories of wood products, and the very rapid recent development of high-tech electronic goods. Because the CFS is a shipper survey, the CFS collects information about shipments moving on all modes. As a consequence, STCC classifications frequently provide inadequate detail for identifying products that are significant for modes, such as truck and air. It is for these reasons that the Bureau of Transportation Statistics (BTS) has sponsored the development of a new product code to collect and report CFS data.

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

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

Appendix E.

Sample Report Forms and Instructions

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

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

**1997 COMMODITY FLOW SURVEY
CENSUS OF TRANSPORTATION**

Reporting period:

Please return by:

RETURN TO

**BUREAU OF THE CENSUS
1201 East 10th Street
Jeffersonville IN 47132-0001**

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

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

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

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

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

Number and street		
City, town, village, etc.	State	ZIP Code

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

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

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

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

DO NOT PROCEED UNTIL YOU HAVE COMPLETED ITEM D.

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

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

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

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

Month	Day	Year

YOUR RESPONSE IS REQUIRED BY LAW. Title 13, United States Code, requires businesses and other organizations that receive this questionnaire to answer the questions and return the report to the Census Bureau. By the same law, **YOUR CENSUS REPORT IS CONFIDENTIAL.** It may be seen only by Census Bureau employees and may be used only for statistical purposes. Further, copies retained in respondents' files are immune from legal process.

Item E SAMPLING INSTRUCTIONS

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

FINDING YOUR SELECTION RATE

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

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

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

Please enter your selection rate. →

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

CONTINUE ON NEXT PAGE. ↗

Item F SHIPMENT CHARACTERISTICS

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

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

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

2 — Private truck
3 — For-hire truck

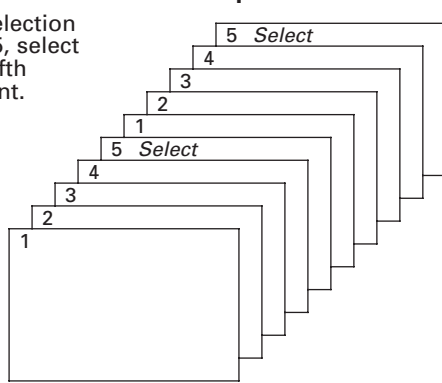
4 — Railroad
Continued →

SELECTING YOUR SAMPLE OF SHIPMENTS

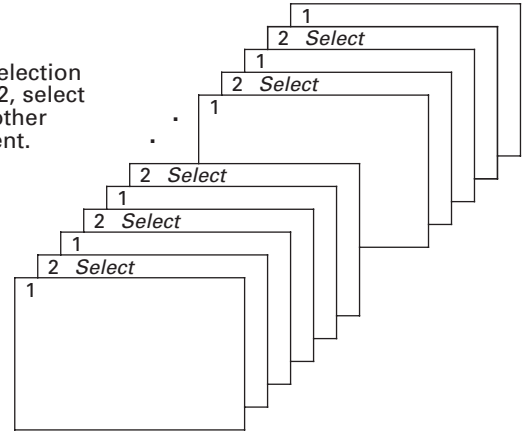
1. Use the file or combination of files that best reflects your full range of outbound shipping activities.
2. Begin with the first shipment. Count the shipments until you reach your selection rate. Select this shipment to report on in item F.
3. Continue counting with the next shipment. Count this shipment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

In the following examples, each rectangle represents one shipment.

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



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



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


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

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

5 — Shallow draft vessel 7 — Pipeline 9 — Other mode
 6 — Deep draft vessel 8 — Air 0 — Unknown

Item F SHIPMENT CHARACTERISTICS — Continued

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

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

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

2 — Private truck
3 — For-hire truck

4 — Railroad
Continued 

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

5 — Shallow draft vessel
6 — Deep draft vessel

7 — Pipeline
8 — Air

9 — Other mode
0 — Unknown

Item F SHIPMENT CHARACTERISTICS — Continued

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

Mode of transport codes for columns (k) and (n) **1** — Parcel delivery, courier, or U.S. Postal Service **2** — Private truck **3** — For-hire truck **4** — Railroad *Continued* →

Item G

1. Do this establishment's outbound shipments leave more than one site within this physical location?

Yes

No

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

Yes

No

If yes to item G1 or item G2:

3. Would it be easier to receive a separate questionnaire for each file or each shipment site?

Yes

No

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

Total value in whole dollars

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

Yes

No

Item J CERTIFICATION

Name of person to contact regarding this report — <i>Please print</i>	Telephone number — <i>Include area code</i>	Date
Signature	Title	

**1997 COMMODITY FLOW SURVEY
CENSUS OF TRANSPORTATION**

Reporting period:

Please return by:

RETURN TO
▼
BUREAU OF THE CENSUS
1201 East 10th Street
Jeffersonville IN 47132-0001

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

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

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2 No — *Enter physical location below.* ↘

Number and street		
City, town, village, etc.	State	ZIP Code

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

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

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

1 Yes
2 No — *Enter correct name.* ↘

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

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

Month	Day	Year

DO NOT PROCEED UNTIL YOU HAVE COMPLETED ITEM D.

YOUR RESPONSE IS REQUIRED BY LAW. Title 13, United States Code, requires businesses and other organizations that receive this questionnaire to answer the questions and return the report to the Census Bureau. By the same law, **YOUR CENSUS REPORT IS CONFIDENTIAL.** It may be seen only by Census Bureau employees and may be used only for statistical purposes. Further, copies retained in respondents' files are immune from legal process.

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

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

Please enter your selection rate. →

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

CONTINUE ON NEXT PAGE. ↗

Item F SHIPMENT CHARACTERISTICS

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

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

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

2 — Private truck
3 — For-hire truck

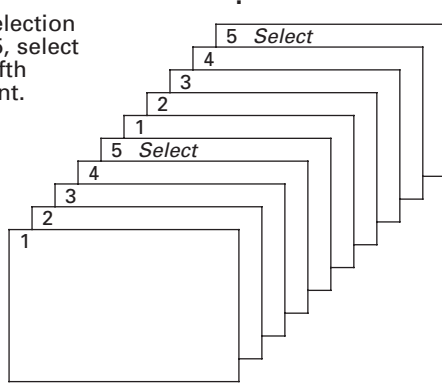
4 — Railroad
Continued →

SELECTING YOUR SAMPLE OF SHIPMENTS

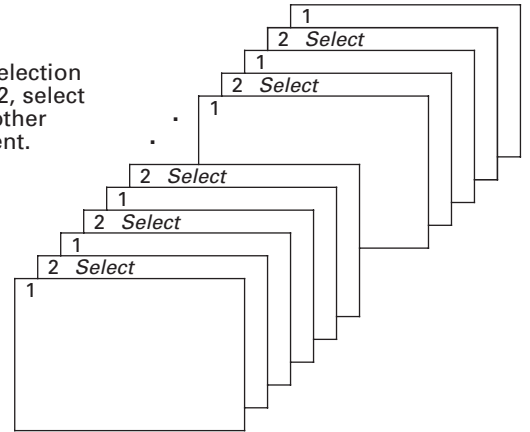
1. Use the file or combination of files that best reflects your full range of outbound shipping activities.
2. Begin with the first shipment. Count the shipments until you reach your selection rate. Select this shipment to report on in item F.
3. Continue counting with the next shipment. Count this shipment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

In the following examples, each rectangle represents one shipment.

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



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



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

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

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

5 — Shallow draft vessel 7 — Pipeline 9 — Other mode
 6 — Deep draft vessel 8 — Air 0 — Unknown

Item F SHIPMENT CHARACTERISTICS — Continued

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

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

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

2 — Private truck
3 — For-hire truck

4 — Railroad
Continued →

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

5 — Shallow draft vessel
6 — Deep draft vessel

7 — Pipeline
8 — Air

9 — Other mode
0 — Unknown

Item F SHIPMENT CHARACTERISTICS — Continued

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

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

- 1 — Parcel delivery, courier, or U.S. Postal Service
 2 — Private truck
 4 — Railroad *Continued* →
- 3 — For-hire truck

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

Total value in whole dollars

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

Yes

No

Item I AVAILABILITY AND USE OF ON-SITE SHIPPING FACILITIES

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

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

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

5 — Shallow draft vessel **7** — Pipeline **9** — Other mode
6 — Deep draft vessel **8** — Air **0** — Unknown

Item J USE OF OFF-SITE SHIPPING FACILITIES

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

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

1 – Trailer on Flat Car (TOFC) **3** – For-Hire Truck **5** – Water **7** – Air
2 – Private Truck **4** – Rail **6** – Pipeline **8** – Other

PLEASE CONTINUE ON PAGE 8.

Instructions for Completing the Commodity Flow Survey

TIPS FOR COMPLETING THE CFS QUESTIONNAIRE

Please read all instructions.

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

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

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

PART I – GENERAL INFORMATION
Frequently Asked Questions About the
Commodity Flow Survey (CFS)

Why are you conducting the CFS?

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

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

Who reports in the CFS?

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

Why is my participation important?

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

Your report helps ensure quality results.

Is this survey mandatory?

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

Will my data be kept confidential?

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

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

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

How often must I report?

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

The CFS will not be conducted again until 2002.

PART II – INSTRUCTIONS FOR COMPLETING YOUR QUESTIONNAIRE

Items A – C

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

Item D

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

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

What we mean by a "shipment":

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

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

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

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

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

A special note about "shipments":

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

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

Item E: Sampling Instructions

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

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

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

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

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

PART II – INSTRUCTIONS FOR COMPLETING YOUR QUESTIONNAIRE – Continued

Item F: Shipment Characteristics

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

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

Mode of transport codes for columns (k) and (n) ▶	1 — Parcel delivery, courier, or U.S. Postal Service	2 — Private truck 3 — For-hire truck	4 — Railroad Continued →
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PART II – INSTRUCTIONS FOR COMPLETING YOUR QUESTIONNAIRE – Continued

Item F: Shipment Characteristics – Continued

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

For **export shipments**, report the U.S. **port of exit** as the destination city. The port of exit is the port or airport from which the shipment left the country. In case of land shipments into Mexico or Canada, it is the border crossing.
- **Mode(s) of Transport (column k)** – Enter the code(s) for **all** modes of transport used for the shipment to its U.S. destination (i.e., the destination reported in column j). Codes are located on the bottom of pages 2, 3, 4, and 5 of the questionnaire. Enter in the sequence used, all that apply. See Part III for definitions of each mode.
 - **For Customer Pick-up:** Report the mode(s) of transportation used, if known. Otherwise, report mode as "0" (unknown).
 - **For Export Shipments:** List only the mode(s) of transport used to reach the port, airport, or border crossing of exit.

If a hazardous material, enter the "UN" or "NA" number (h)	Containerized? (Y/N) (i)	U.S. destination (j)			Mode(s) of transport to U.S. destination <i>Enter all that apply using codes shown below.</i> (k)
		City	State	ZIP Code	
	N	Los Angeles	C A	9 0 0 4 0	2, 4, 3
	N	New York	N Y	1 0 4 5 4	5

PART II – INSTRUCTIONS FOR COMPLETING YOUR QUESTIONNAIRE – Continued

Item F: Shipment Characteristics – Continued

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

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

Items G – I

Please enter the information requested.

Item J: Certification

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

PART III – MODE DEFINITIONS

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

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

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

Railroad– Any common carrier or private railroad.

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

Deep draft vessel – Barges, ships, or ferries operating primarily in the open ocean. Shipping on the Great Lakes and the Saint Lawrence Seaway is classified with shallow draft vessels.

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

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

Other mode – Any mode not listed above.

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

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

PART IV -- STATE ABBREVIATION LIST

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

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

