Commodity Movements Originating in Maryland
Summary of 1993 CFS

In Maryland, the CFS measured $99 billion of goods shipments weighing 123 million tons. Maryland accounted for approximately 2 percent of the value and 1 percent of the weight of total U.S. shipments. The CFS data cover shipments by establishments in mining, manufacturing, wholesale, and selected retail and service industries. The data exclude most shipments of crude oil; therefore, the totals and percentages do not fully reflect the contribution of pipeline shipments.

The major commodities shipped by establishments in Maryland vary when measured by value and weight. The main commodities shipped from Maryland by value were: food or kindred products; transportation equipment; chemicals or allied products; electrical machinery, equipment, or supplies; and machinery, including computers. The main commodities shipped by weight were: nonmetallic minerals; food or kindred products; petroleum or coal products; clay, concrete, glass, or stone products; and chemical or allied products.

Local transportation of freight is important to Maryland's commerce. The CFS shows that in 1993, about 31 percent of the value and 57 percent of the weight of total shipments from Maryland were shipped to destinations within the state. About 39 percent of the value and about 69 percent of the weight of all shipments were between places less than 50 miles apart. In comparison, about 30 percent of the value and 56 percent of the weight of total U.S. shipments were between places less than 50 miles apart. In Maryland, about 49 percent of the value of shipments and 80 percent of the weight of shipments were between places less than 100 miles apart.

About 69 percent of the value and 43 percent of the weight of all shipments from Maryland went to other states. Some of the most important destination states by value were: Virginia, Pennsylvania, New York, New Jersey, and the District of Columbia. Important destination states by weight were: Virginia, Pennsylvania, Delaware, the District of Columbia, and New Jersey.

Most commodities were moved by trucks, about 81 percent of the value and 84 percent of the weight. Rail was used to move about 4 percent of the value and 5 percent of the weight of shipments. The CFS data confirm the rising importance of parcel, U.S. postal, and courier services that have emerged in recent years. In 1993, this mode of transport was used to ship 484,000 tons of goods worth about $11 billion or 12 percent of the value of all shipments in Maryland. In comparison, about 9 percent of the value of total U.S. shipments were moved by this mode.

1993 Commodity Flow Survey State Summary: Maryland

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

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

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

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

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

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

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

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

\- Represents zero or less than 1 unit of measurement.

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

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

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

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

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

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

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

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

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

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

NA Not available.

X Not applicable.

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

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

The Commodity Flow Survey (CFS) is a comprehensive effort to learn where and how goods are shipped in the U.S. The CFS measures shipments of commodities by establishments with paid employees and engaged in manufacturing, mining, wholesale trade, or selected retail and services industries. Prior commodity surveys covered shipments only by manufacturing firms. Commodity flows are estimated for a universe of approximately 900,000 establishments.

Data collected on individual shipments include total value, total weight, commodity type, modes of transport, domestic origin and destination; data for export shipments include the city and country of destination, mode and port of exit. Information is also be obtained on whether shipments are containerized or a hazardous material. Some firms provided data concerning on-site shipping facilities and access to shipping facilities, plus data on ownership and leasing of transportation equipment.

The CFS is conducted by the Bureau of the Census as part of the Economic Census. Funding and technical guidance is provided by the U.S. Department of Transportation. Initiated for 1993, the CFS is scheduled for 1997 and every 5 years thereafter for years ending in 2 and 7. Commodity surveys were conducted between 1963 and 1982, but data for 1982 were not published. No data were collected for 1987. Participants will report for a sample of shipments during a 2-week period each quarter during the reporting year.

The CFS is a mail-out/mail-back survey of 200,000 sampled employer establishments in selected industries. Establishments were selected by stratified sample, with strata based on geographic location and industry. Geographic strata are the 89 National Transportation Analysis Regions(NTARs), which provide nationwide coverage and are aggregations of Bureau of Economic Analysis economic areas. Within the strata, all establishments with annualized employment above a specified cutoff were selected with certainty, and the remaining smaller establishments were sampled with probability proportional to annualized payroll.

For 1993, each sampled establishment reported on a sample of individual shipments during a 2 week period in each calendar quarter. In addition, about 20,000 establishments will provide information on transportation facilities and arrangements in their final reporting period.

For further information about survey design and printed products, contact the Commodity Flow Survey Branch, Services Division, Bureau of the Census, Washington, DC 20233, or by calling 301/457-2805 or 2114. For information on related data programs and studies, contact the Bureau of Transportation Statistics at 202/366-DATA for voice, 202/366-3640 for fax, or CFS@BTS.GOV for e-mail.