



U.S. Department of Transportation

Research and Innovative Technology Administration  
Bureau of Transportation Statistics

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# STATE SUMMARIES

## 2002 COMMODITY FLOW SURVEY

July 2005

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## Preface

This report summarizes the 2002 Commodity Flow Survey (CFS) state reports released in March 2005 by the Bureau of Transportation Statistics (BTS) of the Research and Innovative Technology Administration of the USDOT and the Census Bureau of the U.S. Department of Commerce. It presents the major highlights of freight shipments for each state. The report provides information on the value and weight of commodities, the major origins and destinations of shipments by value and weight, the mode of transportation, and the length of haul of the shipments.

Copies of the detailed CFS state reports from which this summary report is drawn can be obtained through the Internet at [www.bts.gov](http://www.bts.gov) or by emailing BTS at [answers@bts.gov](mailto:answers@bts.gov). Additional copies of this summary report may be obtained by contacting the Bureau of Transportation Statistics at (202) 366-3282 or by faxing (202) 366-3197.

For information about survey materials used in the 2002 CFS, go to:

- Instruction Guide: <http://www.census.gov/econ/www/cfs021100.pdf>
- Questionnaire: <http://www.census.gov/econ/www/cfs021000.pdf>
- Commodity Code: <http://www.census.gov/econ/www/cfs021200.pdf>



# Introduction

The Commodity Flow Survey (CFS) is the largest effort to identify where and how goods are shipped in the United States. It measures the value and weight of commodities shipped primarily by manufacturing, mining, and wholesale trade.<sup>1</sup>

The 2002 CFS was undertaken through a partnership between the Research and Innovative Technology Administration's (RITA) Bureau of Transportation Statistics in the U.S. Department of Transportation, and the Census Bureau in the U.S. Department of Commerce. BTS provided funding and technical guidance. Census Bureau collected quarterly data, as part of its Economic Census, from approximately 50,000 business establishments in 2002. From this sample of establishments, commodity flows were estimated for a universe of about 800,000 business establishments. The next CFS is scheduled for 2007.

## CFS Coverage and Limitations

The CFS covers employer establishments that are located in the 50 states and the District of Columbia. Surveyed establishments were selected by geographic location and industry. Each surveyed business reported on a sample of individual shipments made during a one-week period in each quarter of 2002. (See appendix C for a description of the survey methodology and sample design.) CFS data on individual shipments include total value and weight, commodity type, modes of transport, and domestic origin and destination. The CFS also reports on whether the commodity is a hazardous material.

The 2002 CFS did not cover shipments of crude petroleum, which primarily affect data for pipeline and water transportation. Also, the survey excludes establishments classified in the North American Industry Classification System as farms, forestry, fisheries, oil and gas extraction, governments, construction, transportation, households, foreign establishments, and some retail and service businesses. Furthermore, the CFS does not cover shipments originating in Puerto Rico and other U.S. territories and possessions. Commodities that are shipped from a foreign location to another foreign destination through the United States (e.g., from Canada to Mexico) are also excluded from the survey.

## Reliability of the Estimates and Interpreting Confidence Intervals

Since the CFS data are estimates based on a sample survey, the data are subject to sampling errors. This section of the report provides 90-percent confidence intervals for the estimates in tables 1, 2, 3, and 4. A confidence interval is a range around a given estimate.

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<sup>1</sup> The 2002 survey was preceded by the 1997 and 1993 surveys. As detailed in Appendix A, the industry coverage of the 2002 survey differs from the 1993 and 1997 surveys because of a change from the 1997 Standard Industry Classification to the 1997 North American Industry Classification System and other survey improvements.

Confidence intervals have a specified probability of containing the average of all the estimates when samples are repeated using the same sampling frame conducted under the same survey conditions. The coefficients of variation (CVs) of the estimates in tables 5a to 10a are provided in tables 5b to 10b. The CV of an estimate is the standard error of the estimate divided by the estimate and measures the relative sampling variability. The CV and standard error associated with an estimate can be used to construct a confidence interval.

### **How should confidence intervals be interpreted?**

Confidence intervals can help in assessing reliability of the estimates and in making comparisons between difference in geographic areas, commodities, and modes of transportation. For example, in table 1, look at the value of shipments originating in Alabama in 2002 - \$128 billion, along with the 90 percent confidence interval around that estimate (\$115 billion to \$140 billion). This means we can be 90 percent sure that the 2002 estimate for freight shipments originating in Alabama is in the range of \$115 billion to \$140 billion. More precisely, if we generate many confidence intervals from similarly designed surveys, we can expect that the true value will be contained in the intervals 90 percent of the time.

In other words, the likelihood of obtaining a result of \$128 billion for Alabama, assuming the true value is not within the confidence interval of \$115 billion to \$140 billion, is 10 percent or less. That is, one will not get the \$128 estimate very often if the true value is outside the interval. Another simple way to think of this is to say: the true estimate for the value of shipments in Alabama is **most likely** between \$115 billion to \$140 billion. It is **less likely** to be outside of this interval.

Also we can determine whether the value of freight shipments from Alabama (\$128 billion) is significantly different, for example, from the shipments from Alaska (\$8 billion) and Arizona (\$111 billion). Looking at the confidence intervals for Alaska (\$6 billion to \$10 billion), we do not see an overlap and can say that the estimates for the two states are significantly different.

Note that the wider a confidence interval, the less precise the estimate. Precision depends upon sample size and sample variability. So the larger the sample size of a survey, the narrower the confidence interval and the better the estimate. In the Alabama example, a similar survey with a much larger sample size may yield a narrower confidence interval for the \$128 billion estimate.



## Highlights

Each table in this section presents data for all 50 states and the District of Columbia. The tables cover the value, weight, and ton-miles of commodity shipments by mode of transportation as measured in the 2002 Commodity Flow Survey.

- In 2002, the nation's business establishments covered by the CFS shipped over \$8.4 trillion worth of goods, weighing 11.7 billion tons.

### Origins of Freight Shipments

- Six states had over \$350 billion each of **outbound** freight shipments. Together these six states accounted for 38 percent of the value of CFS shipments (table 1).
- By **value**, the leading state of origin for CFS shipments was California. Other leading states of origin include Texas, Ohio, Illinois, Michigan, Pennsylvania, New York, Florida, North Carolina, and Indiana (table 1).
- By **weight**, the leading states of origin include Texas, California, Illinois, Ohio, Louisiana, Florida, Wyoming, Pennsylvania, Indiana, and Georgia (table 3).

### Destinations of Freight Shipment

- Six states had over \$370 billion each of **inbound** freight shipments. Together these six states accounted for 39 percent of the value of CFS shipments (table 2).
- By **value**, the leading states of destination include California, Texas, Illinois, Ohio, Michigan, Florida, New York, Pennsylvania, Georgia, and New Jersey (table 2).
- By **weight**, the leading states of destination include Texas, California, Illinois, Ohio, Louisiana, Florida, Indiana, Pennsylvania, Georgia, and Michigan (table 4).

### Mode of Transportation

- Nationally, trucks (for-hire, private, and a combination of both) transported 74 percent or \$6.2 trillion of the total value of shipments. In twenty-three states, trucks accounted for at least 75 percent of the value of the total shipments originating in each of the state.
- By weight, trucks transported nearly 67 percent of the total CFS tonnage or 7.8 billion tons. In at least thirty-seven states, truck's share of the freight leaving the state exceeded the national average, accounting for 69 percent of each state's total outbound freight shipments.

Table 1

## Value of Outbound Commodity Flows by State of Origin: 2002

State of origin	Value of shipments		90 percent confidence intervals			
			Of value (in billions)		Of percent share	
	Value (Billion \$)	Percent share of U.S. total	90 percent (lower bound)	90 percent (upper bound)	90 percent (lower bound)	90 percent (upper bound)
<b>United States total</b>	<b>8,397</b>	100.0	8,190	8,604	-	-
Alabama	128	1.5	115	140	1.4	1.7
Alaska	8	0.1	6	10	0.1	0.1
Arizona	111	1.3	93	130	1.1	1.6
Arkansas	92	1.1	78	106	0.9	1.2
California	924	11.0	863	984	10.4	11.6
Colorado	93	1.1	80	107	0.9	1.3
Connecticut	82	1.0	71	94	0.9	1.1
Delaware	20	0.2	17	23	0.2	0.3
District of Columbia	4	<0.1	1	6	<0.1	0.1
Florida	297	3.5	263	331	3.2	3.9
Georgia	271	3.2	255	287	3.0	3.4
Hawaii	13	0.2	11	16	0.1	0.2
Idaho	28	0.3	24	33	0.3	0.4
Illinois	442	5.3	417	467	5.0	5.5
Indiana	291	3.5	268	315	3.2	3.8
Iowa	115	1.4	104	127	1.2	1.5
Kansas	95	1.1	85	106	1.0	1.2
Kentucky	189	2.3	139	240	1.7	2.8
Louisiana	140	1.7	131	149	1.6	1.8
Maine	32	0.4	29	35	0.3	0.4
Maryland	121	1.4	95	148	1.1	1.8
Massachusetts	201	2.4	138	263	1.7	3.1
Michigan	389	4.6	354	423	4.1	5.1
Minnesota	166	2.0	150	183	1.8	2.2
Mississippi	95	1.1	74	116	0.9	1.4
Missouri	185	2.2	172	199	2.0	2.4
Montana	12	0.1	12	13	0.1	0.2
Nebraska	62	0.7	54	69	0.7	0.8
Nevada	41	0.5	33	48	0.4	0.6
New Hampshire	31	0.4	28	34	0.3	0.4
New Jersey	287	3.4	222	351	2.6	4.2
New Mexico	15	0.2	13	17	0.1	0.2
New York	319	3.8	294	343	3.5	4.1
North Carolina	294	3.5	269	318	3.2	3.8
North Dakota	19	0.2	17	21	0.2	0.3
Ohio	494	5.9	422	567	5.2	6.6
Oklahoma	78	0.9	60	95	0.7	1.1
Oregon	103	1.2	77	128	0.9	1.5
Pennsylvania	354	4.2	321	388	3.8	4.7
Rhode Island	21	0.3	16	26	0.2	0.3
South Carolina	143	1.7	124	163	1.5	2.0
South Dakota	26	0.3	17	36	0.2	0.4
Tennessee	287	3.4	256	317	3.1	3.7
Texas	589	7.0	553	625	6.7	7.4
Utah	62	0.7	47	76	0.5	0.9
Vermont	16	0.2	11	21	0.1	0.3
Virginia	165	2.0	142	188	1.7	2.2
Washington	177	2.1	120	235	1.4	2.8
West Virginia	38	0.5	33	44	0.4	0.5
Wisconsin	217	2.6	199	236	2.4	2.8
Wyoming	12	0.1	10	14	0.1	0.2

**NOTE:** The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at [www.bts.gov/cfs](http://www.bts.gov/cfs).

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**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey, individual state data, May 2005.

Table 2

## Value of Inbound Commodity Flows by State of Destination: 2002

State of destination	Value of shipments		90 percent confidence intervals			
			Of value (in billions)		Of percent share	
	Value (Billion \$)	Percent share of U.S. total	90 percent (lower bound)	90 percent (upper bound)	90 percent (lower bound)	90 percent (upper bound)
<b>United States total</b>	<b>8,397</b>	<b>100.0</b>	<b>8,190</b>	<b>8,604</b>	<b>-</b>	<b>-</b>
Alabama	124	1.5	119	130	1.4	1.5
Alaska	14	0.2	12	16	0.1	0.2
Arizona	119	1.4	108	130	1.3	1.6
Arkansas	78	0.9	62	95	0.8	1.1
California	894	10.7	852	937	10.1	11.2
Colorado	105	1.2	94	116	1.1	1.4
Connecticut	75	0.9	70	80	0.8	1.0
Delaware	31	0.4	24	37	0.3	0.4
District of Columbia	14	0.2	12	16	0.1	0.2
Florida	405	4.8	373	436	4.6	5.1
Georgia	295	3.5	265	326	3.1	3.9
Hawaii	21	0.2	18	24	0.2	0.3
Idaho	28	0.3	25	31	0.3	0.4
Illinois	416	5.0	385	448	4.6	5.3
Indiana	244	2.9	230	258	2.7	3.1
Iowa	89	1.1	81	96	1.0	1.1
Kansas	87	1.0	81	94	1.0	1.1
Kentucky	160	1.9	143	176	1.7	2.1
Louisiana	159	1.9	145	174	1.8	2.0
Maine	29	0.3	26	33	0.3	0.4
Maryland	152	1.8	131	172	1.6	2.0
Massachusetts	160	1.9	148	171	1.8	2.1
Michigan	407	4.8	369	445	4.4	5.3
Minnesota	161	1.9	148	175	1.8	2.0
Mississippi	78	0.9	71	84	0.8	1.0
Missouri	178	2.1	170	186	2.0	2.2
Montana	23	0.3	21	26	0.2	0.3
Nebraska	52	0.6	47	58	0.6	0.7
Nevada	69	0.8	46	92	0.5	1.1
New Hampshire	32	0.4	29	36	0.3	0.4
New Jersey	267	3.2	245	288	2.9	3.4
New Mexico	34	0.4	30	38	0.4	0.5
New York	372	4.4	357	388	4.2	4.6
North Carolina	257	3.1	233	281	2.8	3.4
North Dakota	24	0.3	21	27	0.3	0.3
Ohio	413	4.9	383	444	4.6	5.2
Oklahoma	83	1.0	75	90	0.9	1.1
Oregon	94	1.1	79	110	0.9	1.3
Pennsylvania	328	3.9	311	346	3.7	4.1
Rhode Island	18	0.2	15	21	0.2	0.2
South Carolina	129	1.5	115	142	1.4	1.7
South Dakota	20	0.2	16	25	0.2	0.3
Tennessee	200	2.4	186	214	2.2	2.6
Texas	719	8.6	671	768	8.1	9.0
Utah	62	0.7	56	69	0.7	0.8
Vermont	18	0.2	13	22	0.2	0.3
Virginia	199	2.4	184	214	2.2	2.6
Washington	223	2.7	167	280	2.0	3.3
West Virginia	37	0.4	34	39	0.4	0.5
Wisconsin	183	2.2	166	200	2.0	2.3
Wyoming	16	0.2	11	20	0.1	0.2

**NOTE:** The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at [www.bts.gov/cfs](http://www.bts.gov/cfs).

Coverage for the 2002 Commodity Flow Survey (CFS) differs from the previous surveys due to a change from the 1987 Standard Industrial Classification System to the 1997 North American Industry Classification System and other survey improvements (see Appendix A). Therefore, data users are urged to use caution when comparing 2002 CFS estimates with estimates from prior years.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey, individual state data, May 2005.

Table 3

## Weight of Outbound Commodity Flows by State of Origin: 2002

State of origin	Weight of shipments		90 percent confidence intervals			
			Of tonnage (in millions)		Of percent share	
	Tons (Millions)	Percent share of U.S. total	90 percent (lower bound)	90 percent (upper bound)	90 percent (lower bound)	90 percent (upper bound)
<b>United States total</b>	<b>11,668</b>	100.0	11,457	11,879	-	-
Alabama	216	1.9	182	251	1.6	2.1
Alaska	36	0.3	16	57	0.1	0.5
Arizona	101	0.9	72	129	0.6	1.1
Arkansas	120	1.0	99	141	0.9	1.2
California	904	7.7	761	1,047	6.5	9.0
Colorado	150	1.3	113	188	1.0	1.6
Connecticut	49	0.4	35	63	0.3	0.5
Delaware	31	0.3	20	42	0.2	0.4
District of Columbia	1	<0.1	0.3	2	<0.1	<0.1
Florida	455	3.9	367	543	3.1	4.7
Georgia	340	2.9	271	409	2.3	3.5
Hawaii	24	0.2	18	29	0.2	0.3
Idaho	35	0.3	29	41	0.2	0.4
Illinois	718	6.2	594	842	5.1	7.2
Indiana	398	3.4	320	476	2.7	4.1
Iowa	233	2.0	181	285	1.6	2.4
Kansas	193	1.7	141	245	1.2	2.1
Kentucky	336	2.9	284	388	2.4	3.4
Louisiana	496	4.2	443	549	3.8	4.7
Maine	32	0.3	25	40	0.2	0.3
Maryland	165	1.4	97	234	0.8	2.0
Massachusetts	75	0.6	61	89	0.5	0.8
Michigan	331	2.8	289	374	2.5	3.2
Minnesota	336	2.9	216	456	1.9	3.8
Mississippi	99	0.8	82	116	0.7	1.0
Missouri	255	2.2	212	298	1.8	2.5
Montana	90	0.8	78	101	0.7	0.9
Nebraska	102	0.9	86	118	0.7	1.0
Nevada	44	0.4	29	59	0.2	0.5
New Hampshire	34	0.3	22	46	0.2	0.4
New Jersey	238	2.0	206	270	1.7	2.3
New Mexico	49	0.4	39	59	0.3	0.5
New York	250	2.1	211	288	1.8	2.5
North Carolina	276	2.4	222	330	1.9	2.8
North Dakota	88	0.8	77	100	0.6	0.9
Ohio	546	4.7	460	632	3.9	5.4
Oklahoma	136	1.2	113	159	1.0	1.4
Oregon	158	1.4	116	200	1.0	1.7
Pennsylvania	400	3.4	358	442	3.1	3.7
Rhode Island	19	0.2	15	24	0.1	0.2
South Carolina	143	1.2	118	167	1.0	1.4
South Dakota	52	0.4	45	60	0.4	0.5
Tennessee	270	2.3	221	319	1.9	2.7
Texas	1,083	9.3	940	1,225	8.1	10.4
Utah	110	0.9	85	134	0.7	1.2
Vermont	16	0.1	12	20	0.1	0.2
Virginia	269	2.3	246	291	2.1	2.5
Washington	260	2.2	158	361	1.3	3.1
West Virginia	276	2.4	228	323	2.0	2.8
Wisconsin	230	2.0	195	264	1.7	2.3
Wyoming	401	3.4	301	501	2.6	4.3

**NOTE:** The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at [www.bts.gov/cfs](http://www.bts.gov/cfs).

Coverage for the 2002 Commodity Flow Survey (CFS) differs from the previous surveys due to a change from the 1987 Standard Industrial Classification System to the 1997 North American Industry Classification System and other survey improvements (see Appendix A). Therefore, data users are urged to use caution when comparing 2002 CFS estimates with estimates from prior years.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey, individual state data, May 2005.

Table 4

## Weight of Inbound Commodity Flows by State of Destination: 2002

State of destination	Weight of shipments		90 percent confidence intervals			
			Of tonnage (in millions)		Of percent share	
	Tons (Millions)	Percent share of U.S. total	90 percent (lower bound)	90 percent (upper bound)	90 percent (lower bound)	90 percent (upper bound)
<b>United States total</b>	<b>11,668</b>	100.0	11,457	11,879	-	-
Alabama	225	1.9	194	257	1.7	2.2
Alaska	36	0.3	16	57	0.1	0.5
Arizona	132	1.1	102	161	0.9	1.4
Arkansas	128	1.1	106	149	0.9	1.3
California	974	8.3	836	1,112	7.2	9.5
Colorado	134	1.2	112	157	1.0	1.3
Connecticut	59	0.5	46	73	0.4	0.6
Delaware	47	0.4	31	63	0.3	0.5
District of Columbia	6	0.1	4	9	0.0	0.1
Florida	542	4.6	455	629	3.9	5.4
Georgia	388	3.3	323	453	2.7	3.9
Hawaii	25	0.2	20	30	0.2	0.3
Idaho	34	0.3	27	40	0.2	0.3
Illinois	673	5.8	516	830	4.5	7.1
Indiana	429	3.7	355	503	3.0	4.3
Iowa	191	1.6	161	221	1.4	1.9
Kansas	186	1.6	133	238	1.1	2.0
Kentucky	266	2.3	209	323	1.7	2.8
Louisiana	561	4.8	484	638	4.1	5.5
Maine	26	0.2	22	30	0.2	0.3
Maryland	189	1.6	109	268	0.9	2.3
Massachusetts	93	0.8	80	106	0.7	0.9
Michigan	366	3.1	328	405	2.8	3.5
Minnesota	275	2.4	151	398	1.4	3.3
Mississippi	106	0.9	87	126	0.7	1.1
Missouri	237	2.0	207	267	1.8	2.3
Montana	45	0.4	31	60	0.3	0.5
Nebraska	115	1.0	93	136	0.8	1.2
Nevada	61	0.5	52	70	0.4	0.6
New Hampshire	34	0.3	22	47	0.2	0.4
New Jersey	280	2.4	235	324	2.0	2.8
New Mexico	51	0.4	38	64	0.3	0.5
New York	286	2.5	244	328	2.1	2.8
North Carolina	328	2.8	277	379	2.4	3.2
North Dakota	82	0.7	72	93	0.6	0.8
Ohio	585	5.0	537	633	4.6	5.4
Oklahoma	144	1.2	121	168	1.0	1.4
Oregon	187	1.6	138	237	1.2	2.0
Pennsylvania	400	3.4	373	426	3.2	3.6
Rhode Island	17	0.1	14	19	0.1	0.2
South Carolina	164	1.4	137	190	1.2	1.6
South Dakota	39	0.3	27	51	0.2	0.4
Tennessee	273	2.3	235	311	2.0	2.6
Texas	1,180	10.1	1,053	1,306	9.1	11.1
Utah	82	0.7	63	101	0.5	0.9
Vermont	16	0.1	12	21	0.1	0.2
Virginia	274	2.3	251	297	2.1	2.6
Washington	249	2.1	152	345	1.3	3.0
West Virginia	132	1.1	102	162	0.9	1.4
Wisconsin	249	2.1	220	277	1.9	2.4
Wyoming	69	0.6	34	104	0.3	0.9

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**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey, individual state data, May 2005.

Table 5a

## Value of Commodity Flows for Selected Mode of Transportation by State of Origin: 2002

(Millions of dollars)

State of origin	Total <sup>1</sup>	Truck	Rail	Water	Air (including truck and air)
Alabama	127,727	101,595	11,530	S	1,246
Alaska	8,032	4,620	1,181	516	294
Arizona	111,273	73,237	2,208	S	17,221
Arkansas	91,967	78,165	3,044	S	S
California	923,669	625,530	9,718	1,789	51,996
Colorado	93,184	64,155	2,775	—	6,965
Connecticut	82,477	61,768	121	—	1,673
Delaware	20,348	14,481	S	59	228
District of Columbia	3,707	3,576	S	—	S
Florida	296,989	226,639	6,701	320	10,922
Georgia	270,703	224,029	9,527	S	S
Hawaii	13,480	7,484	—	S	362
Idaho	28,471	19,094	2,234	S	4,367
Illinois	442,130	328,191	14,877	4,917	3,639
Indiana	291,458	225,612	11,600	1,153	S
Iowa	115,396	92,849	8,528	1,096	S
Kansas	95,285	69,645	9,141	S	4,271
Kentucky	189,390	157,473	6,955	S	1,100
Louisiana	139,843	55,481	17,128	35,103	133
Maine	32,355	25,307	2,178	S	537
Maryland	121,356	104,030	1,618	S	1,105
Massachusetts	200,813	145,408	S	S	S
Michigan	388,571	303,640	16,881	503	2,931
Minnesota	166,430	114,842	5,579	2,481	6,949
Mississippi	94,897	82,103	3,204	1,960	S
Missouri	185,392	134,904	19,652	1,043	2,170
Montana	12,447	8,281	1,865	—	396
Nebraska	61,797	49,569	3,015	—	293
Nevada	40,756	27,748	484	—	1,931
New Hampshire	31,191	19,541	S	S	1,887
New Jersey	286,580	210,095	2,293	4,383	3,889
New Mexico	14,907	11,118	898	S	314
New York	318,775	231,714	3,484	163	7,051
North Carolina	293,604	264,443	2,772	S	2,825
North Dakota	18,921	13,126	2,627	S	74
Ohio	494,278	377,110	33,146	1,082	3,453
Oklahoma	77,576	60,450	7,250	165	650
Oregon	102,600	73,655	5,272	S	7,075
Pennsylvania	354,399	287,156	4,389	S	5,066
Rhode Island	21,035	14,475	S	3	406
South Carolina	143,194	126,452	6,968	S	1,135
South Dakota	26,430	15,634	1,449	—	1,161
Tennessee	286,576	229,373	5,263	S	14,359
Texas	589,064	379,531	37,571	16,268	12,428
Utah	61,515	45,233	3,366	—	1,659
Vermont	16,238	12,571	146	—	S
Virginia	164,557	137,943	3,206	S	3,069
Washington	177,395	89,594	4,874	2,304	S
West Virginia	38,479	28,536	5,590	580	71
Wisconsin	217,451	172,120	4,190	S	1,993
Wyoming	12,106	5,675	3,649	—	19

## KEY:

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SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey, individual state data, May 2005.

Table 6a

## Value of Commodity Flows for Selected Mode of Transportation by State of Destination: 2002

(Millions of dollars)

State of destination	Total <sup>1</sup>	Truck	Rail	Water	Air (including truck and air)
Alabama	124,308	95,719	5,305	1,066	3,013
Alaska	13,620	6,057	1,181	309	1,430
Arizona	118,892	87,895	3,327	S	4,911
Arkansas	78,105	65,549	2,751	S	741
California	894,487	617,877	26,265	S	46,119
Colorado	104,508	77,197	3,220	—	2,836
Connecticut	75,329	56,030	937	393	1,459
Delaware	30,719	24,209	1,047	S	393
District of Columbia	14,154	9,073	S	S	1,115
Florida	404,644	297,680	9,594	7,410	13,932
Georgia	295,406	237,550	14,132	343	5,494
Hawaii	20,963	7,484	—	1,651	2,244
Idaho	27,887	21,150	880	—	S
Illinois	416,154	313,419	17,459	1,780	8,690
Indiana	244,031	188,327	9,237	S	1,751
Iowa	88,753	70,981	3,996	S	649
Kansas	87,391	68,307	2,615	—	1,627
Kentucky	159,694	125,545	8,775	1,815	4,822
Louisiana	159,495	79,306	10,302	34,333	964
Maine	29,237	23,244	671	S	270
Maryland	151,521	119,729	5,275	155	2,603
Massachusetts	159,884	120,711	2,152	S	2,880
Michigan	406,942	338,376	11,519	S	4,744
Minnesota	161,310	116,203	7,428	116	1,726
Mississippi	77,779	58,869	4,737	573	562
Missouri	177,887	138,840	10,048	191	3,191
Montana	23,295	17,532	400	—	504
Nebraska	52,477	40,480	2,052	S	1,228
Nevada	69,013	56,777	1,009	—	3,252
New Hampshire	32,191	24,506	257	S	900
New Jersey	266,867	196,087	7,579	3,001	6,527
New Mexico	34,118	23,882	731	S	1,501
New York	372,472	266,758	5,335	1,552	22,395
North Carolina	257,179	213,232	6,518	884	3,478
North Dakota	24,047	16,886	2,352	S	373
Ohio	413,206	303,275	22,657	4,179	8,883
Oklahoma	82,848	65,553	1,541	131	1,777
Oregon	94,427	68,055	2,116	912	2,237
Pennsylvania	328,278	260,255	8,966	764	6,215
Rhode Island	18,147	14,046	284	S	375
South Carolina	128,514	106,392	8,477	S	1,041
South Dakota	20,137	14,086	264	—	372
Tennessee	200,245	157,617	5,241	S	5,459
Texas	719,284	496,349	38,942	16,430	16,056
Utah	62,354	45,147	3,035	—	1,436
Vermont	17,751	14,040	192	—	76
Virginia	198,879	161,263	5,637	162	4,308
Washington	223,300	122,768	9,416	2,016	S
West Virginia	36,747	29,025	2,250	388	289
Wisconsin	182,785	145,492	S	S	1,439
Wyoming	15,548	10,174	S	—	110

## KEY:

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SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey, individual state data, May 2005.

Table 7a

## Weight of Commodity Flows for Selected Mode of Transportation by State of Origin: 2002

(Thousands of tons)

State of origin	Total <sup>1</sup>	Truck	Rail	Water	Air (including truck and air)
Alabama	216,383	152,285	49,082	S	S
Alaska	36,498	14,266	S	1,529	42
Arizona	100,872	79,060	13,812	S	140
Arkansas	120,127	93,587	15,801	4,993	34
California	903,954	767,680	21,358	8,673	636
Colorado	150,476	106,093	36,148	—	43
Connecticut	48,894	47,291	489	—	10
Delaware	30,988	21,383	895	S	2
District of Columbia	1,407	1,388	S	—	S
Florida	455,084	361,197	S	S	238
Georgia	339,846	301,838	27,180	S	76
Hawaii	23,659	11,494	—	547	13
Idaho	34,971	26,666	5,898	S	11
Illinois	718,351	497,573	88,500	56,725	110
Indiana	397,829	291,532	57,902	14,935	S
Iowa	232,544	163,776	45,536	8,635	S
Kansas	192,854	159,838	23,685	S	23
Kentucky	336,341	159,849	106,722	32,887	23
Louisiana	495,703	130,369	29,927	220,917	5
Maine	32,121	26,660	3,735	S	21
Maryland	165,399	157,023	4,499	S	20
Massachusetts	75,123	70,702	S	S	38
Michigan	331,190	245,249	22,399	27,980	109
Minnesota	336,237	199,281	53,733	36,124	58
Mississippi	98,720	68,359	8,650	10,460	S
Missouri	254,827	189,434	31,118	S	65
Montana	89,547	22,292	51,400	—	34
Nebraska	101,684	79,225	20,778	—	6
Nevada	44,210	37,957	3,444	—	19
New Hampshire	33,751	30,651	S	S	9
New Jersey	237,847	180,400	5,987	21,868	S
New Mexico	48,841	20,272	22,084	S	2
New York	249,551	225,444	7,320	S	S
North Carolina	276,004	241,308	S	S	77
North Dakota	88,302	37,627	16,412	S	S
Ohio	546,095	387,982	72,295	24,486	124
Oklahoma	136,033	97,147	21,256	1,112	S
Oregon	158,053	132,229	17,197	1,626	S
Pennsylvania	399,764	295,816	62,755	12,020	69
Rhode Island	19,389	18,836	S	S	8
South Carolina	142,708	125,103	15,805	S	28
South Dakota	52,286	37,034	11,680	—	10
Tennessee	270,265	223,648	17,308	S	S
Texas	1,082,596	584,922	146,341	72,177	146
Utah	109,672	72,361	21,829	—	S
Vermont	16,218	14,624	1,121	—	3
Virginia	268,935	216,324	45,359	1,947	38
Washington	259,594	159,578	26,931	S	205
West Virginia	275,583	57,618	151,686	17,566	1
Wisconsin	229,502	169,843	37,956	S	55
Wyoming	401,092	30,721	329,697	—	S

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SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey, individual state data, May 2005.



Table 8a

## Weight of Commodity Flows for Selected Mode of Transportation by State of Destination: 2002

(Thousands of tons)

State of destination	Total <sup>1</sup>	Truck	Rail	Water	Air (including truck and air)
Alabama	225,432	153,085	52,405	6,112	S
Alaska	36,168	14,742	S	364	46
Arizona	131,719	90,221	36,287	S	29
Arkansas	127,587	93,013	23,687	S	7
California	973,826	782,431	75,424	8,239	820
Colorado	134,356	105,506	23,883	—	34
Connecticut	59,164	53,392	1,140	2,616	S
Delaware	47,312	26,529	S	S	3
District of Columbia	6,432	5,424	S	S	18
Florida	541,905	382,706	102,757	36,942	S
Georgia	387,847	297,640	78,826	S	69
Hawaii	24,995	11,494	—	661	69
Idaho	33,719	27,151	4,476	—	3
Illinois	672,904	485,408	119,101	18,484	184
Indiana	428,530	277,490	83,134	S	17
Iowa	190,663	147,336	29,839	S	7
Kansas	185,853	149,349	27,536	—	12
Kentucky	266,383	166,233	28,776	30,215	66
Louisiana	561,053	131,068	33,355	266,795	15
Maine	25,955	22,561	1,898	S	2
Maryland	188,575	149,546	32,710	1,578	39
Massachusetts	92,619	83,080	5,252	S	S
Michigan	366,357	259,325	51,842	15,920	114
Minnesota	274,798	195,219	61,565	6,639	45
Mississippi	106,481	66,019	17,606	3,674	13
Missouri	237,221	169,686	46,526	S	45
Montana	45,309	23,626	S	—	4
Nebraska	114,810	86,122	24,650	S	4
Nevada	60,943	45,906	5,238	—	20
New Hampshire	34,240	30,564	1,884	S	11
New Jersey	279,581	206,175	27,425	12,152	105
New Mexico	51,087	29,792	13,888	S	S
New York	286,042	231,705	27,884	12,147	263
North Carolina	327,948	234,097	73,329	S	29
North Dakota	82,075	36,231	11,734	S	S
Ohio	584,902	367,477	90,881	50,244	96
Oklahoma	144,384	104,278	24,661	S	13
Oregon	187,449	131,118	20,728	S	21
Pennsylvania	399,523	287,946	63,618	12,515	100
Rhode Island	16,509	14,355	489	S	2
South Carolina	163,527	119,583	40,208	S	S
South Dakota	38,857	32,751	2,671	—	S
Tennessee	272,961	198,474	36,637	S	S
Texas	1,179,581	594,235	231,195	72,660	204
Utah	81,952	58,581	9,606	—	12
Vermont	16,466	15,575	413	—	S
Virginia	273,849	225,657	38,564	2,452	30
Washington	248,558	163,656	37,491	13,941	194
West Virginia	131,725	55,571	39,084	11,751	S
Wisconsin	248,800	168,705	61,698	S	15
Wyoming	68,986	35,003	16,675	—	3

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Table 9a

**Ton-miles of Commodity Flows for Selected Mode of Transportation by State of Origin: 2002**  
(Millions of ton-miles)

State of origin	Total <sup>1</sup>	Truck	Rail	Water	Air (including truck and air)
Alabama	60,813	30,505	27,321	S	S
Alaska	7,690	859	3,739	S	46
Arizona	16,122	11,189	2,748	S	S
Arkansas	37,916	24,384	7,386	2,587	36
California	166,862	114,225	22,836	S	933
Colorado	60,908	18,159	35,385	—	S
Connecticut	5,255	4,348	368	—	15
Delaware	3,623	2,506	614	43	S
District of Columbia	34	31	S	—	S
Florida	61,074	40,866	17,082	S	337
Georgia	68,310	51,362	14,483	S	108
Hawaii	-	127	—	108	12
Idaho	20,561	11,359	8,367	S	21
Illinois	167,342	65,577	33,676	46,489	177
Indiana	82,601	41,147	28,614	4,294	S
Iowa	107,728	29,198	S	11,112	S
Kansas	44,857	23,549	18,861	S	35
Kentucky	99,630	28,648	55,166	11,999	26
Louisiana	131,293	S	25,986	55,069	6
Maine	10,590	6,712	3,341	S	S
Maryland	15,140	11,547	2,997	S	34
Massachusetts	14,077	11,787	S	S	64
Michigan	68,679	37,503	10,362	7,908	106
Minnesota	154,321	33,195	34,611	45,275	75
Mississippi	38,333	24,986	6,523	4,808	12
Missouri	72,910	36,478	18,270	12,255	92
Montana	61,984	4,814	54,069	—	68
Nebraska	33,226	14,059	18,869	—	8
Nevada	8,695	5,477	2,924	—	—
New Hampshire	4,773	3,711	S	S	10
New Jersey	41,341	26,997	3,853	2,891	S
New Mexico	10,453	3,917	5,897	S	5
New York	55,284	36,866	4,458	34	S
North Carolina	47,088	39,049	6,640	S	94
North Dakota	20,709	5,398	14,353	S	S
Ohio	127,152	68,483	35,823	8,274	173
Oklahoma	26,981	14,114	9,328	1,072	S
Oregon	48,620	18,403	25,202	158	S
Pennsylvania	90,300	47,782	26,829	S	79
Rhode Island	2,815	2,297	S	S	S
South Carolina	32,484	24,299	7,428	S	31
South Dakota	17,776	5,533	11,868	—	17
Tennessee	54,491	34,692	9,821	S	S
Texas	229,846	92,708	73,307	28,590	229
Utah	38,046	17,857	17,995	—	S
Vermont	3,296	2,217	827	—	S
Virginia	44,113	23,392	18,637	166	39
Washington	46,724	19,452	14,516	3,931	S
West Virginia	78,437	7,602	57,866	S	1
Wisconsin	70,753	34,949	22,347	S	65
Wyoming	421,230	5,740	374,875	—	S

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Table 10a

## Ton-miles of Commodity Flows for Selected Mode of Transportation by State of Destination: 2002

(Millions of ton-miles)

State of destination	Total <sup>1</sup>	Truck	Rail	Water	Air (including truck and air)
Alabama	73,913	23,443	43,950	3,395	S
Alaska	7,344	1,531	3,739	200	89
Arizona	49,613	24,354	21,987	S	70
Arkansas	43,646	18,552	18,779	S	8
California	302,128	152,402	112,359	4,191	1,462
Colorado	39,711	24,759	13,408	—	67
Connecticut	11,267	7,734	2,114	362	S
Delaware	9,944	2,770	S	S	4
District of Columbia	749	621	S	S	19
Florida	130,303	58,835	33,482	26,132	576
Georgia	95,515	43,967	48,323	168	68
Hawaii	8,710	127	—	426	216
Idaho	10,491	7,488	2,502	—	6
Illinois	160,724	55,234	83,074	6,989	213
Indiana	93,351	28,674	43,013	1,852	29
Iowa	43,043	17,832	23,507	S	11
Kansas	39,809	19,769	18,082	—	S
Kentucky	63,269	25,203	18,423	14,568	71
Louisiana	253,014	21,366	36,063	132,906	24
Maine	6,791	5,006	1,450	S	5
Maryland	33,254	16,257	13,181	222	S
Massachusetts	23,025	15,950	4,570	S	S
Michigan	96,589	41,558	39,658	2,811	106
Minnesota	65,075	24,815	35,488	1,761	59
Mississippi	33,118	12,400	15,698	1,816	14
Missouri	74,033	28,226	42,149	1,548	S
Montana	8,888	6,751	1,371	—	10
Nebraska	23,903	11,708	11,075	S	6
Nevada	16,978	10,625	4,036	—	38
New Hampshire	6,871	4,437	2,196	S	14
New Jersey	89,852	48,184	23,115	5,554	145
New Mexico	12,262	7,898	2,278	S	S
New York	84,088	42,582	23,146	S	330
North Carolina	72,134	33,030	34,822	S	33
North Dakota	17,319	5,735	10,994	S	8
Ohio	144,749	53,592	47,938	22,598	142
Oklahoma	38,224	17,133	18,585	S	23
Oregon	53,270	22,331	22,488	4,516	58
Pennsylvania	100,557	43,220	37,608	2,742	94
Rhode Island	2,711	1,665	682	S	3
South Carolina	44,310	18,713	22,343	S	46
South Dakota	6,367	3,968	2,177	—	S
Tennessee	62,107	30,347	18,959	5,913	S
Texas	325,331	110,470	163,998	14,854	326
Utah	20,439	12,719	6,522	—	24
Vermont	2,513	1,907	275	—	S
Virginia	53,122	24,243	24,068	184	31
Washington	65,229	26,038	30,728	S	208
West Virginia	17,606	5,983	8,869	2,356	S
Wisconsin	88,921	27,929	56,520	S	25
Wyoming	11,717	5,824	S	—	S

## KEY:

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<sup>1</sup> "Total" include shipments by other modes not separately listed on this table, such as pipeline and multimodal shipments such as parcel, postal and courier; truck and rail; truck and water; rail and water; other multiple combinations, and unknown modes. Hence the sum of the four modes shown here will not equal the total.

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SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey, individual state data, May 2005.



**Summary Statistical Reliability Tables of  
Inbound and Outbound Shipments  
for Value, Tons, and Ton-Miles  
by Mode of Transportation**

Table 5b

**Coefficient of Variation for Value of *Outbound* Commodity Flows for Selected Mode of Transportation by State of Origin: 2002**

State of origin	Total <sup>1</sup>	Truck	Rail	Water	Air (including truck and air)
Alabama	6.0	7.6	22.5	S	38.0
Alaska	11.9	18.6	40.0	22.8	25.6
Arizona	10.2	15.8	26.5	S	22.4
Arkansas	9.5	11.0	13.5	S	S
California	4.0	4.9	23.6	43.0	15.0
Colorado	8.7	8.7	19.5	—	42.9
Connecticut	8.8	11.0	36.8	—	23.2
Delaware	8.7	8.5	S	44.1	37.9
District of Columbia	40.9	42.7	S	—	S
Florida	6.9	7.8	19.6	43.2	21.6
Georgia	3.6	4.7	17.3	S	S
Hawaii	9.2	11.3	—	S	27.4
Idaho	9.9	10.3	14.4	S	39.1
Illinois	3.4	4.1	17.0	10.7	20.1
Indiana	4.9	5.8	10.6	49.5	S
Iowa	5.9	7.1	23.5	16.8	S
Kansas	6.6	6.4	23.6	S	25.1
Kentucky	16.2	20.5	14.8	S	43.8
Louisiana	3.9	5.8	13.8	10.1	45.5
Maine	5.8	6.8	20.0	S	27.2
Maryland	13.4	14.8	26.7	S	36.5
Massachusetts	18.9	19.2	S	S	S
Michigan	5.4	7.7	18.4	40.8	28.7
Minnesota	6.1	8.9	20.4	19.6	22.2
Mississippi	13.3	14.6	13.1	37.9	S
Missouri	4.5	4.3	39.1	33.8	28.7
Montana	3.4	5.8	11.3	—	40.6
Nebraska	7.3	8.2	25.6	—	26.7
Nevada	11.2	8.7	48.7	—	21.3
New Hampshire	6.1	7.9	S	S	23.9
New Jersey	13.6	17.6	39.6	29.2	16.5
New Mexico	9.0	7.3	20.6	S	36.5
New York	4.7	4.8	25.6	43.6	17.7
North Carolina	5.1	5.4	22.2	S	22.2
North Dakota	6.9	7.2	13.4	S	32.7
Ohio	8.9	8.5	43.2	32.8	11.8
Oklahoma	13.8	18.6	34.9	36.7	21.9
Oregon	15.1	16.3	15.4	S	46.5
Pennsylvania	5.7	5.7	8.6	S	40.7
Rhode Island	14.5	18.8	S	49.0	19.1
South Carolina	8.3	8.8	14.9	S	26.6
South Dakota	20.9	14.9	24.1	—	33.5
Tennessee	6.5	7.2	24.0	S	22.6
Texas	3.7	4.6	14.2	21.2	21.8
Utah	14.5	18.1	29.6	—	24.7
Vermont	19.2	21.0	44.8	—	S
Virginia	8.5	10.5	13.7	S	16.3
Washington	19.6	7.7	17.9	40.9	S
West Virginia	8.0	10.1	15.3	38.9	42.8
Wisconsin	5.2	4.2	26.5	S	15.7
Wyoming	9.5	5.5	11.4	—	45.8

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**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey, individual state data, May 2005.

Table 6b

**Coefficient of Variation for Value of *Inbound* Commodity Flows for Selected Mode of Transportation by State of Destination: 2002**

State of destination	Total <sup>1</sup>	Truck	Rail	Air (including truck and air)	
				Water	
Alabama	2.7	3.5	11.2	19.6	22.0
Alaska	9.0	14.8	40.0	27.7	24.1
Arizona	5.8	7.8	10.3	S	25.9
Arkansas	12.8	14.7	10.9	S	49.3
California	2.9	3.2	14.0	S	11.2
Colorado	6.4	6.6	16.5	—	14.9
Connecticut	4.1	5.9	33.5	45.5	19.0
Delaware	12.7	15.3	44.6	S	44.0
District of Columbia	7.5	14.1	S	S	21.5
Florida	4.7	5.0	17.3	20.9	19.5
Georgia	6.3	7.1	10.1	48.2	18.9
Hawaii	9.3	11.3	—	49.7	33.7
Idaho	6.0	6.4	27.3	—	S
Illinois	4.6	4.7	8.1	37.8	13.5
Indiana	3.6	4.1	15.3	S	17.9
Iowa	5.0	5.1	13.6	S	31.5
Kansas	4.4	5.7	16.1	—	18.2
Kentucky	6.2	6.7	38.2	23.9	31.3
Louisiana	5.5	7.8	34.8	8.8	27.2
Maine	7.5	9.0	27.4	S	39.0
Maryland	8.3	9.0	21.3	47.9	26.6
Massachusetts	4.4	5.5	14.2	S	11.1
Michigan	5.7	6.6	7.7	S	16.9
Minnesota	5.2	6.9	18.4	34.6	10.7
Mississippi	5.0	6.4	42.7	28.1	37.3
Missouri	2.7	3.3	22.0	29.1	32.5
Montana	5.9	6.5	24.6	—	35.9
Nebraska	6.8	6.7	17.2	S	32.4
Nevada	20.6	25.6	16.9	—	29.2
New Hampshire	6.3	8.5	25.3	S	45.0
New Jersey	4.9	5.8	12.8	24.5	19.1
New Mexico	7.2	9.6	18.2	S	21.7
New York	2.5	3.1	16.3	36.2	12.0
North Carolina	5.7	6.5	8.5	47.7	21.5
North Dakota	6.5	5.7	33.2	S	36.0
Ohio	4.5	5.9	24.7	46.2	18.1
Oklahoma	5.6	7.2	16.1	47.2	18.9
Oregon	9.8	11.2	11.3	33.3	24.0
Pennsylvania	3.2	3.9	11.4	37.2	18.8
Rhode Island	9.2	11.5	38.1	S	31.3
South Carolina	6.5	7.6	12.8	S	14.0
South Dakota	13.3	9.7	24.6	—	25.7
Tennessee	4.3	5.7	11.0	S	16.1
Texas	4.1	5.4	9.4	16.9	15.4
Utah	6.3	8.4	29.3	—	38.3
Vermont	15.3	16.1	37.3	—	35.4
Virginia	4.6	5.2	9.0	34.4	37.2
Washington	15.4	11.4	19.9	46.4	S
West Virginia	3.8	4.5	18.9	21.4	44.3
Wisconsin	5.6	4.2	S	S	20.8
Wyoming	16.6	7.2	S	—	42.3

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**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey, individual state data, May 2005.

Table 7b

**Coefficient of Variation of Reliability for Ton of *Outbound* Commodity Flows for Selected Mode of Transportation by State of Origin: 2002**

State of origin	Total <sup>1</sup>	Truck	Rail	Air (including truck and air)	
				Water	
Alabama	9.6	11.1	22.6	S	S
Alaska	34.5	27.8	S	48.7	19.5
Arizona	17.1	22.1	32.9	S	49.5
Arkansas	10.5	12.6	15.6	38.2	37.2
California	9.6	12.4	23.1	39.2	41.4
Colorado	15.0	19.0	15.3	—	38.9
Connecticut	17.3	18.1	31.9	—	36.2
Delaware	22.1	16.5	28.1	S	48.3
District of Columbia	46.0	45.7	S	—	S
Florida	11.8	12.7	S	S	38.1
Georgia	12.4	12.6	15.7	S	42.6
Hawaii	14.7	8.4	—	38.1	32.8
Idaho	10.6	12.8	17.7	S	34.8
Illinois	10.5	17.4	20.5	21.1	18.6
Indiana	11.9	14.3	17.0	38.7	S
Iowa	13.6	11.7	49.2	18.7	S
Kansas	16.3	18.7	21.6	S	34.5
Kentucky	9.4	6.2	23.1	30.3	22.3
Louisiana	6.5	17.2	10.8	15.4	25.8
Maine	14.0	14.7	18.3	S	49.9
Maryland	25.3	27.1	43.9	S	46.2
Massachusetts	11.5	11.4	S	S	30.5
Michigan	7.8	8.3	20.5	29.1	32.6
Minnesota	21.7	35.7	9.4	16.8	16.4
Mississippi	10.4	7.8	19.0	42.6	S
Missouri	10.2	13.4	17.3	S	29.3
Montana	8.0	13.2	22.2	—	46.4
Nebraska	9.6	9.7	28.4	—	27.4
Nevada	20.3	20.3	41.7	—	43.0
New Hampshire	21.2	23.6	S	S	18.2
New Jersey	8.2	7.4	26.0	30.3	S
New Mexico	12.2	14.5	16.8	S	42.7
New York	9.4	9.6	29.2	S	S
North Carolina	11.8	9.8	S	S	27.8
North Dakota	8.1	13.9	16.5	S	S
Ohio	9.6	6.4	44.1	31.4	28.8
Oklahoma	10.3	14.2	13.3	31.4	S
Oregon	16.3	20.4	23.2	38.9	S
Pennsylvania	6.4	7.8	20.9	48.0	27.5
Rhode Island	14.2	14.5	S	S	36.7
South Carolina	10.4	11.6	21.4	S	33.0
South Dakota	8.9	10.0	26.7	—	44.7
Tennessee	11.0	11.3	38.2	S	S
Texas	8.0	8.9	14.9	20.2	24.1
Utah	13.4	17.5	25.0	—	S
Vermont	15.0	17.3	41.2	—	37.9
Virginia	5.1	5.0	12.6	46.6	12.0
Washington	23.8	36.8	25.9	S	37.3
West Virginia	10.4	12.4	19.4	43.2	32.8
Wisconsin	9.1	11.3	25.0	S	41.6
Wyoming	15.2	11.3	14.1	—	S

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Table 8b

Coefficient of Variation for Weight of *Inbound* Commodity Flows for Selected Mode of Transportation by State of Destination: 2002

State of destination	Total <sup>1</sup>	Truck	Rail	Water	Air (including truck and air)
Alabama	8.6	11.7	10.9	26.2	S
Alaska	34.5	26.7	S	43.5	18.5
Arizona	13.5	17.1	12.9	S	23.6
Arkansas	10.4	11.4	14.6	S	31.6
California	8.6	12.5	30.7	40.9	32.3
Colorado	10.3	13.6	14.2	—	22.8
Connecticut	13.9	15.1	13.0	35.8	S
Delaware	20.6	16.2	S	S	21.0
District of Columbia	20.0	15.1	S	S	29.8
Florida	9.8	12.2	39.4	21.9	S
Georgia	10.2	12.3	15.2	S	25.2
Hawaii	12.3	8.4	—	33.9	30.6
Idaho	11.9	11.8	40.0	—	14.7
Illinois	14.2	17.3	18.9	21.3	17.9
Indiana	10.5	15.4	15.7	S	16.9
Iowa	9.6	10.4	17.9	S	14.7
Kansas	17.2	20.6	15.7	—	49.8
Kentucky	13.0	7.8	14.0	49.0	25.4
Louisiana	8.3	15.7	27.1	11.1	34.5
Maine	9.8	10.0	14.3	S	24.2
Maryland	25.7	30.6	17.4	37.3	40.7
Massachusetts	8.6	9.7	27.2	S	S
Michigan	6.4	7.0	12.7	35.6	24.0
Minnesota	27.3	37.2	13.1	31.9	42.2
Mississippi	11.4	7.4	34.7	40.2	49.9
Missouri	7.7	11.8	14.2	S	46.3
Montana	19.7	11.6	S	—	31.0
Nebraska	11.4	12.2	14.0	S	27.8
Nevada	9.4	11.6	26.1	—	20.8
New Hampshire	22.5	23.9	27.9	S	29.3
New Jersey	9.7	10.4	35.4	24.8	14.9
New Mexico	15.2	19.6	28.2	S	S
New York	9.0	9.3	25.7	37.0	31.3
North Carolina	9.4	9.4	16.6	S	15.8
North Dakota	7.8	13.3	46.2	S	S
Ohio	5.0	5.5	18.5	21.2	27.5
Oklahoma	9.8	14.3	31.7	S	20.2
Oregon	16.1	20.7	21.3	S	21.5
Pennsylvania	4.0	7.2	13.3	23.6	20.9
Rhode Island	11.0	12.0	18.6	S	16.9
South Carolina	9.7	11.5	16.6	S	S
South Dakota	18.3	14.0	38.8	—	S
Tennessee	8.4	11.0	14.1	S	S
Texas	6.5	7.0	9.3	14.7	28.1
Utah	14.2	16.4	18.4	—	37.6
Vermont	16.9	17.1	30.7	—	S
Virginia	5.1	6.0	17.7	33.3	16.2
Washington	23.5	34.6	21.4	39.3	36.1
West Virginia	13.8	11.0	26.8	21.2	S
Wisconsin	7.0	10.1	12.4	S	23.2
Wyoming	31.0	26.5	42.5	—	42.8

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Table 9b

**Coefficient of Variation for Ton-miles of *Outbound* Commodity Flows for Selected Mode of Transportation by State of Origin: 2002**

State of origin	Total <sup>1</sup>	Truck	Rail	Water	Air (including truck and air)
Alabama	15.8	13.5	25.3	S	S
Alaska	23.4	31.5	36.6	S	21.0
Arizona	13.7	21.0	22.0	S	S
Arkansas	5.7	9.4	14.0	34.3	32.0
California	5.8	6.7	14.0	S	23.2
Colorado	18.0	26.3	16.7	—	S
Connecticut	8.4	8.1	34.2	—	35.8
Delaware	10.0	7.0	37.2	49.0	S
District of Columbia	29.4	33.8	S	—	S
Florida	9.4	10.7	21.2	S	41.5
Georgia	7.1	9.4	15.1	S	43.2
Hawaii	S	5.9	—	48.7	20.4
Idaho	13.9	14.5	17.3	S	40.1
Illinois	3.1	8.7	21.6	11.7	27.2
Indiana	8.6	7.7	17.8	17.0	S
Iowa	39.2	12.5	S	19.1	S
Kansas	14.2	8.9	25.2	S	31.2
Kentucky	14.7	17.8	23.6	23.8	24.2
Louisiana	17.8	S	12.2	10.3	23.4
Maine	11.7	15.0	23.6	S	S
Maryland	10.5	11.5	39.4	S	42.9
Massachusetts	28.1	26.5	S	S	49.4
Michigan	9.4	10.3	16.3	28.5	31.0
Minnesota	8.0	22.1	19.6	18.9	15.4
Mississippi	16.3	25.3	18.2	47.5	49.5
Missouri	9.8	14.5	17.7	35.9	34.9
Montana	24.7	13.0	27.9	—	46.3
Nebraska	19.6	9.5	30.4	—	29.3
Nevada	21.9	16.6	40.1	—	S
New Hampshire	15.7	11.1	S	S	22.9
New Jersey	12.8	10.5	35.0	38.1	S
New Mexico	16.9	9.4	24.9	S	39.2
New York	17.1	11.8	27.4	40.2	S
North Carolina	10.6	8.8	30.2	S	36.3
North Dakota	12.4	18.4	13.2	S	S
Ohio	18.0	9.3	38.1	39.1	29.3
Oklahoma	6.4	11.0	15.2	33.5	S
Oregon	15.9	9.7	28.6	32.2	S
Pennsylvania	11.7	11.6	29.3	S	22.9
Rhode Island	38.1	37.3	S	S	S
South Carolina	11.0	11.3	17.6	S	30.8
South Dakota	23.7	13.6	37.0	—	46.8
Tennessee	15.7	8.3	32.4	S	S
Texas	8.0	7.8	13.3	36.3	19.6
Utah	19.1	13.1	32.1	—	S
Vermont	15.8	11.2	45.8	—	S
Virginia	6.6	5.9	11.0	45.7	16.7
Washington	9.2	8.5	25.6	47.1	S
West Virginia	16.9	9.0	19.9	S	27.5
Wisconsin	14.0	7.8	15.5	S	37.8
Wyoming	21.5	15.9	16.3	—	S

## KEY:

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

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

<sup>1</sup> "Total" include shipments by other modes not separately listed on this table, such as pipeline and multimodal shipments such as parcel, postal and courier; truck and rail; truck and water; rail and water; other multiple combinations, and unknown modes. Hence the sum of the four modes shown here will not equal the total.

NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at [www.census.gov/cfs](http://www.census.gov/cfs).

Coverage for the 2002 Commodity Flow Survey (CFS) differs from the previous surveys due to a change from the 1987 Standard Industrial Classification System to the 1997 North American Industry Classification System and other survey improvements (see Appendix A). Therefore, data users are urged to use caution when comparing 2002 CFS estimates with estimates from prior years.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey, individual state data, May 2005.

Table 10b

**Coefficient of Variation for Ton-miles of *Inbound* Commodity Flows for Selected Mode of Transportation by State of Destination: 2002**

State of destination	Total <sup>1</sup>	Truck	Rail	Water	Air (including truck and air)
Alabama	10.4	8.4	14.5	35.7	S
Alaska	16.7	21.1	36.6	46.3	29.3
Arizona	8.5	9.3	10.6	S	25.9
Arkansas	14.4	11.0	18.4	S	30.3
California	16.6	6.2	39.4	48.5	37.4
Colorado	17.3	23.4	11.2	—	26.2
Connecticut	9.9	11.1	19.9	40.7	S
Delaware	43.6	10.5	S	S	26.9
District of Columbia	17.9	19.1	S	S	25.1
Florida	6.4	9.7	14.9	22.6	40.9
Georgia	6.9	3.8	13.3	48.0	18.4
Hawaii	21.3	5.9	—	27.3	25.4
Idaho	12.7	11.6	27.6	—	15.6
Illinois	13.7	8.9	22.9	19.8	22.7
Indiana	5.8	4.2	15.7	37.8	18.0
Iowa	8.9	7.5	19.6	S	26.0
Kansas	8.8	11.9	14.9	—	S
Kentucky	13.9	13.1	16.7	40.6	41.7
Louisiana	22.7	14.9	43.6	13.0	27.4
Maine	9.4	13.1	15.1	S	34.9
Maryland	9.1	6.8	13.6	47.7	S
Massachusetts	5.6	5.6	21.5	S	S
Michigan	6.5	4.9	18.3	38.9	20.0
Minnesota	11.4	10.1	13.3	44.3	47.6
Mississippi	20.1	7.2	37.7	48.6	48.8
Missouri	10.9	8.1	16.0	29.7	S
Montana	10.9	13.5	20.5	—	30.7
Nebraska	8.3	11.9	7.5	S	38.6
Nevada	10.8	9.0	18.0	—	25.1
New Hampshire	10.6	16.0	28.9	S	27.9
New Jersey	26.0	42.7	22.3	48.3	19.8
New Mexico	8.9	16.9	20.8	S	S
New York	12.7	9.4	20.5	S	29.8
North Carolina	8.1	6.2	13.5	S	15.6
North Dakota	30.0	6.2	49.5	S	49.5
Ohio	6.0	8.5	8.1	18.6	33.5
Oklahoma	19.3	8.4	38.0	S	25.4
Oregon	12.9	5.5	24.9	46.7	27.6
Pennsylvania	4.4	2.9	11.2	24.9	14.4
Rhode Island	16.5	7.4	20.3	S	16.9
South Carolina	10.3	4.7	18.9	S	43.9
South Dakota	16.6	8.5	40.1	—	S
Tennessee	6.0	5.8	13.6	20.5	S
Texas	7.7	3.2	13.7	17.5	22.6
Utah	6.7	6.3	26.1	—	37.9
Vermont	14.1	14.5	27.5	—	S
Virginia	7.8	3.6	16.4	26.4	16.1
Washington	6.5	3.3	16.3	S	38.4
West Virginia	13.5	7.0	27.1	32.8	S
Wisconsin	9.6	5.9	16.3	S	32.8
Wyoming	34.3	33.0	S	—	S

## KEY:

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

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

<sup>1</sup> "Total" include shipments by other modes not separately listed on this table, such as pipeline and multimodal shipments such as parcel, postal and courier; truck and rail; truck and water; rail and water; other multiple combinations, and unknown modes. Hence the sum of the four modes shown here will not equal the total.

NOTES: The appendices provide information on confidentiality protection, sampling error, nonsampling error, sample design, and definitions. Links to this information on the Internet may be found at [www.census.gov/cfs](http://www.census.gov/cfs).

Coverage for the 2002 Commodity Flow Survey (CFS) differs from the previous surveys due to a change from the 1987 Standard Industrial Classification System to the 1997 North American Industry Classification System and other survey improvements (see Appendix A). Therefore, data users are urged to use caution when comparing 2002 CFS estimates with estimates from prior years.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey, individual state data, May 2005.



## Geographic Reports: State Summary Tables

This section presents two tables for each state on commodity movements originating in and destined to each state. The first table for each state summarizes shipments by major commodities, major destinations, distance, and modes of transportation. Data on the mode of transportation are aggregated. For example, the truck category includes for-hire, private, and a combination of both; the air category includes truck and air. Note that each state's share of total U.S. shipments is calculated using both final state data and national data measured in the 2002 Commodity Flow Survey.

Because CFS data are estimates based on a sample, the data are subject to sampling errors. The second table for each state provides the 90-percent confidence intervals for each estimate. A confidence interval is a range about a given estimator that has a specified probability of containing the result of a complete enumeration of the sampling frame conducted under the same survey conditions. Associated with each interval is a percentage of confidence, which is interpreted as follows. If, for each possible sample, an estimate of a population parameter and its approximate standard error were obtained, then for approximately 90 percent of the possible samples, the interval from 1.645 standard errors below to 1.645 standard errors above the estimate would include the result as obtained from a complete enumeration of the sampling frame conducted under the same survey conditions. Appendix B discusses data reliability in more detail.

**Alabama - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Alabama</b>	<b>\$ 127,727 (millions)</b>	<b>216,383 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.5</b>	<b>1.9</b>

Leading Commodity Shipments Originating in Alabama by Value		Leading Commodity Shipments Originating in Alabama by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	9.4	Nonmetallic mineral products (31)	11.5
Textiles, leather, and articles of textiles or leather (30)	8.0	Gravel and crushed stone (12)	9.9
Motorized and other vehicles, including parts (36)	7.9	Coal (15)	9.2
Other prepared foodstuffs and fats and oils (07)	6.1	Wood products (26)	7.0
Base metal in primary or semifinished forms and in finished basic shapes (32)	5.4	Gasoline and aviation turbine fuel (17)	5.9
Other commodities	63.2	Other commodities	56.5
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Alabama Leading States by Value and Weight				Inbound Shipments to the State of Alabama Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Alabama	31.6	Alabama	56.7	Alabama	32.5	Alabama	54.4
Georgia	11.6	Georgia	9.3	Georgia	8.6	Wyoming	5.2
Florida	5.7	Florida	5.4	Tennessee	7.8	Georgia	4.6
Tennessee	5.3	Mississippi	4.4	Texas	5.1	Mississippi	3.3
Texas	5.2	Texas	3.3	Mississippi	4.2	Minnesota	1.8
Mississippi	4.6	Louisiana	3.2	Florida	3.5	Colorado	1.8
Other states	36.0	Other states	17.7	Other states	38.3	Other states	28.9
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Alabama		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	79.5	70.4
Air (including truck and air)	1.0	S
Rail	9.0	22.7
Water (Great Lakes, deep draft and shallow draft)	S	S
Pipeline*	S	S
Multiple modes**	7.1	0.3
Parcel, U.S. Postal Service, or courier service	6.9	0.1
Other and unknown mode	3.0	4.3
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Alabama		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	20.2	42.5
50 to 99 miles	10.8	9.8
100 to 249 miles	20.0	22.2
250 to 499 miles	20.0	12.2
500 to 749 miles	14.5	6.7
750 to 999 miles	6.4	3.3
1,000 to 1,499 miles	3.5	S
1,500 to 1,999 miles	3.5	1.4
2,000 miles or more	1.2	0.3
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Alabama - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Alabama</b>	<b>\$ 115,120.3 - 140,333.7 (millions)</b>	<b>182,211.8 - 250,554.2 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.4 - 1.7</b>	<b>1.6 - 2.1</b>

Leading Commodity Shipments Originating in Alabama by Value		Leading Commodity Shipments Originating in Alabama by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	6.6 - 12.2	Nonmetallic mineral products (31)	5.4 - 17.6
Textiles, leather, and articles of textiles or leather (30)	5.4 - 10.6	Gravel and crushed stone (12)	8.4 - 11.4
Motorized and other vehicles, including parts (36)	4.9 - 10.9	Coal (15)	7.7 - 10.7
Other prepared foodstuffs and fats and oils (07)	4.9 - 7.3	Wood products (26)	1.7 - 12.3
Base metal in primary or semifinished forms and in finished basic shapes (32)	4.1 - 6.7	Gasoline and aviation turbine fuel (17)	4.1 - 7.7
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Alabama Leading States by Value and Weight				Inbound Shipments to the State of Alabama Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Alabama	29.0 - 34.2	Alabama	50.9 - 62.5	Alabama	29.7 - 35.3	Alabama	47.5 - 61.3
Georgia	9.8 - 13.4	Georgia	4.0 - 14.6	Georgia	7.1 - 10.1	Wyoming	2.4 - 8.0
Florida	4.7 - 6.7	Florida	3.7 - 7.1	Tennessee	6.5 - 9.1	Georgia	3.1 - 6.1
Tennessee	3.6 - 7.0	Mississippi	2.9 - 5.9	Texas	2.3 - 7.9	Mississippi	1.8 - 4.8
Texas	4.0 - 6.4	Texas	1.6 - 5.0	Mississippi	3.4 - 5.0	Minnesota	0.6 - 3.0
Mississippi	2.3 - 6.9	Louisiana	1.7 - 4.7	Florida	2.2 - 4.8	Colorado	0.8 - 2.8
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Alabama		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	74.9 - 84.1	63.8 - 77.0
Air (including truck and air)	0.5 - 1.5	(NA)
Rail	6.4 - 11.6	15.4 - 30.0
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	4.8 - 9.4	0.0 - 0.6
Parcel, U.S. Postal Service, or courier service	4.6 - 9.2	(NA)
Other and unknown mode	1.8 - 4.2	2.0 - 6.6
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Alabama		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	17.2 - 23.2	36.7 - 48.3
50 to 99 miles	7.8 - 13.8	7.0 - 12.6
100 to 249 miles	17.4 - 22.6	16.7 - 27.7
250 to 499 miles	17.7 - 22.3	10.7 - 13.7
500 to 749 miles	13.0 - 16.0	4.9 - 8.5
750 to 999 miles	5.6 - 7.2	2.0 - 4.6
1,000 to 1,499 miles	2.5 - 4.5	(NA)
1,500 to 1,999 miles	2.2 - 4.8	0.4 - 2.4
2,000 miles or more	0.5 - 1.9	0.0 - 0.6
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

### Alaska - 2002 Commodity Flow Survey State Summary

Summary	Value	Weight
<b>Total shipments originating in Alaska</b>	<b>\$ 8,032 (millions)</b>	<b>36,498 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.1</b>	<b>0.3</b>

Leading Commodity Shipments Originating in Alaska by Value		Leading Commodity Shipments Originating in Alaska by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Gasoline and aviation turbine fuel (17)	28.1	Gasoline and aviation turbine fuel (17)	26.0
Meat, fish, seafood, and their preparations (05)	12.6	Fuel oils (18)	12.6
Fuel oils (18)	11.5	Coal and petroleum products, n.e.c. (19)	3.6
Electronic and other electrical equipment and components and office equipment (35)	4.4	Nonmetallic mineral products (31)	3.2
Machinery (34)	3.7	Coal (15)	3.1
Other commodities	39.7	Other commodities	51.5
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Alaska Leading States by Value and Weight				Inbound Shipments to the State of Alaska Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Alaska	89.1	Alaska	96.1	Alaska	52.5	Alaska	97.0
Washington	8.4	Washington	1.2	Washington	6.7	Washington	1.4
California	0.8			Oregon	4.0	Oregon	0.4
				Texas	2.0	California	0.3
				Missouri	1.9		
				North Carolina	1.8		
Other states	1.7	Other states	2.7	Other states	31.1	Other states	0.9
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Alaska		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	57.5	39.1
Air (including truck and air)	3.7	0.1
Rail	14.7	S
Water (Great Lakes, deep draft and shallow draft)	6.4	4.2
Pipeline*	5.7	5.3
Multiple modes**	7.6	S
Parcel, U.S. Postal Service, or courier service	2.2	—
Other and unknown mode	4.4	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Alaska		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	46.4	S
50 to 99 miles	9.5	7.4
100 to 249 miles	5.9	3.2
250 to 499 miles	21.1	18.0
500 to 749 miles	7.3	S
750 to 999 miles	3.3	S
1,000 to 1,499 miles	2.9	0.3
1,500 to 1,999 miles	2.6	S
2,000 miles or more	1.0	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.



**Alaska - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Alaska</b>	<b>\$ 6,459.7 - 9,604.3 (millions)</b>	<b>15,784.5 - 57,211.5 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.1 - 0.1</b>	<b>0.1 - 0.5</b>

Leading Commodity Shipments Originating in Alaska by Value		Leading Commodity Shipments Originating in Alaska by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Gasoline and aviation turbine fuel (17)	20.0 - 36.2	Gasoline and aviation turbine fuel (17)	13.8 - 38.2
Meat, fish, seafood, and their preparations (05)	8.0 - 17.2	Fuel oils (18)	7.6 - 17.6
Fuel oils (18)	8.0 - 15.0	Coal and petroleum products, n.e.c. (19)	0.6 - 6.6
Electronic and other electrical equipment and components and office equipment (35)	2.6 - 6.2	Nonmetallic mineral products (31)	0.0 - 7.5
Machinery (34)	1.4 - 6.0	Coal (15)	0.0 - 7.6
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Alaska Leading States by Value and Weight				Inbound Shipments to the State of Alaska Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Alaska	84.6 - 93.6	Alaska	92.6 - 99.6	Alaska	45.4 - 59.6	Alaska	93.9 - 100.1
Washington	4.6 - 12.2	Washington	0.0 - 2.4	Washington	4.1 - 9.3	Washington	0.0 - 3.1
California	0.1 - 1.5			Oregon	2.8 - 5.2	Oregon	0.0 - 1.2
				Texas	0.3 - 3.7	California	0.0 - 0.6
				Missouri	0.9 - 2.9		
				North Carolina	0.3 - 3.3		
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Alaska		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	49.7 - 65.3	22.6 - 55.6
Air (including truck and air)	2.4 - 5.0	(NA)
Rail	5.4 - 24.0	(NA)
Water (Great Lakes, deep draft and shallow draft)	4.1 - 8.7	0.7 - 7.7
Pipeline*	0.7 - 10.7	0.0 - 13.2
Multiple modes**	2.8 - 12.4	(NA)
Parcel, U.S. Postal Service, or courier service	1.4 - 3.0	(NA)
Other and unknown mode	2.6 - 6.2	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Alaska		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	41.3 - 51.5	(NA)
50 to 99 miles	4.5 - 14.5	2.6 - 12.2
100 to 249 miles	3.6 - 8.2	0.0 - 9.0
250 to 499 miles	12.3 - 29.9	3.6 - 32.4
500 to 749 miles	1.5 - 13.1	(NA)
750 to 999 miles	0.7 - 5.9	(NA)
1,000 to 1,499 miles	1.1 - 4.7	0.0 - 1.1
1,500 to 1,999 miles	0.6 - 4.6	(NA)
2,000 miles or more	0.3 - 1.7	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Arizona - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Arizona</b>	<b>\$ 111,273 (millions)</b>	<b>100,872 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.3</b>	<b>0.9</b>

Leading Commodity Shipments Originating in Arizona by Value		Leading Commodity Shipments Originating in Arizona by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	28.2	Coal (15)	15.9
Mixed freight (43)	24.7	Nonmetallic mineral products (31)	7.3
Machinery (34)	4.6	Gasoline and aviation turbine fuel (17)	6.1
Miscellaneous manufactured products (40)	4.4	Other prepared foodstuffs and fats and oils (07)	4.9
Base metal in primary or semifinished forms and in finished basic shapes (32)	3.6	Base metal in primary or semifinished forms and in finished basic shapes (32)	2.8
Other commodities	34.5	Other commodities	63.0
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Arizona Leading States by Value and Weight				Inbound Shipments to the State of Arizona Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Arizona	44.1	Arizona	79.6	Arizona	41.3	Arizona	61.0
California	13.4	Nevada	7.9	California	15.5	Colorado	8.9
Texas	7.4	California	4.0	Texas	4.8	California	6.7
Nevada	4.4	New Mexico	3.0	Tennessee	2.6	New Mexico	5.8
New Mexico	3.5	Texas	2.0	New Jersey	2.2	Texas	3.5
New York	3.2	Colorado	0.5	Illinois	2.1	Utah	1.7
Other states	24.0	Other states	3.0	Other states	31.5	Other states	12.4
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Arizona		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	65.8	78.4
Air (including truck and air)	15.5	0.1
Rail	2.0	13.7
Water (Great Lakes, deep draft and shallow draft)	S	S
Pipeline*	S	S
Multiple modes**	14.8	0.4
Parcel, U.S. Postal Service, or courier service	14.5	0.2
Other and unknown mode	1.8	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Arizona		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	29.6	53.8
50 to 99 miles	4.6	18.7
100 to 249 miles	12.6	9.1
250 to 499 miles	17.6	12.9
500 to 749 miles	5.6	2.3
750 to 999 miles	6.4	1.1
1,000 to 1,499 miles	8.0	1.4
1,500 to 1,999 miles	9.2	0.5
2,000 miles or more	6.3	0.2
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Arizona - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Arizona</b>	<b>\$ 92,602.5 - 129,943.5 (millions)</b>	<b>72,497.2 - 129,246.8 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.1 - 1.6</b>	<b>0.6 - 1.1</b>

Leading Commodity Shipments Originating in Arizona by Value		Leading Commodity Shipments Originating in Arizona by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	19.9 - 36.5	Coal (15)	6.8 - 25.0
Mixed freight (43)	15.1 - 34.3	Nonmetallic mineral products (31)	2.7 - 11.9
Machinery (34)	2.8 - 6.4	Gasoline and aviation turbine fuel (17)	4.4 - 7.8
Miscellaneous manufactured products (40)	1.4 - 7.4	Other prepared foodstuffs and fats and oils (07)	2.9 - 6.9
Base metal in primary or semifinished forms and in finished basic shapes (32)	2.8 - 4.4	Base metal in primary or semifinished forms and in finished basic shapes (32)	1.8 - 3.8
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Arizona Leading States by Value and Weight				Inbound Shipments to the State of Arizona Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Arizona	39.0 - 49.2	Arizona	72.0 - 87.2	Arizona	35.2 - 47.4	Arizona	54.4 - 67.6
California	10.3 - 16.5	Nevada	1.3 - 14.5	California	14.0 - 17.0	Colorado	2.4 - 15.4
Texas	5.2 - 9.6	California	2.5 - 5.5	Texas	3.1 - 6.5	California	5.5 - 7.9
Nevada	2.4 - 6.4	New Mexico	2.0 - 4.0	Tennessee	0.9 - 4.3	New Mexico	2.7 - 8.9
New Mexico	2.0 - 5.0	Texas	1.3 - 2.7	New Jersey	1.4 - 3.0	Texas	1.5 - 5.5
New York	0.7 - 5.7	Colorado	0.0 - 1.0	Illinois	1.8 - 2.4	Utah	0.7 - 2.7
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Arizona		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	57.9 - 73.7	68.1 - 88.7
Air (including truck and air)	9.9 - 21.1	0.0 - 0.3
Rail	1.0 - 3.0	3.6 - 23.8
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	11.2 - 18.4	0.1 - 0.7
Parcel, U.S. Postal Service, or courier service	10.9 - 18.1	0.0 - 0.4
Other and unknown mode	1.1 - 2.5	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Arizona		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	26.0 - 33.2	44.5 - 63.1
50 to 99 miles	3.6 - 5.6	9.9 - 27.5
100 to 249 miles	9.8 - 15.4	7.4 - 10.8
250 to 499 miles	14.6 - 20.6	6.0 - 19.8
500 to 749 miles	4.1 - 7.1	1.3 - 3.3
750 to 999 miles	3.9 - 8.9	0.6 - 1.6
1,000 to 1,499 miles	5.5 - 10.5	0.7 - 2.1
1,500 to 1,999 miles	7.4 - 11.0	(NA)
2,000 miles or more	3.7 - 8.9	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Arkansas - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Arkansas</b>	<b>\$ 91,967 (millions)</b>	<b>120,127 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.1</b>	<b>1.0</b>

Leading Commodity Shipments Originating in Arkansas by Value		Leading Commodity Shipments Originating in Arkansas by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	16.1	Gravel and crushed stone (12)	27.1
Meat, fish, seafood, and their preparations (05)	10.1	Wood products (26)	15.9
Machinery (34)	7.3	Natural sands (11)	7.4
Base metal in primary or semifinished forms and in finished basic shapes (32)	4.2	Gasoline and aviation turbine fuel (17)	6.7
Motorized and other vehicles, including parts (36)	4.1	Base metal in primary or semifinished forms and in finished basic shapes (32)	5.5
Other commodities	58.2	Other commodities	37.4
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Arkansas Leading States by Value and Weight				Inbound Shipments to the State of Arkansas Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Arkansas	24.0	Arkansas	49.1	Arkansas	28.3	Arkansas	46.3
Texas	9.1	Louisiana	7.9	Texas	7.9	Missouri	9.6
Tennessee	5.4	Texas	6.8	Missouri	7.1	Wyoming	7.8
California	5.3	Tennessee	5.3	Tennessee	7.0	Tennessee	5.5
Missouri	5.2	Oklahoma	4.1	Oklahoma	3.5	Texas	4.8
Mississippi	4.2	Missouri	3.7	Mississippi	2.9	Oklahoma	3.4
Other states	46.8	Other states	23.1	Other states	43.3	Other states	22.6
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Arkansas		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	85.0	77.9
Air (including truck and air)	S	—
Rail	3.3	13.2
Water (Great Lakes, deep draft and shallow draft)	S	4.2
Pipeline*	S	S
Multiple modes**	5.9	1.7
Parcel, U.S. Postal Service, or courier service	4.1	0.2
Other and unknown mode	3.3	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Arkansas		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	12.7	31.8
50 to 99 miles	8.5	22.2
100 to 249 miles	19.0	16.8
250 to 499 miles	20.1	12.4
500 to 749 miles	16.6	9.1
750 to 999 miles	10.5	3.1
1,000 to 1,499 miles	9.3	3.4
1,500 to 1,999 miles	3.2	1.2
2,000 miles or more	S	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Arkansas - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Arkansas</b>	<b>\$ 77,594.9 - 106,339.1 (millions)</b>	<b>99,378.1 - 140,875.9 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.9 - 1.2</b>	<b>0.9 - 1.2</b>

Leading Commodity Shipments Originating in Arkansas by Value		Leading Commodity Shipments Originating in Arkansas by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	11.3 - 20.9	Gravel and crushed stone (12)	18.0 - 36.2
Meat, fish, seafood, and their preparations (05)	6.0 - 14.2	Wood products (26)	7.6 - 24.2
Machinery (34)	6.3 - 8.3	Natural sands (11)	3.9 - 10.9
Base metal in primary or semifinished forms and in finished basic shapes (32)	3.0 - 5.4	Gasoline and aviation turbine fuel (17)	1.4 - 12.0
Motorized and other vehicles, including parts (36)	1.6 - 6.6	Base metal in primary or semifinished forms and in finished basic shapes (32)	3.7 - 7.3
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Arkansas Leading States by Value and Weight				Inbound Shipments to the State of Arkansas Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Arkansas	18.5 - 29.5	Arkansas	41.8 - 56.4	Arkansas	23.5 - 33.1	Arkansas	38.4 - 54.2
Texas	7.4 - 10.8	Louisiana	4.9 - 10.9	Texas	6.9 - 8.9	Missouri	6.1 - 13.1
Tennessee	4.7 - 6.1	Texas	5.1 - 8.5	Missouri	4.6 - 9.6	Wyoming	4.8 - 10.8
California	2.2 - 8.4	Tennessee	3.0 - 7.6	Tennessee	5.2 - 8.8	Tennessee	3.7 - 7.3
Missouri	3.9 - 6.5	Oklahoma	2.4 - 5.8	Oklahoma	2.8 - 4.2	Texas	3.0 - 6.6
Mississippi	2.7 - 5.7	Missouri	2.7 - 4.7	Mississippi	1.9 - 3.9	Oklahoma	1.7 - 5.1
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Arkansas		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	82.0 - 88.0	72.4 - 83.4
Air (including truck and air)	(NA)	(NA)
Rail	2.6 - 4.0	9.2 - 17.2
Water (Great Lakes, deep draft and shallow draft)	(NA)	1.4 - 7.0
Pipeline*	(NA)	(NA)
Multiple modes**	3.7 - 8.1	1.0 - 2.4
Parcel, U.S. Postal Service, or courier service	2.1 - 6.1	(NA)
Other and unknown mode	1.1 - 5.5	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Arkansas		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	9.1 - 16.3	24.7 - 38.9
50 to 99 miles	5.2 - 11.8	14.6 - 29.8
100 to 249 miles	16.0 - 22.0	13.0 - 20.6
250 to 499 miles	17.1 - 23.1	9.9 - 14.9
500 to 749 miles	13.8 - 19.4	6.8 - 11.4
750 to 999 miles	8.3 - 12.7	2.3 - 3.9
1,000 to 1,499 miles	7.5 - 11.1	2.1 - 4.7
1,500 to 1,999 miles	2.0 - 4.4	0.4 - 2.0
2,000 miles or more	(NA)	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**California - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in California</b>	<b>\$ 923,669 (millions)</b>	<b>903,954 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>11.0</b>	<b>7.7</b>

Leading Commodity Shipments Originating in California by Value		Leading Commodity Shipments Originating in California by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	20.6	Gravel and crushed stone (12)	20.7
Mixed freight (43)	9.2	Nonmetallic mineral products (31)	14.7
Precision instruments and apparatus (38)	7.4	Gasoline and aviation turbine fuel (17)	13.4
Textiles, leather, and articles of textiles or leather (30)	6.7	Coal and petroleum products, n.e.c. (19)	6.4
Miscellaneous manufactured products (40)	6.2	Fuel oils (18)	4.8
Other commodities	49.9	Other commodities	40.0
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of California Leading States by Value and Weight				Inbound Shipments to the State of California Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
California	60.4	California	91.0	California	62.3	California	84.5
Texas	5.4	Nevada	1.1	Texas	3.0	Utah	1.2
Washington	2.2	Arizona	1.0	Illinois	2.0	Texas	1.1
Florida	2.2	Texas	0.8	Tennessee	2.0	Oregon	1.1
Illinois	2.2	Oregon	0.7	Oregon	2.0	Washington	0.8
Arizona	2.0	Washington	0.7	Ohio	1.9	Nevada	0.6
Other states	25.6	Other states	4.7	Other states	26.8	Other states	10.7
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in California		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	67.7	84.9
Air (including truck and air)	5.6	—
Rail	1.1	2.4
Water (Great Lakes, deep draft and shallow draft)	0.2	1.0
Pipeline*	2.2	8.3
Multiple modes**	19.6	1.3
Parcel, U.S. Postal Service, or courier service	19.0	0.3
Other and unknown mode	3.6	2.1
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in California		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	37.4	73.3
50 to 99 miles	9.0	7.4
100 to 249 miles	7.1	6.9
250 to 499 miles	10.3	5.4
500 to 749 miles	4.9	1.3
750 to 999 miles	3.0	1.0
1,000 to 1,499 miles	5.4	0.9
1,500 to 1,999 miles	9.7	2.1
2,000 miles or more	13.1	1.7
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**California - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in California</b>	<b>\$ 862,891.6 - 984,446.4 (millions)</b>	<b>761,201.6 - 1,046,706.4 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>10.4 - 11.6</b>	<b>6.5 - 9.0</b>

Leading Commodity Shipments Originating in California by Value		Leading Commodity Shipments Originating in California by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	17.5 - 23.7	Gravel and crushed stone (12)	16.1 - 25.3
Mixed freight (43)	7.2 - 11.2	Nonmetallic mineral products (31)	10.4 - 19.0
Precision instruments and apparatus (38)	4.9 - 9.9	Gasoline and aviation turbine fuel (17)	9.9 - 16.9
Textiles, leather, and articles of textiles or leather (30)	4.5 - 8.9	Coal and petroleum products, n.e.c. (19)	3.9 - 8.9
Miscellaneous manufactured products (40)	4.2 - 8.2	Fuel oils (18)	2.5 - 7.1
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of California Leading States by Value and Weight				Inbound Shipments to the State of California Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
California	57.8 - 63.0	California	89.0 - 93.0	California	60.1 - 64.5	California	79.5 - 89.5
Texas	3.2 - 7.6	Nevada	0.8 - 1.4	Texas	2.2 - 3.8	Utah	0.9 - 1.5
Washington	1.7 - 2.7	Arizona	(NA)	Illinois	1.7 - 2.3	Texas	0.8 - 1.4
Florida	1.9 - 2.5	Texas	0.6 - 1.0	Tennessee	1.0 - 3.0	Oregon	0.8 - 1.4
Illinois	1.2 - 3.2	Oregon	0.4 - 1.0	Oregon	1.0 - 3.0	Washington	0.5 - 1.1
Arizona	1.8 - 2.2	Washington	0.5 - 0.9	Ohio	1.4 - 2.4	Nevada	0.4 - 0.8
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in California		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	65.1 - 70.3	80.4 - 89.4
Air (including truck and air)	4.3 - 6.9	(NA)
Rail	0.8 - 1.4	1.2 - 3.6
Water (Great Lakes, deep draft and shallow draft)	(NA)	0.3 - 1.7
Pipeline*	1.5 - 2.9	4.8 - 11.8
Multiple modes**	17.3 - 21.9	1.0 - 1.6
Parcel, U.S. Postal Service, or courier service	16.7 - 21.3	(NA)
Other and unknown mode	2.9 - 4.3	0.9 - 3.3
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in California		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	35.4 - 39.4	69.3 - 77.3
50 to 99 miles	8.0 - 10.0	5.9 - 8.9
100 to 249 miles	6.3 - 7.9	5.4 - 8.4
250 to 499 miles	9.0 - 11.6	4.2 - 6.6
500 to 749 miles	2.9 - 6.9	1.0 - 1.6
750 to 999 miles	2.5 - 3.5	0.5 - 1.5
1,000 to 1,499 miles	4.6 - 6.2	0.6 - 1.2
1,500 to 1,999 miles	8.5 - 10.9	1.4 - 2.8
2,000 miles or more	12.1 - 14.1	1.4 - 2.0
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Colorado - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Colorado</b>	<b>\$ 93,184 (millions)</b>	<b>150,476 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.1</b>	<b>1.3</b>

Leading Commodity Shipments Originating in Colorado by Value		Leading Commodity Shipments Originating in Colorado by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	17.0	Coal (15)	30.4
Electronic and other electrical equipment and components and office equipment (35)	12.3	Nonmetallic mineral products (31)	16.8
Machinery (34)	6.5	Gravel and crushed stone (12)	12.4
Miscellaneous manufactured products (40)	5.9	Cereal grains (02)	4.2
Meat, fish, seafood, and their preparations (05)	4.8	Gasoline and aviation turbine fuel (17)	3.6
Other commodities	53.5	Other commodities	32.6
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Colorado Leading States by Value and Weight				Inbound Shipments to the State of Colorado Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Colorado	45.9	Colorado	59.7	Colorado	40.9	Colorado	66.8
California	10.4	Arizona	7.8	California	7.9	Wyoming	10.2
Texas	4.4	Texas	3.1	Texas	6.3	Texas	3.2
Utah	3.3	Alabama	2.7	Illinois	3.2	Utah	2.4
Illinois	3.0	Illinois	2.3	Utah	3.0	California	1.4
Wyoming	2.6	Mississippi	2.2	Missouri	2.3	Kansas	1.4
Other states	30.4	Other states	22.2	Other states	36.4	Other states	14.6
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Colorado		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	68.8	70.5
Air (including truck and air)	7.5	—
Rail	3.0	24.0
Water (Great Lakes, deep draft and shallow draft)	—	—
Pipeline*	S	S
Multiple modes**	16.7	3.1
Parcel, U.S. Postal Service, or courier service	16.4	0.2
Other and unknown mode	3.7	1.5
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Colorado		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	32.4	48.1
50 to 99 miles	8.0	6.0
100 to 249 miles	8.5	13.9
250 to 499 miles	9.2	11.0
500 to 749 miles	8.3	5.7
750 to 999 miles	17.8	4.2
1,000 to 1,499 miles	8.9	10.5
1,500 to 1,999 miles	6.6	0.6
2,000 miles or more	S	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.



**Colorado - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Colorado</b>	<b>\$ 79,848.0 - 106,520.0 (millions)</b>	<b>113,346.0 - 187,606.0 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.9 - 1.3</b>	<b>1.0 - 1.6</b>

Leading Commodity Shipments Originating in Colorado by Value		Leading Commodity Shipments Originating in Colorado by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	13.7 - 20.3	Coal (15)	24.4 - 36.4
Electronic and other electrical equipment and components and office equipment (35)	8.0 - 16.6	Nonmetallic mineral products (31)	9.2 - 24.4
Machinery (34)	3.5 - 9.5	Gravel and crushed stone (12)	5.9 - 18.9
Miscellaneous manufactured products (40)	3.3 - 8.5	Cereal grains (02)	1.1 - 7.3
Meat, fish, seafood, and their preparations (05)	2.3 - 7.3	Gasoline and aviation turbine fuel (17)	1.9 - 5.3
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Colorado Leading States by Value and Weight				Inbound Shipments to the State of Colorado Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Colorado	42.6 - 49.2	Colorado	54.1 - 65.3	Colorado	37.6 - 44.2	Colorado	60.0 - 73.6
California	7.3 - 13.5	Arizona	3.8 - 11.8	California	6.2 - 9.6	Wyoming	6.6 - 13.8
Texas	3.7 - 5.1	Texas	1.4 - 4.8	Texas	5.0 - 7.6	Texas	2.0 - 4.4
Utah	2.5 - 4.1	Alabama	0.9 - 4.5	Illinois	2.0 - 4.4	Utah	1.2 - 3.6
Illinois	2.2 - 3.8	Illinois	1.0 - 3.6	Utah	2.0 - 4.0	California	0.7 - 2.1
Wyoming	2.1 - 3.1	Mississippi	0.4 - 4.0	Missouri	1.3 - 3.3	Kansas	0.1 - 2.7
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Colorado		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	65.2 - 72.4	62.9 - 78.1
Air (including truck and air)	4.0 - 11.0	(NA)
Rail	2.0 - 4.0	16.9 - 31.1
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	13.6 - 19.8	1.6 - 4.6
Parcel, U.S. Postal Service, or courier service	13.3 - 19.5	(NA)
Other and unknown mode	2.5 - 4.9	0.8 - 2.2
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Colorado		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	29.3 - 35.5	41.6 - 54.6
50 to 99 miles	7.3 - 8.7	4.5 - 7.5
100 to 249 miles	7.8 - 9.2	9.4 - 18.4
250 to 499 miles	7.7 - 10.7	6.0 - 16.0
500 to 749 miles	6.3 - 10.3	3.9 - 7.5
750 to 999 miles	15.3 - 20.3	2.0 - 6.4
1,000 to 1,499 miles	7.4 - 10.4	5.5 - 15.5
1,500 to 1,999 miles	4.9 - 8.3	0.4 - 0.8
2,000 miles or more	(NA)	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Connecticut - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Connecticut</b>	<b>\$ 82,477 (millions)</b>	<b>48,894 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.0</b>	<b>0.4</b>

Leading Commodity Shipments Originating in Connecticut by Value		Leading Commodity Shipments Originating in Connecticut by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	12.5	Gravel and crushed stone (12)	19.0
Machinery (34)	8.4	Natural sands (11)	6.2
Electronic and other electrical equipment and components and office equipment (35)	8.4	Gasoline and aviation turbine fuel (17)	6.1
Precision instruments and apparatus (38)	6.9	Other prepared foodstuffs and fats and oils (07)	3.9
Miscellaneous manufactured products (40)	5.6	Chemical products and preparations, n.e.c. (23)	2.8
Other commodities	58.2	Other commodities	62.0
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Connecticut Leading States by Value and Weight				Inbound Shipments to the State of Connecticut Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Connecticut	24.7	Connecticut	73.5	Connecticut	27.1	Connecticut	60.7
New York	15.3	Massachusetts	6.1	Massachusetts	12.4	New Jersey	8.5
New Jersey	9.1	New York	5.5	New York	7.8	Massachusetts	5.9
Massachusetts	8.9	New Jersey	4.2	New Jersey	5.9	New York	5.4
Pennsylvania	3.7	Rhode Island	1.6	Pennsylvania	4.9	Pennsylvania	2.7
California	3.1	Pennsylvania	1.3	Tennessee	4.3	Rhode Island	2.5
Other states	35.2	Other states	7.8	Other states	37.6	Other states	14.3
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Connecticut		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	74.9	96.7
Air (including truck and air)	2.0	—
Rail	0.1	1.0
Water (Great Lakes, deep draft and shallow draft)	—	—
Pipeline*	—	—
Multiple modes**	20.7	1.3
Parcel, U.S. Postal Service, or courier service	20.7	0.9
Other and unknown mode	2.2	0.9
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Connecticut		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	26.7	75.2
50 to 99 miles	20.3	11.2
100 to 249 miles	18.2	6.6
250 to 499 miles	6.6	2.0
500 to 749 miles	7.0	1.8
750 to 999 miles	6.4	1.4
1,000 to 1,499 miles	6.6	1.0
1,500 to 1,999 miles	3.2	0.3
2,000 miles or more	5.0	0.5
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Connecticut - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Connecticut</b>	<b>\$ 70,537.6 - 94,416.4 (millions)</b>	<b>34,979.5 - 62,808.5 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.9 - 1.1</b>	<b>0.3 - 0.5</b>

Leading Commodity Shipments Originating in Connecticut by Value		Leading Commodity Shipments Originating in Connecticut by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	6.0 - 19.0	Gravel and crushed stone (12)	14.4 - 23.6
Machinery (34)	5.3 - 11.5	Natural sands (11)	3.4 - 9.0
Electronic and other electrical equipment and components and office equipment (35)	6.1 - 10.7	Gasoline and aviation turbine fuel (17)	4.3 - 7.9
Precision instruments and apparatus (38)	3.9 - 9.9	Other prepared foodstuffs and fats and oils (07)	1.7 - 6.1
Miscellaneous manufactured products (40)	2.8 - 8.4	Chemical products and preparations, n.e.c. (23)	1.5 - 4.1
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Connecticut Leading States by Value and Weight				Inbound Shipments to the State of Connecticut Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Connecticut	20.6 - 28.8	Connecticut	68.4 - 78.6	Connecticut	22.6 - 31.6	Connecticut	53.4 - 68.0
New York	12.8 - 17.8	Massachusetts	4.4 - 7.8	Massachusetts	9.8 - 15.0	New Jersey	5.9 - 11.1
New Jersey	6.6 - 11.6	New York	3.7 - 7.3	New York	6.3 - 9.3	Massachusetts	4.7 - 7.1
Massachusetts	7.2 - 10.6	New Jersey	3.0 - 5.4	New Jersey	4.1 - 7.7	New York	3.6 - 7.2
Pennsylvania	3.2 - 4.2	Rhode Island	0.9 - 2.3	Pennsylvania	4.1 - 5.7	Pennsylvania	1.9 - 3.5
California	2.3 - 3.9	Pennsylvania	1.0 - 1.6	Tennessee	1.5 - 7.1	Rhode Island	0.5 - 4.5
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Connecticut		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	70.8 - 79.0	95.2 - 98.2
Air (including truck and air)	1.2 - 2.8	(NA)
Rail	(NA)	0.5 - 1.5
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	17.1 - 24.3	0.0 - 2.8
Parcel, U.S. Postal Service, or courier service	17.1 - 24.3	0.6 - 1.2
Other and unknown mode	1.7 - 2.7	0.4 - 1.4
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Connecticut		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	22.2 - 31.2	70.1 - 80.3
50 to 99 miles	17.7 - 22.9	8.4 - 14.0
100 to 249 miles	14.4 - 22.0	4.6 - 8.6
250 to 499 miles	5.3 - 7.9	1.5 - 2.5
500 to 749 miles	6.0 - 8.0	1.5 - 2.1
750 to 999 miles	4.9 - 7.9	0.7 - 2.1
1,000 to 1,499 miles	4.9 - 8.3	0.7 - 1.3
1,500 to 1,999 miles	1.9 - 4.5	(NA)
2,000 miles or more	4.0 - 6.0	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Delaware - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Delaware</b>	<b>\$ 20,348 (millions)</b>	<b>30,988 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.2</b>	<b>0.3</b>

Leading Commodity Shipments Originating in Delaware by Value		Leading Commodity Shipments Originating in Delaware by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Pharmaceutical products (21)	19.2	Gasoline and aviation turbine fuel (17)	30.6
Motorized and other vehicles, including parts (36)	12.1	Fuel oils (18)	11.6
Gasoline and aviation turbine fuel (17)	9.7	Coal and petroleum products, n.e.c. (19)	11.4
Mixed freight (43)	7.6	Basic chemicals (20)	7.1
Plastics and rubber (24)	7.4	Natural sands (11)	5.3
Other commodities	44.0	Other commodities	34.0
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Delaware Leading States by Value and Weight				Inbound Shipments to the State of Delaware Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Delaware	23.4	Delaware	56.5	Pennsylvania	29.0	Delaware	37.0
New Jersey	13.1	Pennsylvania	16.6	Delaware	15.5	Maryland	11.0
Pennsylvania	12.4	New Jersey	8.5	Maryland	6.9	New Jersey	6.7
New York	7.2	Maryland	5.2	New Jersey	6.2	Virginia	2.0
Ohio	6.3	Virginia	2.4	Ohio	4.9	Michigan	0.6
Maryland	4.2	New York	1.8	Virginia	4.8	Illinois	0.5
Other states	33.4	Other states	9.0	Other states	32.7	Other states	42.2
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Delaware		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	71.2	69.0
Air (including truck and air)	1.1	—
Rail	S	2.9
Water (Great Lakes, deep draft and shallow draft)	0.3	S
Pipeline*	8.2	25.1
Multiple modes**	16.5	1.0
Parcel, U.S. Postal Service, or courier service	9.8	0.3
Other and unknown mode	1.7	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Delaware		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	33.1	72.9
50 to 99 miles	9.8	8.8
100 to 249 miles	19.1	10.0
250 to 499 miles	17.1	3.4
500 to 749 miles	6.8	2.3
750 to 999 miles	4.6	1.0
1,000 to 1,499 miles	2.8	0.7
1,500 to 1,999 miles	0.5	0.2
2,000 miles or more	6.2	0.7
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Delaware - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Delaware</b>	<b>\$ 17,435.9 - 23,260.1 (millions)</b>	<b>19,722.5 - 42,253.5 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.2 - 0.3</b>	<b>0.2 - 0.4</b>

Leading Commodity Shipments Originating in Delaware by Value		Leading Commodity Shipments Originating in Delaware by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Pharmaceutical products (21)	8.1 - 30.3	Gasoline and aviation turbine fuel (17)	19.0 - 42.2
Motorized and other vehicles, including parts (36)	5.6 - 18.6	Fuel oils (18)	7.6 - 15.6
Gasoline and aviation turbine fuel (17)	3.4 - 16.0	Coal and petroleum products, n.e.c. (19)	7.1 - 15.7
Mixed freight (43)	4.3 - 10.9	Basic chemicals (20)	4.6 - 9.6
Plastics and rubber (24)	4.9 - 9.9	Natural sands (11)	3.5 - 7.1
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Delaware Leading States by Value and Weight				Inbound Shipments to the State of Delaware Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Delaware	15.1 - 31.7	Delaware	44.1 - 68.9	Pennsylvania	19.1 - 38.9	Delaware	23.1 - 50.9
New Jersey	9.8 - 16.4	Pennsylvania	11.6 - 21.6	Delaware	9.0 - 22.0	Maryland	5.9 - 16.1
Pennsylvania	10.6 - 14.2	New Jersey	4.7 - 12.3	Maryland	4.7 - 9.1	New Jersey	1.1 - 12.3
New York	5.9 - 8.5	Maryland	2.9 - 7.5	New Jersey	2.7 - 9.7	Virginia	0.8 - 3.2
Ohio	2.2 - 10.4	Virginia	1.2 - 3.6	Ohio	1.4 - 8.4	Michigan	0.1 - 1.1
Maryland	2.9 - 5.5	New York	0.8 - 2.8	Virginia	2.5 - 7.1	Illinois	0.0 - 1.0
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Delaware		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	65.4 - 77.0	57.4 - 80.6
Air (including truck and air)	0.3 - 1.9	(NA)
Rail	(NA)	1.6 - 4.2
Water (Great Lakes, deep draft and shallow draft)	0.1 - 0.5	(NA)
Pipeline*	1.6 - 14.8	12.7 - 37.5
Multiple modes**	11.5 - 21.5	0.5 - 1.5
Parcel, U.S. Postal Service, or courier service	6.0 - 13.6	0.0 - 0.6
Other and unknown mode	0.5 - 2.9	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Delaware		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	24.8 - 41.4	61.7 - 84.1
50 to 99 miles	7.6 - 12.0	6.6 - 11.0
100 to 249 miles	15.6 - 22.6	4.7 - 15.3
250 to 499 miles	13.0 - 21.2	1.2 - 5.6
500 to 749 miles	4.5 - 9.1	0.3 - 4.3
750 to 999 miles	3.4 - 5.8	0.0 - 2.5
1,000 to 1,499 miles	1.8 - 3.8	0.2 - 1.2
1,500 to 1,999 miles	(NA)	0.0 - 0.4
2,000 miles or more	3.9 - 8.5	0.0 - 1.4
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**District of Columbia - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in District of Columbia</b>	<b>\$ 3,707 (millions)</b>	<b>1,407 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.0</b>	<b>0.0</b>

Leading Commodity Shipments Originating in District of Columbia by Value		Leading Commodity Shipments Originating in District of Columbia by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Alcoholic beverages (08)	8.5	Alcoholic beverages (08)	5.3
Printed products (29)	2.0	Waste and scrap (41)	2.8
Mixed freight (43)	1.8	Printed products (29)	0.7
Wood products (26)	0.7	Wood products (26)	0.5
Articles of base metal (33)	0.4	Other prepared foodstuffs and fats and oils (07)	0.3
Other commodities	86.6	Other commodities	90.4
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of District of Columbia Leading States by Value and Weight				Inbound Shipments to the State of District of Columbia Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Maryland	23.1	Maryland	7.0	Maryland	23.4	Maryland	52.1
District of Columbia	15.9	North Carolina	0.9	Virginia	15.4	Virginia	14.4
California	0.3	Pennsylvania	0.2	Pennsylvania	4.7	West Virginia	1.7
Pennsylvania	0.2			District of Columbia	4.2	California	0.8
				Michigan	3.3	South Carolina	0.7
				New York	2.5	North Carolina	0.6
Other states	60.5	Other states	91.9	Other states	46.5	Other states	29.7
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in District of Columbia		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	96.5	98.7
Air (including truck and air)	S	S
Rail	S	S
Water (Great Lakes, deep draft and shallow draft)	—	—
Pipeline*	—	—
Multiple modes**	2.0	0.2
Parcel, U.S. Postal Service, or courier service	2.0	0.2
Other and unknown mode	S	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in District of Columbia		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	56.3	94.0
50 to 99 miles	S	S
100 to 249 miles	S	3.3
250 to 499 miles	3.5	0.5
500 to 749 miles	S	0.8
750 to 999 miles	S	S
1,000 to 1,499 miles	S	—
1,500 to 1,999 miles	—	—
2,000 miles or more	0.4	0.1
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

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SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**District of Columbia - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in District of Columbia</b>	<b>\$ 1,212.9 - 6,201.1 (millions)</b>	<b>342.3 - 2,471.7 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.0 - 0.1</b>	<b>(NA)</b>

Leading Commodity Shipments Originating in District of Columbia by Value		Leading Commodity Shipments Originating in District of Columbia by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Alcoholic beverages (08)	0.0 - 25.7	Alcoholic beverages (08)	0.0 - 26.3
Printed products (29)	0.0 - 5.0	Waste and scrap (41)	0.0 - 8.6
Mixed freight (43)	0.0 - 6.4	Printed products (29)	0.0 - 2.5
Wood products (26)	0.0 - 3.2	Wood products (26)	0.0 - 4.1
Articles of base metal (33)	0.0 - 1.1	Other prepared foodstuffs and fats and oils (07)	0.0 - 3.3
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of District of Columbia Leading States by Value and Weight				Inbound Shipments to the State of District of Columbia Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Maryland	17.8 - 28.4	Maryland	0.0 - 15.8	Maryland	15.5 - 31.3	Maryland	36.9 - 67.3
District of Columbia	0.0 - 38.2	North Carolina	0.0 - 3.1	Virginia	11.3 - 19.5	Virginia	4.5 - 24.3
California	0.0 - 0.6	Pennsylvania	0.0 - 1.0	Pennsylvania	3.0 - 6.4	West Virginia	0.4 - 3.0
Pennsylvania	0.0 - 0.5			District of Columbia	3.0 - 5.4	California	0.3 - 1.3
				Michigan	0.3 - 6.3	South Carolina	0.0 - 1.9
				New York	0.2 - 4.8	North Carolina	0.0 - 1.3
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in District of Columbia		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	90.7 - 102.3	97.0 - 100.4
Air (including truck and air)	(NA)	(NA)
Rail	(NA)	(NA)
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	0.0 - 7.0	0.0 - 1.9
Parcel, U.S. Postal Service, or courier service	0.0 - 7.0	0.0 - 1.9
Other and unknown mode	(NA)	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in District of Columbia		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	40.9 - 71.7	82.6 - 105.4
50 to 99 miles	(NA)	(NA)
100 to 249 miles	(NA)	0.0 - 10.4
250 to 499 miles	1.5 - 5.5	0.0 - 1.8
500 to 749 miles	(NA)	0.0 - 2.5
750 to 999 miles	(NA)	(NA)
1,000 to 1,499 miles	(NA)	(NA)
1,500 to 1,999 miles	(NA)	(NA)
2,000 miles or more	0.0 - 1.2	0.0 - 0.8
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Florida - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Florida</b>	<b>\$ 296,989 (millions)</b>	<b>455,084 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>3.5</b>	<b>3.9</b>

Leading Commodity Shipments Originating in Florida by Value		Leading Commodity Shipments Originating in Florida by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	14.7	Gravel and crushed stone (12)	18.0
Mixed freight (43)	14.4	Nonmetallic mineral products (31)	10.5
Motorized and other vehicles, including parts (36)	10.9	Natural sands (11)	8.0
Pharmaceutical products (21)	6.3	Gasoline and aviation turbine fuel (17)	7.9
Other prepared foodstuffs and fats and oils (07)	5.7	Other prepared foodstuffs and fats and oils (07)	4.5
Other commodities	48.0	Other commodities	51.1
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Florida Leading States by Value and Weight				Inbound Shipments to the State of Florida Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Florida	65.6	Florida	90.3	Florida	48.2	Florida	75.9
Georgia	4.0	Georgia	2.0	Georgia	7.3	Louisiana	5.0
California	3.2	South Carolina	0.7	California	5.1	Georgia	3.7
Texas	2.6	Alabama	0.7	North Carolina	3.1	Kentucky	2.4
New York	2.3	Texas	0.6	New York	2.9	Alabama	2.2
North Carolina	2.1	Ohio	0.5	Tennessee	2.6	Texas	1.4
Other states	20.2	Other states	5.2	Other states	30.8	Other states	9.4
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Florida		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	76.3	79.4
Air (including truck and air)	3.7	—
Rail	2.3	S
Water (Great Lakes, deep draft and shallow draft)	0.1	S
Pipeline*	0.2	S
Multiple modes**	13.4	0.4
Parcel, U.S. Postal Service, or courier service	13.2	0.2
Other and unknown mode	4.1	2.0
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Florida		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	38.5	70.0
50 to 99 miles	9.7	11.4
100 to 249 miles	15.5	9.4
250 to 499 miles	9.3	2.9
500 to 749 miles	4.3	1.7
750 to 999 miles	8.2	2.0
1,000 to 1,499 miles	9.1	2.0
1,500 to 1,999 miles	1.1	0.2
2,000 miles or more	4.3	0.5
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.



**Florida - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Florida</b>	<b>\$ 263,279.3 - 330,698.7 (millions)</b>	<b>366,747.6 - 543,420.4 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>3.2 - 3.9</b>	<b>3.1 - 4.7</b>

Leading Commodity Shipments Originating in Florida by Value		Leading Commodity Shipments Originating in Florida by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	12.5 - 16.9	Gravel and crushed stone (12)	11.1 - 24.9
Mixed freight (43)	12.6 - 16.2	Nonmetallic mineral products (31)	5.2 - 15.8
Motorized and other vehicles, including parts (36)	6.6 - 15.2	Natural sands (11)	3.2 - 12.8
Pharmaceutical products (21)	5.1 - 7.5	Gasoline and aviation turbine fuel (17)	5.1 - 10.7
Other prepared foodstuffs and fats and oils (07)	4.4 - 7.0	Other prepared foodstuffs and fats and oils (07)	3.0 - 6.0
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Florida Leading States by Value and Weight				Inbound Shipments to the State of Florida Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Florida	63.0 - 68.2	Florida	87.5 - 93.1	Florida	45.2 - 51.2	Florida	71.3 - 80.5
Georgia	3.3 - 4.7	Georgia	1.5 - 2.5	Georgia	6.3 - 8.3	Louisiana	1.7 - 8.3
California	2.9 - 3.5	South Carolina	0.0 - 1.4	California	4.4 - 5.8	Georgia	2.4 - 5.0
Texas	1.9 - 3.3	Alabama	0.4 - 1.0	North Carolina	2.1 - 4.1	Kentucky	1.1 - 3.7
New York	1.5 - 3.1	Texas	0.3 - 0.9	New York	1.6 - 4.2	Alabama	1.2 - 3.2
North Carolina	1.4 - 2.8	Ohio	0.3 - 0.7	Tennessee	1.8 - 3.4	Texas	0.9 - 1.9
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Florida		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	73.5 - 79.1	70.8 - 88.0
Air (including truck and air)	2.4 - 5.0	(NA)
Rail	1.3 - 3.3	(NA)
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	10.9 - 15.9	(NA)
Parcel, U.S. Postal Service, or courier service	10.7 - 15.7	(NA)
Other and unknown mode	2.6 - 5.6	1.2 - 2.8
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Florida		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	35.5 - 41.5	63.5 - 76.5
50 to 99 miles	8.5 - 10.9	7.3 - 15.5
100 to 249 miles	13.8 - 17.2	6.9 - 11.9
250 to 499 miles	7.1 - 11.5	2.1 - 3.7
500 to 749 miles	3.6 - 5.0	0.9 - 2.5
750 to 999 miles	6.9 - 9.5	1.3 - 2.7
1,000 to 1,499 miles	7.8 - 10.4	1.0 - 3.0
1,500 to 1,999 miles	0.9 - 1.3	(NA)
2,000 miles or more	3.8 - 4.8	0.3 - 0.7
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Georgia - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Georgia</b>	<b>\$ 270,703 (millions)</b>	<b>339,846 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>3.2</b>	<b>2.9</b>

Leading Commodity Shipments Originating in Georgia by Value		Leading Commodity Shipments Originating in Georgia by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Textiles, leather, and articles of textiles or leather (30)	10.9	Gravel and crushed stone (12)	22.4
Motorized and other vehicles, including parts (36)	9.5	Gasoline and aviation turbine fuel (17)	9.5
Mixed freight (43)	8.4	Wood products (26)	7.3
Miscellaneous manufactured products (40)	7.5	Nonmetallic mineral products (31)	6.5
Machinery (34)	4.5	Nonmetallic minerals n.e.c. (13)	4.2
Other commodities	59.2	Other commodities	50.1
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Georgia Leading States by Value and Weight				Inbound Shipments to the State of Georgia Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Georgia	36.4	Georgia	70.7	Georgia	33.3	Georgia	62.0
Florida	10.9	Florida	5.9	North Carolina	5.2	Kentucky	5.8
North Carolina	5.5	Alabama	3.0	Alabama	5.0	Alabama	5.2
Tennessee	4.7	South Carolina	3.0	Tennessee	4.9	Tennessee	2.8
South Carolina	4.0	North Carolina	2.9	South Carolina	4.4	Virginia	2.4
Alabama	3.9	Tennessee	1.6	Pennsylvania	4.1	Florida	2.3
Other states	34.6	Other states	12.9	Other states	43.1	Other states	19.5
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Georgia		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	82.8	88.8
Air (including truck and air)	S	—
Rail	3.5	8.0
Water (Great Lakes, deep draft and shallow draft)	S	S
Pipeline*	—	—
Multiple modes**	8.1	0.5
Parcel, U.S. Postal Service, or courier service	7.8	0.2
Other and unknown mode	2.6	2.3
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Georgia		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	25.5	58.8
50 to 99 miles	5.8	5.0
100 to 249 miles	19.2	16.1
250 to 499 miles	19.8	9.7
500 to 749 miles	17.1	5.5
750 to 999 miles	5.5	3.4
1,000 to 1,499 miles	1.3	0.6
1,500 to 1,999 miles	3.4	0.5
2,000 miles or more	2.3	0.4
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Georgia - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Georgia</b>	<b>\$ 254,672.0 - 286,734.0 (millions)</b>	<b>270,524.2 - 409,167.8 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>3.0 - 3.4</b>	<b>2.3 - 3.5</b>

Leading Commodity Shipments Originating in Georgia by Value		Leading Commodity Shipments Originating in Georgia by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Textiles, leather, and articles of textiles or leather (30)	7.9 - 13.9	Gravel and crushed stone (12)	15.6 - 29.2
Motorized and other vehicles, including parts (36)	7.3 - 11.7	Gasoline and aviation turbine fuel (17)	5.9 - 13.1
Mixed freight (43)	7.1 - 9.7	Wood products (26)	2.7 - 11.9
Miscellaneous manufactured products (40)	5.0 - 10.0	Nonmetallic mineral products (31)	4.3 - 8.7
Machinery (34)	2.8 - 6.2	Nonmetallic minerals n.e.c. (13)	2.9 - 5.5
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Georgia Leading States by Value and Weight				Inbound Shipments to the State of Georgia Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Georgia	32.6 - 40.2	Georgia	64.9 - 76.5	Georgia	30.0 - 36.6	Georgia	54.9 - 69.1
Florida	9.1 - 12.7	Florida	4.4 - 7.4	North Carolina	4.0 - 6.4	Kentucky	2.7 - 8.9
North Carolina	4.2 - 6.8	Alabama	1.8 - 4.2	Alabama	4.0 - 6.0	Alabama	1.9 - 8.5
Tennessee	3.7 - 5.7	South Carolina	1.8 - 4.2	Tennessee	3.9 - 5.9	Tennessee	0.5 - 5.1
South Carolina	3.5 - 4.5	North Carolina	1.9 - 3.9	South Carolina	2.9 - 5.9	Virginia	0.7 - 4.1
Alabama	3.4 - 4.4	Tennessee	0.9 - 2.3	Pennsylvania	1.5 - 6.7	Florida	1.6 - 3.0
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Georgia		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	80.8 - 84.8	87.5 - 90.1
Air (including truck and air)	(NA)	(NA)
Rail	2.3 - 4.7	6.2 - 9.8
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	6.3 - 9.9	0.2 - 0.8
Parcel, U.S. Postal Service, or courier service	5.8 - 9.8	(NA)
Other and unknown mode	1.6 - 3.6	1.1 - 3.5
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Georgia		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	21.7 - 29.3	52.3 - 65.3
50 to 99 miles	5.1 - 6.5	4.0 - 6.0
100 to 249 miles	17.7 - 20.7	13.1 - 19.1
250 to 499 miles	18.0 - 21.6	7.5 - 11.9
500 to 749 miles	15.9 - 18.3	4.5 - 6.5
750 to 999 miles	4.7 - 6.3	1.1 - 5.7
1,000 to 1,499 miles	1.1 - 1.5	(NA)
1,500 to 1,999 miles	1.6 - 5.2	(NA)
2,000 miles or more	1.6 - 3.0	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

### Hawaii - 2002 Commodity Flow Survey State Summary

Summary	Value	Weight
<b>Total shipments originating in Hawaii</b>	<b>\$ 13,480 (millions)</b>	<b>23,659 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.2</b>	<b>0.2</b>

Leading Commodity Shipments Originating in Hawaii by Value		Leading Commodity Shipments Originating in Hawaii by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Gasoline and aviation turbine fuel (17)	14.1	Gasoline and aviation turbine fuel (17)	26.6
Mixed freight (43)	13.7	Fuel oils (18)	24.0
Fuel oils (18)	8.9	Gravel and crushed stone (12)	17.2
Other prepared foodstuffs and fats and oils (07)	8.1	Nonmetallic mineral products (31)	10.7
Pharmaceutical products (21)	5.7	Other prepared foodstuffs and fats and oils (07)	4.4
Other commodities	49.5	Other commodities	17.1
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Hawaii Leading States by Value and Weight				Inbound Shipments to the State of Hawaii Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Hawaii	94.9	Hawaii	94.8	Hawaii	61.1	Hawaii	89.8
California	2.5			California	15.6	Washington	1.6
Washington	0.4			Missouri	1.9	Missouri	0.2
Florida	0.1			Oregon	1.7		
New Jersey	0.1			Washington	1.5		
Texas	0.1			Texas	1.1		
Other states	1.9	Other states	5.2	Other states	17.1	Other states	8.4
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Hawaii		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	55.5	48.6
Air (including truck and air)	2.7	—
Rail	—	—
Water (Great Lakes, deep draft and shallow draft)	S	2.3
Pipeline*	10.7	29.2
Multiple modes**	15.8	18.0
Parcel, U.S. Postal Service, or courier service	6.3	0.1
Other and unknown mode	4.2	1.8
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Hawaii		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	73.1	81.9
50 to 99 miles	7.7	3.6
100 to 249 miles	14.0	5.4
250 to 499 miles	0.2	4.0
500 to 749 miles	—	—
750 to 999 miles	—	—
1,000 to 1,499 miles	—	—
1,500 to 1,999 miles	—	—
2,000 miles or more	5.1	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Hawaii - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Hawaii</b>	<b>\$ 11,439.9 - 15,520.1 (millions)</b>	<b>17,937.9 - 29,380.1 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.1 - 0.2</b>	<b>0.2 - 0.3</b>

Leading Commodity Shipments Originating in Hawaii by Value		Leading Commodity Shipments Originating in Hawaii by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Gasoline and aviation turbine fuel (17)	8.6 - 19.6	Gasoline and aviation turbine fuel (17)	18.8 - 34.4
Mixed freight (43)	6.8 - 20.6	Fuel oils (18)	17.9 - 30.1
Fuel oils (18)	5.3 - 12.5	Gravel and crushed stone (12)	11.6 - 22.8
Other prepared foodstuffs and fats and oils (07)	4.8 - 11.4	Nonmetallic mineral products (31)	6.2 - 15.2
Pharmaceutical products (21)	2.4 - 9.0	Other prepared foodstuffs and fats and oils (07)	1.9 - 6.9
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Hawaii Leading States by Value and Weight				Inbound Shipments to the State of Hawaii Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Hawaii	93.2 - 96.6	Hawaii	91.5 - 98.1	Hawaii	55.1 - 67.1	Hawaii	86.2 - 93.4
California	1.5 - 3.5			California	10.8 - 20.4	Washington	0.3 - 2.9
Washington	0.1 - 0.7			Missouri	0.9 - 2.9	Missouri	(NA)
Florida	(NA)			Oregon	0.5 - 2.9		
New Jersey	(NA)			Washington	0.7 - 2.3		
Texas	(NA)			Texas	0.1 - 2.1		
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Hawaii		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	49.5 - 61.5	38.7 - 58.5
Air (including truck and air)	1.5 - 3.9	(NA)
Rail	(NA)	(NA)
Water (Great Lakes, deep draft and shallow draft)	(NA)	0.5 - 4.1
Pipeline*	7.1 - 14.3	21.3 - 37.1
Multiple modes**	10.8 - 20.8	12.0 - 24.0
Parcel, U.S. Postal Service, or courier service	2.5 - 10.1	(NA)
Other and unknown mode	2.0 - 6.4	0.0 - 3.6
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Hawaii		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	67.5 - 78.7	77.1 - 86.7
50 to 99 miles	5.9 - 9.5	1.4 - 5.8
100 to 249 miles	9.9 - 18.1	4.2 - 6.6
250 to 499 miles	(NA)	2.0 - 6.0
500 to 749 miles	(NA)	(NA)
750 to 999 miles	(NA)	(NA)
1,000 to 1,499 miles	(NA)	(NA)
1,500 to 1,999 miles	(NA)	(NA)
2,000 miles or more	3.4 - 6.8	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Idaho - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Idaho</b>	<b>\$ 28,471 (millions)</b>	<b>34,971 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.3</b>	<b>0.3</b>

Leading Commodity Shipments Originating in Idaho by Value		Leading Commodity Shipments Originating in Idaho by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	25.3	Other prepared foodstuffs and fats and oils (07)	14.0
Other prepared foodstuffs and fats and oils (07)	12.5	Other agricultural products (03)	13.4
Other agricultural products (03)	8.3	Wood products (26)	13.0
Wood products (26)	6.6	Cereal grains (02)	8.2
Mixed freight (43)	4.6	Gasoline and aviation turbine fuel (17)	7.1
Other commodities	42.7	Other commodities	44.3
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Idaho Leading States by Value and Weight				Inbound Shipments to the State of Idaho Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Idaho	33.0	Idaho	46.6	Idaho	33.7	Idaho	48.3
California	16.3	Oregon	9.1	Washington	13.0	Utah	17.9
Washington	6.0	Washington	5.4	Utah	9.1	Washington	8.7
Utah	4.2	California	5.2	California	7.9	Oregon	6.0
Oregon	4.0	Utah	4.3	Oregon	7.7	Wyoming	5.3
Texas	3.8	Texas	2.6	Colorado	2.0	California	4.0
Other states	32.7	Other states	26.8	Other states	26.6	Other states	9.8
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Idaho		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	67.1	76.3
Air (including truck and air)	15.3	—
Rail	7.8	16.9
Water (Great Lakes, deep draft and shallow draft)	S	S
Pipeline*	S	S
Multiple modes**	6.6	0.7
Parcel, U.S. Postal Service, or courier service	6.0	0.1
Other and unknown mode	2.8	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Idaho		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	26.4	36.7
50 to 99 miles	3.4	6.7
100 to 249 miles	9.2	11.6
250 to 499 miles	12.1	14.0
500 to 749 miles	19.6	9.7
750 to 999 miles	2.1	2.4
1,000 to 1,499 miles	11.7	9.3
1,500 to 1,999 miles	8.5	6.9
2,000 miles or more	6.9	2.7
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Idaho - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Idaho</b>	<b>\$ 23,834.4 - 33,107.6 (millions)</b>	<b>28,873.1 - 41,068.9 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.3 - 0.4</b>	<b>0.2 - 0.4</b>

Leading Commodity Shipments Originating in Idaho by Value		Leading Commodity Shipments Originating in Idaho by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	16.4 - 34.2	Other prepared foodstuffs and fats and oils (07)	7.2 - 20.8
Other prepared foodstuffs and fats and oils (07)	7.7 - 17.3	Other agricultural products (03)	6.1 - 20.7
Other agricultural products (03)	4.2 - 12.4	Wood products (26)	8.0 - 18.0
Wood products (26)	4.1 - 9.1	Cereal grains (02)	4.4 - 12.0
Mixed freight (43)	2.9 - 6.3	Gasoline and aviation turbine fuel (17)	4.6 - 9.6
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Idaho Leading States by Value and Weight				Inbound Shipments to the State of Idaho Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Idaho	29.5 - 36.5	Idaho	38.5 - 54.7	Idaho	29.6 - 37.8	Idaho	39.9 - 56.7
California	9.8 - 22.8	Oregon	5.1 - 13.1	Washington	10.4 - 15.6	Utah	10.5 - 25.3
Washington	4.3 - 7.7	Washington	3.7 - 7.1	Utah	6.3 - 11.9	Washington	5.1 - 12.3
Utah	3.0 - 5.4	California	3.7 - 6.7	California	6.4 - 9.4	Oregon	4.8 - 7.2
Oregon	2.8 - 5.2	Utah	3.0 - 5.6	Oregon	6.2 - 9.2	Wyoming	2.2 - 8.4
Texas	2.3 - 5.3	Texas	1.3 - 3.9	Colorado	0.7 - 3.3	California	1.2 - 6.8
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Idaho		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	61.3 - 72.9	70.0 - 82.6
Air (including truck and air)	8.0 - 22.6	(NA)
Rail	5.5 - 10.1	11.6 - 22.2
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	3.8 - 9.4	0.2 - 1.2
Parcel, U.S. Postal Service, or courier service	3.2 - 8.8	(NA)
Other and unknown mode	1.1 - 4.5	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Idaho		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	22.8 - 30.0	28.8 - 44.6
50 to 99 miles	1.7 - 5.1	4.5 - 8.9
100 to 249 miles	7.4 - 11.0	8.8 - 14.4
250 to 499 miles	9.9 - 14.3	10.0 - 18.0
500 to 749 miles	13.3 - 25.9	7.2 - 12.2
750 to 999 miles	1.1 - 3.1	1.2 - 3.6
1,000 to 1,499 miles	9.2 - 14.2	7.3 - 11.3
1,500 to 1,999 miles	5.0 - 12.0	3.8 - 10.0
2,000 miles or more	4.1 - 9.7	0.9 - 4.5
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Illinois - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Illinois</b>	<b>\$ 442,130 (millions)</b>	<b>718,351 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>5.3</b>	<b>6.2</b>

Leading Commodity Shipments Originating in Illinois by Value		Leading Commodity Shipments Originating in Illinois by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	16.3	Gasoline and aviation turbine fuel (17)	9.7
Electronic and other electrical equipment and components and office equipment (35)	10.9	Nonmetallic mineral products (31)	7.6
Motorized and other vehicles, including parts (36)	7.0	Cereal grains (02)	7.4
Machinery (34)	6.4	Coal (15)	4.5
Pharmaceutical products (21)	5.6	Base metal in primary or semifinished forms and in finished basic shapes (32)	4.4
Other commodities	53.8	Other commodities	66.4
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Illinois Leading States by Value and Weight				Inbound Shipments to the State of Illinois Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Illinois	37.3	Illinois	62.3	Illinois	39.6	Illinois	66.5
Indiana	5.9	Indiana	7.2	Wisconsin	5.5	Wyoming	4.8
Michigan	5.0	Louisiana	6.1	Indiana	5.3	Wisconsin	4.0
Wisconsin	4.3	Wisconsin	3.4	California	4.9	Indiana	3.6
Ohio	4.2	Kentucky	2.8	Michigan	4.0	Missouri	2.5
California	4.1	Missouri	2.4	Ohio	3.7	Iowa	2.1
Other states	39.2	Other states	15.8	Other states	37.0	Other states	16.5
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Illinois		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	74.2	69.3
Air (including truck and air)	0.8	—
Rail	3.4	12.3
Water (Great Lakes, deep draft and shallow draft)	1.1	7.9
Pipeline*	2.2	6.3
Multiple modes**	15.5	2.8
Parcel, U.S. Postal Service, or courier service	13.4	0.3
Other and unknown mode	2.8	1.4
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Illinois		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	31.1	58.7
50 to 99 miles	7.6	8.5
100 to 249 miles	14.8	11.5
250 to 499 miles	16.7	7.7
500 to 749 miles	13.2	5.9
750 to 999 miles	8.3	6.0
1,000 to 1,499 miles	2.9	0.7
1,500 to 1,999 miles	5.2	1.0
2,000 miles or more	—	—
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.



**Illinois - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Illinois</b>	<b>\$ 417,401.7 - 466,858.3 (millions)</b>	<b>594,273.8 - 842,428.2 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>5.0 - 5.5</b>	<b>5.1 - 7.2</b>

Leading Commodity Shipments Originating in Illinois by Value		Leading Commodity Shipments Originating in Illinois by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	11.5 - 21.1	Gasoline and aviation turbine fuel (17)	7.1 - 12.3
Electronic and other electrical equipment and components and office equipment (35)	7.3 - 14.5	Nonmetallic mineral products (31)	4.0 - 11.2
Motorized and other vehicles, including parts (36)	5.5 - 8.5	Cereal grains (02)	4.9 - 9.9
Machinery (34)	5.2 - 7.6	Coal (15)	2.5 - 6.5
Pharmaceutical products (21)	2.0 - 9.2	Base metal in primary or semifinished forms and in finished basic shapes (32)	2.2 - 6.6
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Illinois Leading States by Value and Weight				Inbound Shipments to the State of Illinois Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Illinois	33.7 - 40.9	Illinois	55.0 - 69.6	Illinois	36.8 - 42.4	Illinois	62.0 - 71.0
Indiana	4.9 - 6.9	Indiana	2.9 - 11.5	Wisconsin	4.8 - 6.2	Wyoming	2.3 - 7.3
Michigan	4.5 - 5.5	Louisiana	4.4 - 7.8	Indiana	4.5 - 6.1	Wisconsin	2.8 - 5.2
Wisconsin	3.5 - 5.1	Wisconsin	2.1 - 4.7	California	3.2 - 6.6	Indiana	2.1 - 5.1
Ohio	3.2 - 5.2	Kentucky	0.0 - 5.6	Michigan	3.2 - 4.8	Missouri	1.8 - 3.2
California	3.4 - 4.8	Missouri	1.7 - 3.1	Ohio	3.4 - 4.0	Iowa	1.4 - 2.8
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Illinois		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	70.6 - 77.8	61.5 - 77.1
Air (including truck and air)	0.5 - 1.1	(NA)
Rail	2.4 - 4.4	7.8 - 16.8
Water (Great Lakes, deep draft and shallow draft)	0.9 - 1.3	3.6 - 12.2
Pipeline*	1.5 - 2.9	3.7 - 8.9
Multiple modes**	12.2 - 18.8	1.5 - 4.1
Parcel, U.S. Postal Service, or courier service	10.6 - 16.2	0.1 - 0.5
Other and unknown mode	2.1 - 3.5	0.7 - 2.1
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Illinois		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	28.5 - 33.7	51.8 - 65.6
50 to 99 miles	6.3 - 8.9	6.0 - 11.0
100 to 249 miles	13.5 - 16.1	8.9 - 14.1
250 to 499 miles	15.4 - 18.0	5.7 - 9.7
500 to 749 miles	11.4 - 15.0	4.7 - 7.1
750 to 999 miles	7.5 - 9.1	3.5 - 8.5
1,000 to 1,499 miles	2.4 - 3.4	0.4 - 1.0
1,500 to 1,999 miles	4.2 - 6.2	0.7 - 1.3
2,000 miles or more	(NA)	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Indiana - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Indiana</b>	<b>\$ 291,458 (millions)</b>	<b>397,829 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>3.5</b>	<b>3.4</b>

Leading Commodity Shipments Originating in Indiana by Value		Leading Commodity Shipments Originating in Indiana by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Motorized and other vehicles, including parts (36)	19.4	Gravel and crushed stone (12)	18.3
Machinery (34)	10.3	Base metal in primary or semifinished forms and in finished basic shapes (32)	10.7
Mixed freight (43)	10.1	Nonmetallic mineral products (31)	8.0
Base metal in primary or semifinished forms and in finished basic shapes (32)	8.0	Gasoline and aviation turbine fuel (17)	7.7
Electronic and other electrical equipment and components and office equipment (35)	7.9	Coal and petroleum products, n.e.c. (19)	7.7
Other commodities	44.3	Other commodities	47.6
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Indiana Leading States by Value and Weight				Inbound Shipments to the State of Indiana Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Indiana	28.4	Indiana	63.4	Indiana	34.0	Indiana	58.8
Michigan	8.4	Illinois	6.1	Ohio	11.2	Illinois	12.1
Ohio	7.7	Ohio	4.0	Illinois	10.6	Ohio	5.2
Illinois	7.5	Michigan	3.6	Michigan	6.8	Minnesota	4.3
Kentucky	5.8	Kentucky	3.1	California	4.1	Wyoming	3.4
Texas	4.7	Tennessee	1.8	Kentucky	4.0	West Virginia	2.7
Other states	37.5	Other states	18.0	Other states	29.3	Other states	13.5
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Indiana		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	77.4	73.3
Air (including truck and air)	S	S
Rail	4.0	14.6
Water (Great Lakes, deep draft and shallow draft)	0.4	3.8
Pipeline*	S	S
Multiple modes**	11.1	1.6
Parcel, U.S. Postal Service, or courier service	8.6	0.2
Other and unknown mode	5.1	2.3
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Indiana		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	24.4	58.3
50 to 99 miles	8.5	6.9
100 to 249 miles	24.0	14.6
250 to 499 miles	16.1	11.0
500 to 749 miles	12.4	5.5
750 to 999 miles	6.6	1.9
1,000 to 1,499 miles	3.1	0.5
1,500 to 1,999 miles	5.0	1.2
2,000 miles or more	—	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

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**Indiana - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Indiana</b>	<b>\$ 267,965.0 - 314,951.0 (millions)</b>	<b>319,952.0 - 475,706.0 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>3.2 - 3.8</b>	<b>2.7 - 4.1</b>

Leading Commodity Shipments Originating in Indiana by Value		Leading Commodity Shipments Originating in Indiana by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Motorized and other vehicles, including parts (36)	15.1 - 23.7	Gravel and crushed stone (12)	12.3 - 24.3
Machinery (34)	7.2 - 13.4	Base metal in primary or semifinished forms and in finished basic shapes (32)	7.9 - 13.5
Mixed freight (43)	6.8 - 13.4	Nonmetallic mineral products (31)	2.9 - 13.1
Base metal in primary or semifinished forms and in finished basic shapes (32)	6.7 - 9.3	Gasoline and aviation turbine fuel (17)	4.4 - 11.0
Electronic and other electrical equipment and components and office equipment (35)	4.4 - 11.4	Coal and petroleum products, n.e.c. (19)	3.4 - 12.0
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Indiana Leading States by Value and Weight				Inbound Shipments to the State of Indiana Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Indiana	24.4 - 32.4	Indiana	55.8 - 71.0	Indiana	31.0 - 37.0	Indiana	50.4 - 67.2
Michigan	7.4 - 9.4	Illinois	4.4 - 7.8	Ohio	8.2 - 14.2	Illinois	5.0 - 19.2
Ohio	6.5 - 8.9	Ohio	3.3 - 4.7	Illinois	8.8 - 12.4	Ohio	3.5 - 6.9
Illinois	6.3 - 8.7	Michigan	2.9 - 4.3	Michigan	5.3 - 8.3	Minnesota	2.1 - 6.5
Kentucky	3.6 - 8.0	Kentucky	2.1 - 4.1	California	1.9 - 6.3	Wyoming	1.2 - 5.6
Texas	3.4 - 6.0	Tennessee	1.3 - 2.3	Kentucky	3.3 - 4.7	West Virginia	-0.1 - 5.5
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Indiana		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	74.1 - 80.7	68.0 - 78.6
Air (including truck and air)	(NA)	(NA)
Rail	3.2 - 4.8	9.5 - 19.7
Water (Great Lakes, deep draft and shallow draft)	0.1 - 0.7	1.5 - 6.1
Pipeline*	(NA)	(NA)
Multiple modes**	8.8 - 13.4	0.6 - 2.6
Parcel, U.S. Postal Service, or courier service	7.1 - 10.1	(NA)
Other and unknown mode	2.5 - 7.7	1.3 - 3.3
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Indiana		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	20.3 - 28.5	50.2 - 66.4
50 to 99 miles	7.2 - 9.8	5.4 - 8.4
100 to 249 miles	21.7 - 26.3	11.3 - 17.9
250 to 499 miles	13.9 - 18.3	7.0 - 15.0
500 to 749 miles	10.9 - 13.9	4.0 - 7.0
750 to 999 miles	5.3 - 7.9	1.2 - 2.6
1,000 to 1,499 miles	1.9 - 4.3	(NA)
1,500 to 1,999 miles	3.8 - 6.2	0.7 - 1.7
2,000 miles or more	(NA)	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

Iowa - 2002 Commodity Flow Survey State Summary

Summary	Value	Weight
Total shipments originating in Iowa	\$ 115,396 (millions)	232,544 (thousand tons)
Percent of total U.S. shipments	1.4	2.0

Leading Commodity Shipments Originating in Iowa by Value		Leading Commodity Shipments Originating in Iowa by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Machinery (34)	12.3	Cereal grains (02)	22.6
Motorized and other vehicles, including parts (36)	10.1	Gravel and crushed stone (12)	20.7
Other prepared foodstuffs and fats and oils (07)	9.0	Other prepared foodstuffs and fats and oils (07)	10.2
Meat, fish, seafood, and their preparations (05)	7.3	Animal feed and products of animal origin, n.e.c. (04)	7.9
Mixed freight (43)	7.3	Other agricultural products (03)	6.2
Other commodities	54.0	Other commodities	32.4
Total	100.0	Total	100.0

Outbound Shipments from the State of Iowa Leading States by Value and Weight				Inbound Shipments to the State of Iowa Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Iowa	25.5	Iowa	51.5	Iowa	33.2	Iowa	62.9
Illinois	9.2	Illinois	6.2	Illinois	7.2	Wyoming	7.9
California	5.6	Louisiana	5.4	Nebraska	6.1	Illinois	4.7
Texas	4.8	Minnesota	3.2	Minnesota	5.3	Minnesota	3.7
Minnesota	4.0	Nebraska	3.2	Missouri	4.8	Missouri	3.0
Wisconsin	3.8	Wisconsin	2.9	Wisconsin	4.7	South Dakota	2.4
Other states	47.1	Other states	27.6	Other states	38.7	Other states	15.4
Total	100.0	Total	100.0	Total	100.0	Total	100.0

Modes of Transportation for Shipments Originating in Iowa		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	80.5	70.4
Air (including truck and air)	S	S
Rail	7.4	19.6
Water (Great Lakes, deep draft and shallow draft)	1.0	3.7
Pipeline*	S	S
Multiple modes**	6.2	0.6
Parcel, U.S. Postal Service, or courier service	5.1	0.1
Other and unknown mode	2.5	S
Total	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Iowa		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	15.8	43.6
50 to 99 miles	7.9	10.6
100 to 249 miles	19.7	10.8
250 to 499 miles	16.8	7.6
500 to 749 miles	12.4	6.3
750 to 999 miles	13.9	8.1
1,000 to 1,499 miles	9.8	S
1,500 to 1,999 miles	3.7	0.7
2,000 miles or more	—	—
Total	100.0	100.0

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Iowa - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Iowa</b>	<b>\$ 104,196.2 - 126,595.8 (millions)</b>	<b>180,519.3 - 284,568.7 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.2 - 1.5</b>	<b>1.6 - 2.4</b>

Leading Commodity Shipments Originating in Iowa by Value		Leading Commodity Shipments Originating in Iowa by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Machinery (34)	8.5 - 16.1	Cereal grains (02)	12.8 - 32.4
Motorized and other vehicles, including parts (36)	6.8 - 13.4	Gravel and crushed stone (12)	11.9 - 29.5
Other prepared foodstuffs and fats and oils (07)	3.9 - 14.1	Other prepared foodstuffs and fats and oils (07)	3.4 - 17.0
Meat, fish, seafood, and their preparations (05)	3.5 - 11.1	Animal feed and products of animal origin, n.e.c. (04)	3.6 - 12.2
Mixed freight (43)	6.1 - 8.5	Other agricultural products (03)	2.6 - 9.8
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Iowa Leading States by Value and Weight				Inbound Shipments to the State of Iowa Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Iowa	22.2 - 28.8	Iowa	43.2 - 59.8	Iowa	29.9 - 36.5	Iowa	55.0 - 70.8
Illinois	7.9 - 10.5	Illinois	4.4 - 8.0	Illinois	6.0 - 8.4	Wyoming	3.4 - 12.4
California	3.4 - 7.8	Louisiana	2.4 - 8.4	Nebraska	4.9 - 7.3	Illinois	1.9 - 7.5
Texas	4.0 - 5.6	Minnesota	1.4 - 5.0	Minnesota	4.1 - 6.5	Minnesota	0.9 - 6.5
Minnesota	2.8 - 5.2	Nebraska	1.4 - 5.0	Missouri	3.6 - 6.0	Missouri	1.3 - 4.7
Wisconsin	3.1 - 4.5	Wisconsin	2.1 - 3.7	Wisconsin	3.7 - 5.7	South Dakota	1.7 - 3.1
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Iowa		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	76.0 - 85.0	62.8 - 78.0
Air (including truck and air)	(NA)	(NA)
Rail	4.8 - 10.0	11.2 - 28.0
Water (Great Lakes, deep draft and shallow draft)	0.7 - 1.3	2.2 - 5.2
Pipeline*	(NA)	(NA)
Multiple modes**	3.9 - 8.5	0.1 - 1.1
Parcel, U.S. Postal Service, or courier service	3.3 - 6.9	(NA)
Other and unknown mode	1.2 - 3.8	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Iowa		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	13.0 - 18.6	35.7 - 51.5
50 to 99 miles	6.9 - 8.9	7.1 - 14.1
100 to 249 miles	18.0 - 21.4	8.8 - 12.8
250 to 499 miles	14.6 - 19.0	4.3 - 10.9
500 to 749 miles	11.1 - 13.7	4.1 - 8.5
750 to 999 miles	12.6 - 15.2	4.5 - 11.7
1,000 to 1,499 miles	7.3 - 12.3	(NA)
1,500 to 1,999 miles	2.9 - 4.5	0.4 - 1.0
2,000 miles or more	(NA)	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Kansas - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Kansas</b>	<b>\$ 95,285 (millions)</b>	<b>192,854 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.1</b>	<b>1.7</b>

Leading Commodity Shipments Originating in Kansas by Value		Leading Commodity Shipments Originating in Kansas by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	10.1	Cereal grains (02)	31.1
Transportation equipment, n.e.c. (37)	9.8	Gravel and crushed stone (12)	11.5
Motorized and other vehicles, including parts (36)	8.7	Nonmetallic mineral products (31)	10.7
Meat, fish, seafood, and their preparations (05)	8.5	Gasoline and aviation turbine fuel (17)	4.2
Cereal grains (02)	6.2	Fuel oils (18)	4.0
Other commodities	56.7	Other commodities	38.5
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Kansas Leading States by Value and Weight				Inbound Shipments to the State of Kansas Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Kansas	27.2	Kansas	66.2	Kansas	29.7	Kansas	68.7
Missouri	10.0	Texas	7.2	Missouri	11.1	Wyoming	8.6
Texas	7.6	Missouri	5.8	Texas	6.4	Missouri	5.3
California	5.2	Oklahoma	4.4	Ohio	4.4	Texas	4.0
Illinois	4.6	Iowa	2.4	Illinois	3.1	Oklahoma	2.2
Ohio	3.7	Louisiana	2.2	Oklahoma	2.9	Nebraska	1.2
Other states	41.7	Other states	11.8	Other states	42.4	Other states	10.0
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Kansas		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	73.1	82.9
Air (including truck and air)	4.5	—
Rail	9.6	12.3
Water (Great Lakes, deep draft and shallow draft)	S	S
Pipeline*	S	S
Multiple modes**	6.7	S
Parcel, U.S. Postal Service, or courier service	6.3	0.1
Other and unknown mode	5.2	1.1
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Kansas		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	22.4	51.8
50 to 99 miles	6.6	12.1
100 to 249 miles	12.2	14.1
250 to 499 miles	13.6	8.9
500 to 749 miles	16.7	6.8
750 to 999 miles	10.1	3.2
1,000 to 1,499 miles	18.0	3.0
1,500 to 1,999 miles	0.4	S
2,000 miles or more	—	—
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Kansas - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Kansas</b>	<b>\$ 84,939.9 - 105,630.1 (millions)</b>	<b>141,143.1 - 244,564.9 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.0 - 1.2</b>	<b>1.2 - 2.1</b>

Leading Commodity Shipments Originating in Kansas by Value		Leading Commodity Shipments Originating in Kansas by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	5.8 - 14.4	Cereal grains (02)	24.6 - 37.6
Transportation equipment, n.e.c. (37)	6.5 - 13.1	Gravel and crushed stone (12)	7.0 - 16.0
Motorized and other vehicles, including parts (36)	5.9 - 11.5	Nonmetallic mineral products (31)	4.9 - 16.5
Meat, fish, seafood, and their preparations (05)	6.3 - 10.7	Gasoline and aviation turbine fuel (17)	1.7 - 6.7
Cereal grains (02)	3.7 - 8.7	Fuel oils (18)	1.8 - 6.2
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Kansas Leading States by Value and Weight				Inbound Shipments to the State of Kansas Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Kansas	23.6 - 30.8	Kansas	59.9 - 72.5	Kansas	27.4 - 32.0	Kansas	63.4 - 74.0
Missouri	7.8 - 12.2	Texas	3.6 - 10.8	Missouri	8.9 - 13.3	Wyoming	5.5 - 11.7
Texas	5.9 - 9.3	Missouri	4.1 - 7.5	Texas	4.2 - 8.6	Missouri	3.6 - 7.0
California	4.2 - 6.2	Oklahoma	2.7 - 6.1	Ohio	2.6 - 6.2	Texas	0.9 - 7.1
Illinois	3.3 - 5.9	Iowa	0.7 - 4.1	Illinois	2.3 - 3.9	Oklahoma	0.5 - 3.9
Ohio	2.0 - 5.4	Louisiana	0.5 - 3.9	Oklahoma	1.9 - 3.9	Nebraska	0.4 - 2.0
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Kansas		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	70.0 - 76.2	77.9 - 87.9
Air (including truck and air)	2.3 - 6.7	(NA)
Rail	6.5 - 12.7	7.5 - 17.1
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	5.0 - 8.4	(NA)
Parcel, U.S. Postal Service, or courier service	4.6 - 8.0	(NA)
Other and unknown mode	3.0 - 7.4	0.0 - 2.3
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Kansas		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	18.3 - 26.5	43.4 - 60.2
50 to 99 miles	5.1 - 8.1	6.8 - 17.4
100 to 249 miles	9.7 - 14.7	11.6 - 16.6
250 to 499 miles	11.3 - 15.9	5.9 - 11.9
500 to 749 miles	14.1 - 19.3	3.5 - 10.1
750 to 999 miles	8.3 - 11.9	1.7 - 4.7
1,000 to 1,499 miles	15.0 - 21.0	2.0 - 4.0
1,500 to 1,999 miles	0.2 - 0.6	(NA)
2,000 miles or more	(NA)	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Kentucky - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Kentucky</b>	<b>\$ 189,390 (millions)</b>	<b>336,341 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>2.3</b>	<b>2.9</b>

Leading Commodity Shipments Originating in Kentucky by Value		Leading Commodity Shipments Originating in Kentucky by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Motorized and other vehicles, including parts (36)	14.4	Coal (15)	44.0
Mixed freight (43)	7.4	Gravel and crushed stone (12)	14.2
Electronic and other electrical equipment and components and office equipment (35)	6.2	Coal and petroleum products, n.e.c. (19)	6.9
Textiles, leather, and articles of textiles or leather (30)	5.7	Nonmetallic mineral products (31)	4.0
Base metal in primary or semifinished forms and in finished basic shapes (32)	4.3	Fuel oils (18)	2.5
Other commodities	62.0	Other commodities	28.4
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Kentucky Leading States by Value and Weight				Inbound Shipments to the State of Kentucky Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Kentucky	22.0	Kentucky	42.4	Kentucky	26.1	Kentucky	53.5
Ohio	7.6	Ohio	9.3	Ohio	11.0	Ohio	7.8
Tennessee	5.9	Georgia	6.7	Indiana	10.6	Illinois	7.6
Michigan	5.8	North Carolina	6.2	Tennessee	6.4	West Virginia	5.1
Indiana	5.2	Tennessee	4.3	Michigan	4.8	Indiana	4.7
Texas	4.6	South Carolina	3.9	Illinois	4.7	Tennessee	4.5
Other states	48.9	Other states	27.2	Other states	36.4	Other states	16.8
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Kentucky		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	83.1	47.5
Air (including truck and air)	0.6	—
Rail	3.7	31.7
Water (Great Lakes, deep draft and shallow draft)	S	9.8
Pipeline*	0.1	0.2
Multiple modes**	9.5	0.9
Parcel, U.S. Postal Service, or courier service	9.0	0.1
Other and unknown mode	1.1	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Kentucky		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	16.8	37.9
50 to 99 miles	8.3	6.7
100 to 249 miles	18.0	23.6
250 to 499 miles	26.4	20.7
500 to 749 miles	18.1	8.0
750 to 999 miles	5.6	1.9
1,000 to 1,499 miles	1.8	0.4
1,500 to 1,999 miles	4.2	0.8
2,000 miles or more	0.7	—
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.



**Kentucky - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Kentucky</b>	<b>\$ 138,919.5 - 239,860.5 (millions)</b>	<b>284,332.6 - 388,349.4 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.7 - 2.8</b>	<b>2.4 - 3.4</b>

Leading Commodity Shipments Originating in Kentucky by Value		Leading Commodity Shipments Originating in Kentucky by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Motorized and other vehicles, including parts (36)	6.8 - 22.0	Coal (15)	33.7 - 54.3
Mixed freight (43)	3.6 - 11.2	Gravel and crushed stone (12)	8.6 - 19.8
Electronic and other electrical equipment and components and office equipment (35)	2.7 - 9.7	Coal and petroleum products, n.e.c. (19)	0.3 - 13.5
Textiles, leather, and articles of textiles or leather (30)	2.9 - 8.5	Nonmetallic mineral products (31)	1.2 - 6.8
Base metal in primary or semifinished forms and in finished basic shapes (32)	3.0 - 5.6	Fuel oils (18)	1.0 - 4.0
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Kentucky Leading States by Value and Weight				Inbound Shipments to the State of Kentucky Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Kentucky	16.9 - 27.1	Kentucky	32.1 - 52.7	Kentucky	22.1 - 30.1	Kentucky	47.2 - 59.8
Ohio	5.0 - 10.2	Ohio	4.0 - 14.6	Ohio	9.0 - 13.0	Ohio	3.0 - 12.6
Tennessee	4.9 - 6.9	Georgia	3.9 - 9.5	Indiana	8.0 - 13.2	Illinois	4.0 - 11.2
Michigan	4.0 - 7.6	North Carolina	4.4 - 8.0	Tennessee	4.9 - 7.9	West Virginia	2.8 - 7.4
Indiana	4.7 - 5.7	Tennessee	2.0 - 6.6	Michigan	4.0 - 5.6	Indiana	3.5 - 5.9
Texas	3.6 - 5.6	South Carolina	1.9 - 5.9	Illinois	3.7 - 5.7	Tennessee	2.2 - 6.8
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Kentucky		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	76.6 - 89.6	37.1 - 57.9
Air (including truck and air)	0.1 - 1.1	(NA)
Rail	2.4 - 5.0	22.3 - 41.1
Water (Great Lakes, deep draft and shallow draft)	(NA)	4.5 - 15.1
Pipeline*	(NA)	(NA)
Multiple modes**	4.4 - 14.6	0.2 - 1.6
Parcel, U.S. Postal Service, or courier service	3.9 - 14.1	(NA)
Other and unknown mode	0.6 - 1.6	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Kentucky		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	11.8 - 21.8	28.8 - 47.0
50 to 99 miles	6.6 - 10.0	4.5 - 8.9
100 to 249 miles	14.9 - 21.1	17.8 - 29.4
250 to 499 miles	23.3 - 29.5	15.1 - 26.3
500 to 749 miles	14.1 - 22.1	5.7 - 10.3
750 to 999 miles	4.1 - 7.1	0.7 - 3.1
1,000 to 1,499 miles	1.5 - 2.1	0.2 - 0.6
1,500 to 1,999 miles	3.0 - 5.4	0.5 - 1.1
2,000 miles or more	0.4 - 1.0	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Louisiana - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Louisiana</b>	<b>\$ 139,843 (millions)</b>	<b>495,703 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.7</b>	<b>4.2</b>

Leading Commodity Shipments Originating in Louisiana by Value		Leading Commodity Shipments Originating in Louisiana by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Gasoline and aviation turbine fuel (17)	15.8	Gasoline and aviation turbine fuel (17)	19.9
Basic chemicals (20)	13.4	Cereal grains (02)	18.6
Fuel oils (18)	8.3	Fuel oils (18)	12.4
Cereal grains (02)	6.1	Basic chemicals (20)	9.5
Plastics and rubber (24)	5.0	Coal and petroleum products, n.e.c. (19)	6.8
Other commodities	51.4	Other commodities	32.8
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Louisiana Leading States by Value and Weight				Inbound Shipments to the State of Louisiana Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Louisiana	54.5	Louisiana	69.6	Louisiana	47.8	Louisiana	61.5
Texas	9.0	Texas	6.6	Texas	11.3	Illinois	7.8
Florida	5.1	Florida	5.5	Illinois	4.5	Texas	4.2
Mississippi	3.6	Mississippi	3.0	Mississippi	3.8	Minnesota	3.9
Illinois	2.9	Illinois	1.7	Georgia	2.9	Iowa	2.2
Alabama	2.7	Kentucky	1.5	California	2.5	Missouri	2.1
Other states	22.2	Other states	12.1	Other states	27.2	Other states	18.3
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Louisiana		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	39.7	26.3
Air (including truck and air)	0.1	—
Rail	12.2	6.0
Water (Great Lakes, deep draft and shallow draft)	25.1	44.6
Pipeline*	16.2	19.8
Multiple modes**	4.0	0.8
Parcel, U.S. Postal Service, or courier service	3.4	—
Other and unknown mode	2.6	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Louisiana		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	43.1	61.5
50 to 99 miles	9.4	7.6
100 to 249 miles	11.8	6.8
250 to 499 miles	10.3	6.5
500 to 749 miles	10.7	8.7
750 to 999 miles	7.6	3.6
1,000 to 1,499 miles	5.1	S
1,500 to 1,999 miles	1.7	0.4
2,000 miles or more	0.3	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Louisiana - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Louisiana</b>	<b>\$ 130,871.4 - 148,814.6 (millions)</b>	<b>442,700.0 - 548,706.0 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.6 - 1.8</b>	<b>3.8 - 4.7</b>

Leading Commodity Shipments Originating in Louisiana by Value		Leading Commodity Shipments Originating in Louisiana by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Gasoline and aviation turbine fuel (17)	12.8 - 18.8	Gasoline and aviation turbine fuel (17)	15.4 - 24.4
Basic chemicals (20)	10.3 - 16.5	Cereal grains (02)	12.1 - 25.1
Fuel oils (18)	5.3 - 11.3	Fuel oils (18)	7.9 - 16.9
Cereal grains (02)	3.6 - 8.6	Basic chemicals (20)	7.2 - 11.8
Plastics and rubber (24)	3.8 - 6.2	Coal and petroleum products, n.e.c. (19)	4.8 - 8.8
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Louisiana Leading States by Value and Weight				Inbound Shipments to the State of Louisiana Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Louisiana	51.5 - 57.5	Louisiana	64.6 - 74.6	Louisiana	42.5 - 53.1	Louisiana	56.2 - 66.8
Texas	8.0 - 10.0	Texas	4.8 - 8.4	Texas	9.3 - 13.3	Illinois	6.5 - 9.1
Florida	3.4 - 6.8	Florida	3.3 - 7.7	Illinois	4.2 - 4.8	Texas	2.0 - 6.4
Mississippi	2.6 - 4.6	Mississippi	1.5 - 4.5	Mississippi	2.8 - 4.8	Minnesota	2.2 - 5.6
Illinois	1.9 - 3.9	Illinois	0.9 - 2.5	Georgia	0.6 - 5.2	Iowa	1.4 - 3.0
Alabama	1.4 - 4.0	Kentucky	0.5 - 2.5	California	1.3 - 3.7	Missouri	1.1 - 3.1
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Louisiana		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	37.1 - 42.3	20.3 - 32.3
Air (including truck and air)	(NA)	(NA)
Rail	9.4 - 15.0	4.7 - 7.3
Water (Great Lakes, deep draft and shallow draft)	21.3 - 28.9	36.3 - 52.9
Pipeline*	11.6 - 20.8	13.0 - 26.6
Multiple modes**	3.0 - 5.0	0.5 - 1.1
Parcel, U.S. Postal Service, or courier service	2.4 - 4.4	(NA)
Other and unknown mode	1.1 - 4.1	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Louisiana		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	40.0 - 46.2	57.0 - 66.0
50 to 99 miles	7.4 - 11.4	5.4 - 9.8
100 to 249 miles	8.8 - 14.8	5.3 - 8.3
250 to 499 miles	8.8 - 11.8	4.7 - 8.3
500 to 749 miles	8.5 - 12.9	6.7 - 10.7
750 to 999 miles	5.9 - 9.3	2.8 - 4.4
1,000 to 1,499 miles	4.3 - 5.9	(NA)
1,500 to 1,999 miles	1.2 - 2.2	0.2 - 0.6
2,000 miles or more	0.1 - 0.5	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Maine - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Maine</b>	<b>\$ 32,355 (millions)</b>	<b>32,121 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.4</b>	<b>0.3</b>

Leading Commodity Shipments Originating in Maine by Value		Leading Commodity Shipments Originating in Maine by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	23.3	Wood products (26)	15.6
Pulp, newsprint, paper, and paperboard (27)	10.0	Pulp, newsprint, paper, and paperboard (27)	13.3
Textiles, leather, and articles of textiles or leather (30)	8.9	Gasoline and aviation turbine fuel (17)	11.6
Machinery (34)	5.7	Fuel oils (18)	9.6
Miscellaneous manufactured products (40)	5.7	Mixed freight (43)	4.9
Other commodities	46.4	Other commodities	45.0
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Maine Leading States by Value and Weight				Inbound Shipments to the State of Maine Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Maine	32.2	Maine	55.2	Maine	35.6	Maine	68.3
Massachusetts	14.8	Massachusetts	7.5	Massachusetts	9.5	New Hampshire	5.6
New York	8.2	Pennsylvania	4.7	Pennsylvania	5.5	New York	5.0
New Hampshire	7.6	New Hampshire	4.7	New Hampshire	3.6	Massachusetts	3.1
Pennsylvania	4.7	New York	4.2	Ohio	3.3	Pennsylvania	1.5
Connecticut	3.3	Illinois	2.4	New Jersey	3.0	New Jersey	1.3
Other states	29.2	Other states	21.3	Other states	39.5	Other states	15.2
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Maine		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	78.2	83.0
Air (including truck and air)	1.7	—
Rail	6.7	11.6
Water (Great Lakes, deep draft and shallow draft)	S	S
Pipeline*	S	S
Multiple modes**	9.0	0.3
Parcel, U.S. Postal Service, or courier service	8.9	0.2
Other and unknown mode	4.1	2.5
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Maine		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	26.1	40.2
50 to 99 miles	15.9	14.7
100 to 249 miles	19.4	15.6
250 to 499 miles	12.8	11.7
500 to 749 miles	4.7	4.1
750 to 999 miles	8.2	6.4
1,000 to 1,499 miles	7.3	4.9
1,500 to 1,999 miles	2.2	S
2,000 miles or more	3.4	1.3
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Maine - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Maine</b>	<b>\$ 29,268.0 - 35,442.0 (millions)</b>	<b>24,723.5 - 39,518.5 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.3 - 0.4</b>	<b>0.2 - 0.3</b>

Leading Commodity Shipments Originating in Maine by Value		Leading Commodity Shipments Originating in Maine by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	16.4 - 30.2	Wood products (26)	7.7 - 23.5
Pulp, newsprint, paper, and paperboard (27)	7.2 - 12.8	Pulp, newsprint, paper, and paperboard (27)	9.3 - 17.3
Textiles, leather, and articles of textiles or leather (30)	4.4 - 13.4	Gasoline and aviation turbine fuel (17)	7.6 - 15.6
Machinery (34)	4.0 - 7.4	Fuel oils (18)	5.5 - 13.7
Miscellaneous manufactured products (40)	3.5 - 7.9	Mixed freight (43)	2.7 - 7.1
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Maine Leading States by Value and Weight				Inbound Shipments to the State of Maine Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Maine	28.1 - 36.3	Maine	49.4 - 61.0	Maine	30.3 - 40.9	Maine	60.4 - 76.2
Massachusetts	10.0 - 19.6	Massachusetts	6.0 - 9.0	Massachusetts	7.8 - 11.2	New Hampshire	2.1 - 9.1
New York	4.2 - 12.2	Pennsylvania	3.5 - 5.9	Pennsylvania	3.8 - 7.2	New York	2.5 - 7.5
New Hampshire	5.3 - 9.9	New Hampshire	3.2 - 6.2	New Hampshire	2.3 - 4.9	Massachusetts	2.1 - 4.1
Pennsylvania	3.4 - 6.0	New York	3.0 - 5.4	Ohio	2.0 - 4.6	Pennsylvania	1.0 - 2.0
Connecticut	2.1 - 4.5	Illinois	1.2 - 3.6	New Jersey	1.3 - 4.7	New Jersey	0.6 - 2.0
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Maine		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	74.7 - 81.7	78.4 - 87.6
Air (including truck and air)	1.0 - 2.4	(NA)
Rail	4.7 - 8.7	7.1 - 16.1
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	5.7 - 12.3	0.1 - 0.5
Parcel, U.S. Postal Service, or courier service	5.6 - 12.2	(NA)
Other and unknown mode	2.3 - 5.9	1.2 - 3.8
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Maine		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	21.8 - 30.4	34.6 - 45.8
50 to 99 miles	11.8 - 20.0	10.4 - 19.0
100 to 249 miles	15.9 - 22.9	13.3 - 17.9
250 to 499 miles	8.8 - 16.8	9.1 - 14.3
500 to 749 miles	3.7 - 5.7	2.6 - 5.6
750 to 999 miles	4.9 - 11.5	4.1 - 8.7
1,000 to 1,499 miles	4.8 - 9.8	3.6 - 6.2
1,500 to 1,999 miles	1.0 - 3.4	(NA)
2,000 miles or more	2.6 - 4.2	0.6 - 2.0
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Maryland - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Maryland</b>	<b>\$ 121,356 (millions)</b>	<b>165,399 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.4</b>	<b>1.4</b>

Leading Commodity Shipments Originating in Maryland by Value		Leading Commodity Shipments Originating in Maryland by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	9.9	Nonmetallic mineral products (31)	7.2
Mixed freight (43)	8.7	Other prepared foodstuffs and fats and oils (07)	3.9
Other prepared foodstuffs and fats and oils (07)	5.3	Base metal in primary or semifinished forms and in finished basic shapes (32)	3.2
Miscellaneous manufactured products (40)	4.9	Chemical products and preparations, n.e.c. (23)	2.7
Motorized and other vehicles, including parts (36)	3.8	Gasoline and aviation turbine fuel (17)	1.0
Other commodities	67.4	Other commodities	82.0
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Maryland Leading States by Value and Weight				Inbound Shipments to the State of Maryland Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Maryland	38.1	Maryland	66.8	Maryland	30.5	Maryland	58.6
Virginia	13.5	Virginia	10.2	Tennessee	9.0	West Virginia	13.4
Pennsylvania	10.5	Pennsylvania	6.0	Pennsylvania	8.4	Pennsylvania	9.2
New Jersey	6.1	Delaware	3.1	Virginia	6.7	Virginia	5.0
New York	4.3	District of Columbia	2.0	New Jersey	6.5	New Jersey	1.7
District of Columbia	2.7	New Jersey	1.5	California	3.8	Ohio	1.3
Other states	24.8	Other states	10.4	Other states	35.1	Other states	10.8
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Maryland		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	85.7	94.9
Air (including truck and air)	0.9	—
Rail	1.3	2.7
Water (Great Lakes, deep draft and shallow draft)	S	S
Pipeline*	—	—
Multiple modes**	8.6	0.3
Parcel, U.S. Postal Service, or courier service	8.2	0.2
Other and unknown mode	3.5	0.8
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Maryland		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	47.2	77.0
50 to 99 miles	11.3	8.0
100 to 249 miles	18.1	8.2
250 to 499 miles	9.4	3.6
500 to 749 miles	5.0	1.9
750 to 999 miles	3.3	0.6
1,000 to 1,499 miles	2.2	0.3
1,500 to 1,999 miles	0.9	—
2,000 miles or more	2.6	0.4
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Maryland - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Maryland</b>	<b>\$ 94,605.5 - 148,106.5 (millions)</b>	<b>96,562.4 - 234,235.6 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.1 - 1.8</b>	<b>0.8 - 2.0</b>

Leading Commodity Shipments Originating in Maryland by Value		Leading Commodity Shipments Originating in Maryland by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	3.6 - 16.2	Nonmetallic mineral products (31)	0.0 - 14.6
Mixed freight (43)	2.2 - 15.2	Other prepared foodstuffs and fats and oils (07)	2.7 - 5.1
Other prepared foodstuffs and fats and oils (07)	3.6 - 7.0	Base metal in primary or semifinished forms and in finished basic shapes (32)	0.4 - 6.0
Miscellaneous manufactured products (40)	2.7 - 7.1	Chemical products and preparations, n.e.c. (23)	0.1 - 5.3
Motorized and other vehicles, including parts (36)	2.8 - 4.8	Gasoline and aviation turbine fuel (17)	0.0 - 2.0
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Maryland Leading States by Value and Weight				Inbound Shipments to the State of Maryland Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Maryland	33.1 - 43.1	Maryland	55.7 - 77.9	Maryland	23.9 - 37.1	Maryland	48.7 - 68.5
Virginia	10.0 - 17.0	Virginia	5.1 - 15.3	Tennessee	3.9 - 14.1	West Virginia	7.4 - 19.4
Pennsylvania	6.2 - 14.8	Pennsylvania	4.0 - 8.0	Pennsylvania	6.4 - 10.4	Pennsylvania	4.6 - 13.8
New Jersey	4.6 - 7.6	Delaware	1.3 - 4.9	Virginia	4.1 - 9.3	Virginia	2.5 - 7.5
New York	3.0 - 5.6	District of Columbia	0.3 - 3.7	New Jersey	4.5 - 8.5	New Jersey	0.7 - 2.7
District of Columbia	1.7 - 3.7	New Jersey	0.8 - 2.2	California	2.5 - 5.1	Ohio	0.8 - 1.8
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Maryland		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	83.2 - 88.2	91.6 - 98.2
Air (including truck and air)	0.1 - 1.7	(NA)
Rail	0.6 - 2.0	0.1 - 5.3
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	6.3 - 10.9	(NA)
Parcel, U.S. Postal Service, or courier service	5.9 - 10.5	(NA)
Other and unknown mode	2.3 - 4.7	0.1 - 1.5
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Maryland		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	39.6 - 54.8	69.6 - 84.4
50 to 99 miles	7.2 - 15.4	4.9 - 11.1
100 to 249 miles	15.8 - 20.4	5.4 - 11.0
250 to 499 miles	6.6 - 12.2	1.6 - 5.6
500 to 749 miles	3.0 - 7.0	0.6 - 3.2
750 to 999 miles	2.0 - 4.6	0.3 - 0.9
1,000 to 1,499 miles	1.2 - 3.2	0.1 - 0.5
1,500 to 1,999 miles	0.6 - 1.2	(NA)
2,000 miles or more	1.6 - 3.6	0.1 - 0.7
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Massachusetts - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Massachusetts</b>	<b>\$ 200,813 (millions)</b>	<b>75,123 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>2.4</b>	<b>0.6</b>

Leading Commodity Shipments Originating in Massachusetts by Value		Leading Commodity Shipments Originating in Massachusetts by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Textiles, leather, and articles of textiles or leather (30)	10.9	Gravel and crushed stone (12)	19.6
Mixed freight (43)	9.7	Mixed freight (43)	8.8
Precision instruments and apparatus (38)	7.1	Gasoline and aviation turbine fuel (17)	7.5
Miscellaneous manufactured products (40)	5.6	Natural sands (11)	4.5
Pharmaceutical products (21)	5.4	Nonmetallic mineral products (31)	4.0
Other commodities	61.3	Other commodities	55.6
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Massachusetts Leading States by Value and Weight				Inbound Shipments to the State of Massachusetts Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Massachusetts	29.0	Massachusetts	69.2	Massachusetts	36.4	Massachusetts	56.1
New York	7.8	Connecticut	4.7	New York	5.7	Rhode Island	6.7
New Jersey	4.7	New Hampshire	3.7	Pennsylvania	5.3	New Hampshire	4.9
Connecticut	4.7	New York	3.4	California	4.8	New York	4.5
California	3.8	Rhode Island	2.7	Connecticut	4.6	New Jersey	3.6
Pennsylvania	3.5	New Jersey	2.0	New Jersey	4.4	Connecticut	3.2
Other states	46.5	Other states	14.3	Other states	38.8	Other states	21.0
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Massachusetts		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	72.4	94.1
Air (including truck and air)	S	—
Rail	S	S
Water (Great Lakes, deep draft and shallow draft)	S	S
Pipeline*	—	—
Multiple modes**	20.0	1.4
Parcel, U.S. Postal Service, or courier service	19.8	1.2
Other and unknown mode	3.1	2.2
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Massachusetts		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	27.8	72.0
50 to 99 miles	8.7	7.5
100 to 249 miles	17.3	8.1
250 to 499 miles	7.0	2.9
500 to 749 miles	5.7	1.8
750 to 999 miles	7.5	2.1
1,000 to 1,499 miles	5.6	S
1,500 to 1,999 miles	S	1.0
2,000 miles or more	S	1.1
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.



**Massachusetts - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Massachusetts</b>	<b>\$ 138,379.2 - 263,246.8 (millions)</b>	<b>60,911.6 - 89,334.4 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.7 - 3.1</b>	<b>0.5 - 0.8</b>

Leading Commodity Shipments Originating in Massachusetts by Value		Leading Commodity Shipments Originating in Massachusetts by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Textiles, leather, and articles of textiles or leather (30)	3.5 - 18.3	Gravel and crushed stone (12)	14.1 - 25.1
Mixed freight (43)	7.1 - 12.3	Mixed freight (43)	5.8 - 11.8
Precision instruments and apparatus (38)	4.8 - 9.4	Gasoline and aviation turbine fuel (17)	1.4 - 13.6
Miscellaneous manufactured products (40)	3.0 - 8.2	Natural sands (11)	2.2 - 6.8
Pharmaceutical products (21)	3.1 - 7.7	Nonmetallic mineral products (31)	0.9 - 7.1
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Massachusetts Leading States by Value and Weight				Inbound Shipments to the State of Massachusetts Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Massachusetts	22.9 - 35.1	Massachusetts	62.9 - 75.5	Massachusetts	33.3 - 39.5	Massachusetts	49.3 - 62.9
New York	5.8 - 9.8	Connecticut	3.4 - 6.0	New York	4.0 - 7.4	Rhode Island	4.2 - 9.2
New Jersey	3.5 - 5.9	New Hampshire	1.4 - 6.0	Pennsylvania	3.5 - 7.1	New Hampshire	3.4 - 6.4
Connecticut	3.0 - 6.4	New York	2.1 - 4.7	California	3.3 - 6.3	New York	3.0 - 6.0
California	3.0 - 4.6	Rhode Island	1.4 - 4.0	Connecticut	3.4 - 5.8	New Jersey	1.4 - 5.8
Pennsylvania	2.3 - 4.7	New Jersey	0.8 - 3.2	New Jersey	2.9 - 5.9	Connecticut	2.2 - 4.2
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Massachusetts		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	66.6 - 78.2	91.9 - 96.3
Air (including truck and air)	(NA)	(NA)
Rail	(NA)	(NA)
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	15.0 - 25.0	0.7 - 2.1
Parcel, U.S. Postal Service, or courier service	14.8 - 24.8	0.5 - 1.9
Other and unknown mode	1.8 - 4.4	1.4 - 3.0
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Massachusetts		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	21.5 - 34.1	65.9 - 78.1
50 to 99 miles	6.5 - 10.9	5.5 - 9.5
100 to 249 miles	14.0 - 20.6	5.3 - 10.9
250 to 499 miles	6.0 - 8.0	1.7 - 4.1
500 to 749 miles	4.2 - 7.2	1.3 - 2.3
750 to 999 miles	6.2 - 8.8	1.4 - 2.8
1,000 to 1,499 miles	4.3 - 6.9	(NA)
1,500 to 1,999 miles	(NA)	0.7 - 1.3
2,000 miles or more	(NA)	0.9 - 1.3
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Michigan - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Michigan</b>	<b>\$ 388,571 (millions)</b>	<b>331,190 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>4.6</b>	<b>2.8</b>

Leading Commodity Shipments Originating in Michigan by Value		Leading Commodity Shipments Originating in Michigan by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Motorized and other vehicles, including parts (36)	35.4	Gravel and crushed stone (12)	13.8
Machinery (34)	9.6	Gasoline and aviation turbine fuel (17)	11.3
Mixed freight (43)	6.0	Natural sands (11)	7.0
Furniture, mattresses and mattress supports, lamps, lighting fittings, and... (39)	4.6	Other prepared foodstuffs and fats and oils (07)	6.7
Plastics and rubber (24)	4.2	Motorized and other vehicles, including parts (36)	6.5
Other commodities	40.2	Other commodities	54.7
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Michigan Leading States by Value and Weight				Inbound Shipments to the State of Michigan Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Michigan	48.8	Michigan	70.4	Michigan	46.6	Michigan	63.6
Ohio	6.4	Ohio	9.3	Ohio	11.1	Ohio	8.2
Illinois	4.3	Illinois	3.4	Indiana	6.0	Indiana	3.9
Indiana	4.2	Indiana	3.3	Illinois	5.4	Illinois	3.2
Missouri	3.2	Pennsylvania	1.4	Wisconsin	3.5	Kentucky	3.1
Texas	3.1	Wisconsin	1.3	Kentucky	2.7	Pennsylvania	2.2
Other states	30.0	Other states	10.9	Other states	24.7	Other states	15.8
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Michigan		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	78.1	74.1
Air (including truck and air)	0.8	—
Rail	4.3	6.8
Water (Great Lakes, deep draft and shallow draft)	0.1	8.4
Pipeline*	0.8	S
Multiple modes**	12.5	4.6
Parcel, U.S. Postal Service, or courier service	7.4	0.3
Other and unknown mode	3.4	2.2
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Michigan		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	35.9	51.3
50 to 99 miles	10.5	12.3
100 to 249 miles	15.3	16.7
250 to 499 miles	13.6	12.6
500 to 749 miles	12.9	4.1
750 to 999 miles	2.6	0.9
1,000 to 1,499 miles	5.0	1.3
1,500 to 1,999 miles	3.7	0.9
2,000 miles or more	0.5	—
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Michigan - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Michigan</b>	<b>\$ 354,054.2 - 423,087.8 (millions)</b>	<b>288,695.0 - 373,685.0 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>4.1 - 5.1</b>	<b>2.5 - 3.2</b>

Leading Commodity Shipments Originating in Michigan by Value		Leading Commodity Shipments Originating in Michigan by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Motorized and other vehicles, including parts (36)	32.3 - 38.5	Gravel and crushed stone (12)	10.8 - 16.8
Machinery (34)	7.6 - 11.6	Gasoline and aviation turbine fuel (17)	8.2 - 14.4
Mixed freight (43)	4.5 - 7.5	Natural sands (11)	3.5 - 10.5
Furniture, mattresses and mattress supports, lamps, lighting fittings, and... (39)	2.8 - 6.4	Other prepared foodstuffs and fats and oils (07)	2.4 - 11.0
Plastics and rubber (24)	2.9 - 5.5	Motorized and other vehicles, including parts (36)	5.5 - 7.5
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Michigan Leading States by Value and Weight				Inbound Shipments to the State of Michigan Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Michigan	43.7 - 53.9	Michigan	67.4 - 73.4	Michigan	43.0 - 50.2	Michigan	59.1 - 68.1
Ohio	5.7 - 7.1	Ohio	7.3 - 11.3	Ohio	8.6 - 13.6	Ohio	7.0 - 9.4
Illinois	3.5 - 5.1	Illinois	2.7 - 4.1	Indiana	5.2 - 6.8	Indiana	3.2 - 4.6
Indiana	3.4 - 5.0	Indiana	2.3 - 4.3	Illinois	4.6 - 6.2	Illinois	2.2 - 4.2
Missouri	2.2 - 4.2	Pennsylvania	1.1 - 1.7	Wisconsin	2.7 - 4.3	Kentucky	1.4 - 4.8
Texas	2.3 - 3.9	Wisconsin	0.5 - 2.1	Kentucky	1.9 - 3.5	Pennsylvania	0.9 - 3.5
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Michigan		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	74.1 - 82.1	69.0 - 79.2
Air (including truck and air)	0.5 - 1.1	(NA)
Rail	3.0 - 5.6	4.2 - 9.4
Water (Great Lakes, deep draft and shallow draft)	(NA)	4.3 - 12.5
Pipeline*	0.1 - 1.5	(NA)
Multiple modes**	9.5 - 15.5	2.9 - 6.3
Parcel, U.S. Postal Service, or courier service	5.9 - 8.9	(NA)
Other and unknown mode	1.4 - 5.4	0.4 - 4.0
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Michigan		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	31.4 - 40.4	46.2 - 56.4
50 to 99 miles	8.5 - 12.5	9.8 - 14.8
100 to 249 miles	14.1 - 16.5	12.6 - 20.8
250 to 499 miles	11.9 - 15.3	10.0 - 15.2
500 to 749 miles	10.7 - 15.1	3.1 - 5.1
750 to 999 miles	2.3 - 2.9	0.7 - 1.1
1,000 to 1,499 miles	3.3 - 6.7	1.0 - 1.6
1,500 to 1,999 miles	3.0 - 4.4	0.7 - 1.1
2,000 miles or more	0.2 - 0.8	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Minnesota - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Minnesota</b>	<b>\$ 166,430 (millions)</b>	<b>336,237 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>2.0</b>	<b>2.9</b>

Leading Commodity Shipments Originating in Minnesota by Value		Leading Commodity Shipments Originating in Minnesota by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	9.8	Metallic ores and concentrates (14)	19.2
Other prepared foodstuffs and fats and oils (07)	8.6	Cereal grains (02)	8.3
Miscellaneous manufactured products (40)	7.5	Other prepared foodstuffs and fats and oils (07)	5.8
Mixed freight (43)	6.9	Gravel and crushed stone (12)	5.7
Pharmaceutical products (21)	6.1	Other agricultural products (03)	4.4
Other commodities	61.1	Other commodities	56.6
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Minnesota Leading States by Value and Weight				Inbound Shipments to the State of Minnesota Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Minnesota	41.5	Minnesota	56.8	Minnesota	42.9	Minnesota	69.5
Wisconsin	6.0	Louisiana	6.4	Illinois	6.9	Montana	4.6
Illinois	5.4	Ohio	6.0	Wisconsin	6.8	Wisconsin	3.7
California	4.7	Indiana	5.5	Ohio	3.9	North Dakota	3.5
Texas	3.4	Illinois	3.6	California	3.4	Wyoming	3.0
Iowa	2.8	Pennsylvania	3.1	Iowa	2.9	Iowa	2.7
Other states	36.2	Other states	18.6	Other states	33.2	Other states	13.0
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Minnesota		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	69.0	59.3
Air (including truck and air)	4.2	—
Rail	3.4	16.0
Water (Great Lakes, deep draft and shallow draft)	1.5	10.7
Pipeline*	S	S
Multiple modes**	18.6	11.6
Parcel, U.S. Postal Service, or courier service	17.5	0.2
Other and unknown mode	2.9	1.4
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Minnesota		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	30.0	49.3
50 to 99 miles	8.3	7.0
100 to 249 miles	10.5	6.0
250 to 499 miles	13.4	10.0
500 to 749 miles	9.1	10.6
750 to 999 miles	10.5	6.3
1,000 to 1,499 miles	14.5	9.8
1,500 to 1,999 miles	3.4	S
2,000 miles or more	S	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Minnesota - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Minnesota</b>	<b>\$ 149,729.6 - 183,130.4 (millions)</b>	<b>216,212.2 - 456,261.8 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.8 - 2.2</b>	<b>1.9 - 3.8</b>

Leading Commodity Shipments Originating in Minnesota by Value		Leading Commodity Shipments Originating in Minnesota by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	7.3 - 12.3	Metallic ores and concentrates (14)	14.4 - 24.0
Other prepared foodstuffs and fats and oils (07)	5.1 - 12.1	Cereal grains (02)	4.5 - 12.1
Miscellaneous manufactured products (40)	5.3 - 9.7	Other prepared foodstuffs and fats and oils (07)	2.2 - 9.4
Mixed freight (43)	5.2 - 8.6	Gravel and crushed stone (12)	3.4 - 8.0
Pharmaceutical products (21)	3.5 - 8.7	Other agricultural products (03)	0.9 - 7.9
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Minnesota Leading States by Value and Weight				Inbound Shipments to the State of Minnesota Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Minnesota	37.0 - 46.0	Minnesota	47.7 - 65.9	Minnesota	38.8 - 47.0	Minnesota	62.2 - 76.8
Wisconsin	4.5 - 7.5	Louisiana	3.3 - 9.5	Illinois	5.7 - 8.1	Montana	2.6 - 6.6
Illinois	4.4 - 6.4	Ohio	2.5 - 9.5	Wisconsin	5.3 - 8.3	Wisconsin	2.2 - 5.2
California	3.7 - 5.7	Indiana	2.4 - 8.6	Ohio	1.9 - 5.9	North Dakota	1.3 - 5.7
Texas	2.6 - 4.2	Illinois	1.4 - 5.8	California	2.7 - 4.1	Wyoming	1.3 - 4.7
Iowa	2.3 - 3.3	Pennsylvania	1.1 - 5.1	Iowa	1.7 - 4.1	Iowa	-0.1 - 5.5
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Minnesota		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	65.2 - 72.8	50.0 - 68.6
Air (including truck and air)	2.5 - 5.9	(NA)
Rail	2.2 - 4.6	12.4 - 19.6
Water (Great Lakes, deep draft and shallow draft)	1.0 - 2.0	6.1 - 15.3
Pipeline*	(NA)	(NA)
Multiple modes**	16.1 - 21.1	7.6 - 15.6
Parcel, U.S. Postal Service, or courier service	15.0 - 20.0	(NA)
Other and unknown mode	1.4 - 4.4	0.7 - 2.1
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Minnesota		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	24.7 - 35.3	39.9 - 58.7
50 to 99 miles	7.0 - 9.6	4.7 - 9.3
100 to 249 miles	9.2 - 11.8	4.0 - 8.0
250 to 499 miles	11.4 - 15.4	6.5 - 13.5
500 to 749 miles	8.1 - 10.1	6.6 - 14.6
750 to 999 miles	9.3 - 11.7	3.5 - 9.1
1,000 to 1,499 miles	13.3 - 15.7	6.3 - 13.3
1,500 to 1,999 miles	2.4 - 4.4	(NA)
2,000 miles or more	(NA)	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Mississippi - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Mississippi</b>	<b>\$ 94,897 (millions)</b>	<b>98,720 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.1</b>	<b>0.8</b>

Leading Commodity Shipments Originating in Mississippi by Value		Leading Commodity Shipments Originating in Mississippi by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Textiles, leather, and articles of textiles or leather (30)	17.0	Gasoline and aviation turbine fuel (17)	18.2
Mixed freight (43)	13.2	Wood products (26)	14.3
Gasoline and aviation turbine fuel (17)	4.6	Fuel oils (18)	8.0
Furniture, mattresses and mattress supports, lamps, lighting fittings, and... (39)	4.6	Basic chemicals (20)	6.8
Meat, fish, seafood, and their preparations (05)	4.5	Mixed freight (43)	4.3
Other commodities	56.1	Other commodities	48.4
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Mississippi Leading States by Value and Weight				Inbound Shipments to the State of Mississippi Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Mississippi	23.2	Mississippi	46.6	Mississippi	28.4	Mississippi	43.2
Texas	9.5	Alabama	7.5	Tennessee	9.0	Louisiana	13.8
Louisiana	6.4	Florida	7.1	Alabama	7.6	Alabama	8.9
Alabama	5.5	Louisiana	6.5	Louisiana	6.4	Tennessee	6.3
California	4.5	California	5.3	Arkansas	5.0	Arkansas	3.4
Florida	3.5	Texas	4.6	Texas	5.0	Colorado	3.1
Other states	47.4	Other states	22.4	Other states	38.6	Other states	21.3
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Mississippi		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	86.5	69.2
Air (including truck and air)	S	S
Rail	3.4	8.8
Water (Great Lakes, deep draft and shallow draft)	2.1	10.6
Pipeline*	1.9	9.0
Multiple modes**	3.7	0.7
Parcel, U.S. Postal Service, or courier service	2.9	—
Other and unknown mode	2.0	1.7
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Mississippi		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	19.5	30.0
50 to 99 miles	6.8	9.4
100 to 249 miles	19.1	26.6
250 to 499 miles	22.0	14.2
500 to 749 miles	12.9	9.7
750 to 999 miles	10.9	3.0
1,000 to 1,499 miles	3.3	1.4
1,500 to 1,999 miles	5.3	5.5
2,000 miles or more	0.2	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Mississippi - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Mississippi</b>	<b>\$ 74,135.0 - 115,659.0 (millions)</b>	<b>81,831.0 - 115,609.0 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.9 - 1.4</b>	<b>0.7 - 1.0</b>

Leading Commodity Shipments Originating in Mississippi by Value		Leading Commodity Shipments Originating in Mississippi by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Textiles, leather, and articles of textiles or leather (30)	7.9 - 26.1	Gasoline and aviation turbine fuel (17)	12.9 - 23.5
Mixed freight (43)	6.7 - 19.7	Wood products (26)	9.5 - 19.1
Gasoline and aviation turbine fuel (17)	2.8 - 6.4	Fuel oils (18)	5.7 - 10.3
Furniture, mattresses and mattress supports, lamps, lighting fittings, and... (39)	3.1 - 6.1	Basic chemicals (20)	3.5 - 10.1
Meat, fish, seafood, and their preparations (05)	2.8 - 6.2	Mixed freight (43)	2.1 - 6.5
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Mississippi Leading States by Value and Weight				Inbound Shipments to the State of Mississippi Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Mississippi	18.1 - 28.3	Mississippi	40.3 - 52.9	Mississippi	25.4 - 31.4	Mississippi	36.1 - 50.3
Texas	7.8 - 11.2	Alabama	5.7 - 9.3	Tennessee	7.5 - 10.5	Louisiana	7.2 - 20.4
Louisiana	4.4 - 8.4	Florida	4.0 - 10.2	Alabama	5.1 - 10.1	Alabama	6.4 - 11.4
Alabama	4.2 - 6.8	Louisiana	4.7 - 8.3	Louisiana	4.6 - 8.2	Tennessee	3.5 - 9.1
California	3.2 - 5.8	California	0.5 - 10.1	Arkansas	3.2 - 6.8	Arkansas	1.7 - 5.1
Florida	2.5 - 4.5	Texas	3.9 - 5.3	Texas	3.2 - 6.8	Colorado	0.6 - 5.6
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Mississippi		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	82.7 - 90.3	61.3 - 77.1
Air (including truck and air)	(NA)	(NA)
Rail	2.6 - 4.2	5.5 - 12.1
Water (Great Lakes, deep draft and shallow draft)	0.8 - 3.4	5.5 - 15.7
Pipeline*	0.4 - 3.4	4.2 - 13.8
Multiple modes**	2.2 - 5.2	0.4 - 1.0
Parcel, U.S. Postal Service, or courier service	1.4 - 4.4	(NA)
Other and unknown mode	1.3 - 2.7	0.5 - 2.9
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Mississippi		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	14.7 - 24.3	22.6 - 37.4
50 to 99 miles	5.1 - 8.5	7.9 - 10.9
100 to 249 miles	16.1 - 22.1	21.8 - 31.4
250 to 499 miles	19.4 - 24.6	12.2 - 16.2
500 to 749 miles	11.9 - 13.9	7.9 - 11.5
750 to 999 miles	7.6 - 14.2	2.5 - 3.5
1,000 to 1,499 miles	2.3 - 4.3	1.1 - 1.7
1,500 to 1,999 miles	4.0 - 6.6	0.9 - 10.1
2,000 miles or more	(NA)	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Missouri - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Missouri</b>	<b>\$ 185,392 (millions)</b>	<b>254,827 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>2.2</b>	<b>2.2</b>

Leading Commodity Shipments Originating in Missouri by Value		Leading Commodity Shipments Originating in Missouri by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Motorized and other vehicles, including parts (36)	12.9	Gravel and crushed stone (12)	26.3
Mixed freight (43)	9.8	Cereal grains (02)	8.8
Pharmaceutical products (21)	8.8	Waste and scrap (41)	5.2
Miscellaneous manufactured products (40)	8.7	Nonmetallic mineral products (31)	4.9
Electronic and other electrical equipment and components and office equipment (35)	6.2	Other agricultural products (03)	4.9
Other commodities	53.6	Other commodities	49.9
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Missouri Leading States by Value and Weight				Inbound Shipments to the State of Missouri Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Missouri	30.6	Missouri	50.4	Missouri	31.9	Missouri	54.1
Illinois	6.6	Illinois	6.6	Illinois	8.3	Wyoming	13.5
Ohio	5.6	Texas	5.1	Michigan	7.0	Illinois	7.1
Kansas	5.3	Arkansas	4.8	Kansas	5.4	Kansas	4.7
Texas	4.9	Louisiana	4.7	Ohio	4.0	Arkansas	1.9
California	3.3	Kansas	3.9	Indiana	3.9	Texas	1.3
Other states	43.7	Other states	24.5	Other states	39.5	Other states	17.4
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Missouri		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	72.8	74.3
Air (including truck and air)	1.2	—
Rail	10.6	12.2
Water (Great Lakes, deep draft and shallow draft)	0.6	S
Pipeline*	S	S
Multiple modes**	12.6	2.0
Parcel, U.S. Postal Service, or courier service	11.6	0.4
Other and unknown mode	2.3	1.0
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Missouri		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	23.5	42.1
50 to 99 miles	5.7	8.0
100 to 249 miles	18.4	20.6
250 to 499 miles	18.0	15.3
500 to 749 miles	17.2	9.2
750 to 999 miles	7.6	2.6
1,000 to 1,499 miles	6.4	1.5
1,500 to 1,999 miles	2.9	0.7
2,000 miles or more	0.3	—
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.



**Missouri - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Missouri</b>	<b>\$ 171,668.4 - 199,115.6 (millions)</b>	<b>212,069.6 - 297,584.4 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>2.0 - 2.4</b>	<b>1.8 - 2.5</b>

Leading Commodity Shipments Originating in Missouri by Value		Leading Commodity Shipments Originating in Missouri by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Motorized and other vehicles, including parts (36)	7.3 - 18.5	Gravel and crushed stone (12)	20.0 - 32.6
Mixed freight (43)	5.5 - 14.1	Cereal grains (02)	4.5 - 13.1
Pharmaceutical products (21)	6.2 - 11.4	Waste and scrap (41)	0.0 - 10.7
Miscellaneous manufactured products (40)	4.6 - 12.8	Nonmetallic mineral products (31)	2.9 - 6.9
Electronic and other electrical equipment and components and office equipment (35)	4.5 - 7.9	Other agricultural products (03)	2.4 - 7.4
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Missouri Leading States by Value and Weight				Inbound Shipments to the State of Missouri Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Missouri	26.6 - 34.6	Missouri	44.4 - 56.4	Missouri	28.8 - 35.0	Missouri	46.8 - 61.4
Illinois	5.4 - 7.8	Illinois	4.6 - 8.6	Illinois	7.3 - 9.3	Wyoming	9.2 - 17.8
Ohio	1.8 - 9.4	Texas	3.3 - 6.9	Michigan	5.0 - 9.0	Illinois	5.1 - 9.1
Kansas	4.6 - 6.0	Arkansas	3.5 - 6.1	Kansas	3.9 - 6.9	Kansas	3.4 - 6.0
Texas	4.2 - 5.6	Louisiana	1.7 - 7.7	Ohio	3.0 - 5.0	Arkansas	1.2 - 2.6
California	2.8 - 3.8	Kansas	2.1 - 5.7	Indiana	2.4 - 5.4	Texas	1.0 - 1.6
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Missouri		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	68.0 - 77.6	66.9 - 81.7
Air (including truck and air)	0.7 - 1.7	(NA)
Rail	5.0 - 16.2	7.1 - 17.3
Water (Great Lakes, deep draft and shallow draft)	0.3 - 0.9	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	10.9 - 14.3	0.2 - 3.8
Parcel, U.S. Postal Service, or courier service	9.9 - 13.3	0.2 - 0.6
Other and unknown mode	1.3 - 3.3	0.0 - 2.0
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Missouri		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	18.4 - 28.6	38.1 - 46.1
50 to 99 miles	4.9 - 6.5	5.4 - 10.6
100 to 249 miles	15.6 - 21.2	17.5 - 23.7
250 to 499 miles	15.5 - 20.5	12.8 - 17.8
500 to 749 miles	11.7 - 22.7	6.2 - 12.2
750 to 999 miles	6.4 - 8.8	2.1 - 3.1
1,000 to 1,499 miles	5.2 - 7.6	1.0 - 2.0
1,500 to 1,999 miles	2.2 - 3.6	0.4 - 1.0
2,000 miles or more	0.1 - 0.5	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Montana - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Montana</b>	<b>\$ 12,447 (millions)</b>	<b>89,547 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.1</b>	<b>0.8</b>

Leading Commodity Shipments Originating in Montana by Value		Leading Commodity Shipments Originating in Montana by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Gasoline and aviation turbine fuel (17)	14.0	Coal (15)	64.3
Wood products (26)	10.4	Gasoline and aviation turbine fuel (17)	6.8
Mixed freight (43)	9.0	Wood products (26)	4.2
Miscellaneous manufactured products (40)	7.7	Cereal grains (02)	3.6
Fuel oils (18)	5.9	Fuel oils (18)	3.2
Other commodities	53.0	Other commodities	17.9
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Montana Leading States by Value and Weight				Inbound Shipments to the State of Montana Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Montana	56.5	Montana	41.4	Montana	30.2	Montana	81.8
Wyoming	5.1	Wisconsin	15.0	California	7.7	Wyoming	2.9
California	5.1	Minnesota	14.2	Washington	7.2	Washington	2.5
New Jersey	2.7	Illinois	6.9	Texas	5.3	Utah	1.6
Oregon	2.6	Oregon	3.8	Colorado	4.3	Idaho	1.5
Washington	2.5	California	1.8	Utah	4.0	Texas	0.9
Other states	25.5	Other states	16.9	Other states	41.3	Other states	8.8
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Montana		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	66.5	24.9
Air (including truck and air)	3.2	—
Rail	15.0	57.4
Water (Great Lakes, deep draft and shallow draft)	—	—
Pipeline*	S	S
Multiple modes**	8.7	S
Parcel, U.S. Postal Service, or courier service	8.3	—
Other and unknown mode	3.6	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Montana		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	36.2	35.9
50 to 99 miles	7.4	2.6
100 to 249 miles	16.1	3.4
250 to 499 miles	9.8	3.0
500 to 749 miles	8.0	29.9
750 to 999 miles	7.5	16.7
1,000 to 1,499 miles	7.6	4.6
1,500 to 1,999 miles	6.6	S
2,000 miles or more	0.9	0.2
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Montana - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Montana</b>	<b>\$ 11,750.8 - 13,143.2 (millions)</b>	<b>77,762.6 - 101,331.4 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.1 - 0.2</b>	<b>0.7 - 0.9</b>

Leading Commodity Shipments Originating in Montana by Value		Leading Commodity Shipments Originating in Montana by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Gasoline and aviation turbine fuel (17)	10.0 - 18.0	Coal (15)	59.3 - 69.3
Wood products (26)	8.1 - 12.7	Gasoline and aviation turbine fuel (17)	4.5 - 9.1
Mixed freight (43)	7.5 - 10.5	Wood products (26)	2.9 - 5.5
Miscellaneous manufactured products (40)	5.4 - 10.0	Cereal grains (02)	1.0 - 6.2
Fuel oils (18)	3.4 - 8.4	Fuel oils (18)	1.9 - 4.5
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Montana Leading States by Value and Weight				Inbound Shipments to the State of Montana Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Montana	51.9 - 61.1	Montana	24.0 - 58.8	Montana	26.7 - 33.7	Montana	73.0 - 90.6
Wyoming	3.8 - 6.4	Wisconsin	6.1 - 23.9	California	4.7 - 10.7	Wyoming	1.7 - 4.1
California	3.4 - 6.8	Minnesota	7.9 - 20.5	Washington	4.7 - 9.7	Washington	1.0 - 4.0
New Jersey	0.9 - 4.5	Illinois	3.6 - 10.2	Texas	3.0 - 7.6	Utah	0.3 - 2.9
Oregon	1.4 - 3.8	Oregon	2.3 - 5.3	Colorado	3.0 - 5.6	Idaho	0.5 - 2.5
Washington	1.8 - 3.2	California	0.5 - 3.1	Utah	3.2 - 4.8	Texas	0.1 - 1.7
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Montana		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	61.5 - 71.5	19.9 - 29.9
Air (including truck and air)	1.0 - 5.4	(NA)
Rail	11.9 - 18.1	41.7 - 73.1
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	6.2 - 11.2	(NA)
Parcel, U.S. Postal Service, or courier service	5.8 - 10.8	(NA)
Other and unknown mode	2.8 - 4.4	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Montana		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	31.7 - 40.7	19.7 - 52.1
50 to 99 miles	6.2 - 8.6	1.8 - 3.4
100 to 249 miles	13.6 - 18.6	2.1 - 4.7
250 to 499 miles	9.0 - 10.6	2.2 - 3.8
500 to 749 miles	5.7 - 10.3	18.5 - 41.3
750 to 999 miles	5.8 - 9.2	10.1 - 23.3
1,000 to 1,499 miles	5.8 - 9.4	2.0 - 7.2
1,500 to 1,999 miles	4.4 - 8.8	(NA)
2,000 miles or more	0.6 - 1.2	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Nebraska - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Nebraska</b>	<b>\$ 61,797 (millions)</b>	<b>101,684 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.7</b>	<b>0.9</b>

Leading Commodity Shipments Originating in Nebraska by Value		Leading Commodity Shipments Originating in Nebraska by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Meat, fish, seafood, and their preparations (05)	21.2	Cereal grains (02)	29.8
Pharmaceutical products (21)	11.4	Gravel and crushed stone (12)	19.0
Motorized and other vehicles, including parts (36)	7.6	Other agricultural products (03)	8.8
Machinery (34)	6.4	Animal feed and products of animal origin, n.e.c. (04)	7.0
Cereal grains (02)	4.9	Other prepared foodstuffs and fats and oils (07)	4.9
Other commodities	48.5	Other commodities	30.5
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Nebraska Leading States by Value and Weight				Inbound Shipments to the State of Nebraska Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Nebraska	33.6	Nebraska	66.5	Nebraska	39.5	Nebraska	58.9
Iowa	8.7	Texas	7.2	Iowa	8.0	Wyoming	10.4
Illinois	6.0	Iowa	3.8	Missouri	7.4	Iowa	6.4
Texas	5.4	Illinois	3.0	Illinois	4.7	Missouri	5.0
California	4.5	California	2.5	Indiana	4.1	Kansas	2.6
Michigan	3.6	Kansas	2.2	Kansas	3.8	Minnesota	2.2
Other states	38.2	Other states	14.8	Other states	32.5	Other states	14.5
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Nebraska		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	80.2	77.9
Air (including truck and air)	0.5	—
Rail	4.9	20.4
Water (Great Lakes, deep draft and shallow draft)	—	—
Pipeline*	S	S
Multiple modes**	11.7	0.2
Parcel, U.S. Postal Service, or courier service	11.5	0.2
Other and unknown mode	2.7	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Nebraska		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	24.1	56.1
50 to 99 miles	8.6	8.7
100 to 249 miles	12.8	5.5
250 to 499 miles	15.3	9.7
500 to 749 miles	11.2	3.0
750 to 999 miles	9.9	7.9
1,000 to 1,499 miles	18.2	9.2
1,500 to 1,999 miles	—	—
2,000 miles or more	—	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Nebraska - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Nebraska</b>	<b>\$ 54,376.1 - 69,217.9 (millions)</b>	<b>85,626.1 - 117,741.9 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.7 - 0.8</b>	<b>0.7 - 1.0</b>

Leading Commodity Shipments Originating in Nebraska by Value		Leading Commodity Shipments Originating in Nebraska by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Meat, fish, seafood, and their preparations (05)	14.4 - 28.0	Cereal grains (02)	20.0 - 39.6
Pharmaceutical products (21)	7.4 - 15.4	Gravel and crushed stone (12)	10.6 - 27.4
Motorized and other vehicles, including parts (36)	5.8 - 9.4	Other agricultural products (03)	4.0 - 13.6
Machinery (34)	4.2 - 8.6	Animal feed and products of animal origin, n.e.c. (04)	4.2 - 9.8
Cereal grains (02)	3.1 - 6.7	Other prepared foodstuffs and fats and oils (07)	1.8 - 8.0
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Nebraska Leading States by Value and Weight				Inbound Shipments to the State of Nebraska Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Nebraska	29.1 - 38.1	Nebraska	57.4 - 75.6	Nebraska	36.2 - 42.8	Nebraska	54.1 - 63.7
Iowa	7.2 - 10.2	Texas	2.7 - 11.7	Iowa	6.3 - 9.7	Wyoming	6.6 - 14.2
Illinois	5.0 - 7.0	Iowa	2.0 - 5.6	Missouri	5.4 - 9.4	Iowa	3.4 - 9.4
Texas	4.2 - 6.6	Illinois	1.7 - 4.3	Illinois	3.2 - 6.2	Missouri	1.9 - 8.1
California	4.0 - 5.0	California	1.2 - 3.8	Indiana	2.1 - 6.1	Kansas	1.8 - 3.4
Michigan	2.4 - 4.8	Kansas	0.9 - 3.5	Kansas	2.5 - 5.1	Minnesota	0.4 - 4.0
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Nebraska		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	76.7 - 83.7	70.5 - 85.3
Air (including truck and air)	0.3 - 0.7	(NA)
Rail	2.7 - 7.1	12.5 - 28.3
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	7.7 - 15.7	(NA)
Parcel, U.S. Postal Service, or courier service	7.7 - 15.3	(NA)
Other and unknown mode	1.4 - 4.0	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Nebraska		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	20.8 - 27.4	45.5 - 66.7
50 to 99 miles	6.6 - 10.6	5.1 - 12.3
100 to 249 miles	10.0 - 15.6	3.5 - 7.5
250 to 499 miles	13.1 - 17.5	6.1 - 13.3
500 to 749 miles	9.4 - 13.0	2.3 - 3.7
750 to 999 miles	8.1 - 11.7	3.8 - 12.0
1,000 to 1,499 miles	16.2 - 20.2	4.9 - 13.5
1,500 to 1,999 miles	(NA)	(NA)
2,000 miles or more	(NA)	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Nevada - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Nevada</b>	<b>\$ 40,756 (millions)</b>	<b>44,210 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.5</b>	<b>0.4</b>

Leading Commodity Shipments Originating in Nevada by Value		Leading Commodity Shipments Originating in Nevada by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Pharmaceutical products (21)	19.3	Gravel and crushed stone (12)	36.7
Electronic and other electrical equipment and components and office equipment (35)	11.4	Nonmetallic mineral products (31)	24.8
Textiles, leather, and articles of textiles or leather (30)	10.2	Natural sands (11)	4.5
Miscellaneous manufactured products (40)	7.4	Other prepared foodstuffs and fats and oils (07)	4.4
Motorized and other vehicles, including parts (36)	6.9	Basic chemicals (20)	3.4
Other commodities	44.8	Other commodities	26.2
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Nevada Leading States by Value and Weight				Inbound Shipments to the State of Nevada Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Nevada	29.3	Nevada	71.3	California	21.8	Nevada	51.8
California	28.4	California	13.3	Nevada	17.3	California	15.7
Texas	5.9	Arizona	4.3	Arizona	7.1	Arizona	13.1
Washington	4.8	Utah	2.0	Utah	2.4	Utah	9.3
Arizona	4.3	Idaho	0.4	Illinois	1.8	Idaho	1.1
Utah	2.8	Wyoming	0.3	New York	1.4	Colorado	1.1
Other states	24.5	Other states	8.4	Other states	48.2	Other states	7.9
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Nevada		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	68.1	85.9
Air (including truck and air)	4.7	—
Rail	1.2	7.8
Water (Great Lakes, deep draft and shallow draft)	—	—
Pipeline*	S	S
Multiple modes**	24.2	0.6
Parcel, U.S. Postal Service, or courier service	24.2	0.4
Other and unknown mode	1.7	5.7
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Nevada		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	25.4	66.7
50 to 99 miles	2.5	S
100 to 249 miles	16.4	12.5
250 to 499 miles	20.3	10.8
500 to 749 miles	7.4	3.8
750 to 999 miles	3.8	0.5
1,000 to 1,499 miles	8.0	1.4
1,500 to 1,999 miles	8.2	1.0
2,000 miles or more	7.9	0.4
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Nevada - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Nevada</b>	<b>\$ 33,247.1 - 48,264.9 (millions)</b>	<b>29,446.7 - 58,973.3 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.4 - 0.6</b>	<b>0.2 - 0.5</b>

Leading Commodity Shipments Originating in Nevada by Value		Leading Commodity Shipments Originating in Nevada by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Pharmaceutical products (21)	10.7 - 27.9	Gravel and crushed stone (12)	24.3 - 49.1
Electronic and other electrical equipment and components and office equipment (35)	7.1 - 15.7	Nonmetallic mineral products (31)	16.2 - 33.4
Textiles, leather, and articles of textiles or leather (30)	6.7 - 13.7	Natural sands (11)	2.2 - 6.8
Miscellaneous manufactured products (40)	5.6 - 9.2	Other prepared foodstuffs and fats and oils (07)	2.1 - 6.7
Motorized and other vehicles, including parts (36)	3.3 - 10.5	Basic chemicals (20)	0.8 - 6.0
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Nevada Leading States by Value and Weight				Inbound Shipments to the State of Nevada Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Nevada	24.8 - 33.8	Nevada	67.7 - 74.9	California	14.5 - 29.1	Nevada	40.1 - 63.5
California	24.4 - 32.4	California	11.1 - 15.5	Nevada	12.5 - 22.1	California	10.2 - 21.2
Texas	3.7 - 8.1	Arizona	2.0 - 6.6	Arizona	1.3 - 12.9	Arizona	6.0 - 20.2
Washington	3.0 - 6.6	Utah	1.2 - 2.8	Utah	1.6 - 3.2	Utah	6.3 - 12.3
Arizona	3.1 - 5.5	Idaho	0.2 - 0.6	Illinois	1.3 - 2.3	Idaho	0.3 - 1.9
Utah	2.0 - 3.6	Wyoming	0.0 - 0.6	New York	0.0 - 3.1	Colorado	0.3 - 1.9
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Nevada		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	61.5 - 74.7	79.1 - 92.7
Air (including truck and air)	3.2 - 6.2	(NA)
Rail	0.0 - 2.4	5.3 - 10.3
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	18.4 - 30.0	0.3 - 0.9
Parcel, U.S. Postal Service, or courier service	18.4 - 30.0	0.2 - 0.6
Other and unknown mode	0.7 - 2.7	0.0 - 12.5
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Nevada		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	21.8 - 29.0	62.4 - 71.0
50 to 99 miles	1.2 - 3.8	(NA)
100 to 249 miles	12.9 - 19.9	9.4 - 15.6
250 to 499 miles	17.5 - 23.1	9.3 - 12.3
500 to 749 miles	5.4 - 9.4	2.5 - 5.1
750 to 999 miles	2.3 - 5.3	0.2 - 0.8
1,000 to 1,499 miles	5.0 - 11.0	0.0 - 3.1
1,500 to 1,999 miles	6.0 - 10.4	0.7 - 1.3
2,000 miles or more	5.3 - 10.5	0.2 - 0.6
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**New Hampshire - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in New Hampshire</b>	<b>\$ 31,191 (millions)</b>	<b>33,751 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.4</b>	<b>0.3</b>

Leading Commodity Shipments Originating in New Hampshire by Value		Leading Commodity Shipments Originating in New Hampshire by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	24.7	Nonmetallic mineral products (31)	19.7
Mixed freight (43)	8.8	Fuel oils (18)	13.8
Miscellaneous manufactured products (40)	7.8	Natural sands (11)	10.4
Precision instruments and apparatus (38)	6.1	Wood products (26)	7.9
Textiles, leather, and articles of textiles or leather (30)	5.9	Mixed freight (43)	2.9
Other commodities	46.7	Other commodities	45.3
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of New Hampshire Leading States by Value and Weight				Inbound Shipments to the State of New Hampshire Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Massachusetts	18.0	New Hampshire	66.5	New Hampshire	16.3	New Hampshire	65.6
New Hampshire	16.9	Massachusetts	13.6	Massachusetts	15.6	Massachusetts	8.1
New York	8.7	Maine	4.3	Maine	7.6	Maine	4.4
California	6.6	Vermont	3.8	New York	6.9	Pennsylvania	4.0
Pennsylvania	4.4	New York	1.7	California	6.6	New York	3.1
New Jersey	3.4	Connecticut	1.6	Ohio	3.1	Vermont	2.1
Other states	42.0	Other states	8.5	Other states	43.9	Other states	12.7
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in New Hampshire		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	62.7	90.8
Air (including truck and air)	6.0	—
Rail	S	S
Water (Great Lakes, deep draft and shallow draft)	S	S
Pipeline*	S	S
Multiple modes**	26.8	0.5
Parcel, U.S. Postal Service, or courier service	26.7	0.5
Other and unknown mode	3.6	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in New Hampshire		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	26.4	69.4
50 to 99 miles	11.1	16.2
100 to 249 miles	17.8	6.3
250 to 499 miles	8.8	2.0
500 to 749 miles	6.2	1.3
750 to 999 miles	9.5	2.3
1,000 to 1,499 miles	6.5	1.0
1,500 to 1,999 miles	3.5	0.5
2,000 miles or more	10.1	1.0
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.



**New Hampshire - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in New Hampshire</b>	<b>\$ 28,061.1 - 34,320.9 (millions)</b>	<b>21,980.7 - 45,521.3 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.3 - 0.4</b>	<b>0.2 - 0.4</b>

Leading Commodity Shipments Originating in New Hampshire by Value		Leading Commodity Shipments Originating in New Hampshire by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	19.4 - 30.0	Nonmetallic mineral products (31)	8.1 - 31.3
Mixed freight (43)	4.2 - 13.4	Fuel oils (18)	3.0 - 24.6
Miscellaneous manufactured products (40)	5.0 - 10.6	Natural sands (11)	4.6 - 16.2
Precision instruments and apparatus (38)	3.6 - 8.6	Wood products (26)	2.3 - 13.5
Textiles, leather, and articles of textiles or leather (30)	4.9 - 6.9	Mixed freight (43)	0.0 - 6.7
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of New Hampshire Leading States by Value and Weight				Inbound Shipments to the State of New Hampshire Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Massachusetts	15.2 - 20.8	New Hampshire	51.9 - 81.1	New Hampshire	13.5 - 19.1	New Hampshire	52.2 - 79.0
New Hampshire	14.9 - 18.9	Massachusetts	8.1 - 19.1	Massachusetts	12.5 - 18.7	Massachusetts	4.1 - 12.1
New York	6.4 - 11.0	Maine	2.1 - 6.5	Maine	5.3 - 9.9	Maine	2.2 - 6.6
California	4.4 - 8.8	Vermont	1.3 - 6.3	New York	4.1 - 9.7	Pennsylvania	2.3 - 5.7
Pennsylvania	3.4 - 5.4	New York	0.4 - 3.0	California	1.8 - 11.4	New York	1.8 - 4.4
New Jersey	2.7 - 4.1	Connecticut	0.6 - 2.6	Ohio	2.1 - 4.1	Vermont	0.6 - 3.6
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in New Hampshire		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	57.1 - 68.3	83.9 - 97.7
Air (including truck and air)	3.7 - 8.3	(NA)
Rail	(NA)	(NA)
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	22.5 - 31.1	0.2 - 0.8
Parcel, U.S. Postal Service, or courier service	22.4 - 31.0	0.2 - 0.8
Other and unknown mode	2.4 - 4.8	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in New Hampshire		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	23.4 - 29.4	56.0 - 82.8
50 to 99 miles	9.4 - 12.8	8.3 - 24.1
100 to 249 miles	15.2 - 20.4	3.3 - 9.3
250 to 499 miles	7.6 - 10.0	0.7 - 3.3
500 to 749 miles	5.2 - 7.2	0.5 - 2.1
750 to 999 miles	8.2 - 10.8	0.1 - 4.5
1,000 to 1,499 miles	5.7 - 7.3	0.3 - 1.7
1,500 to 1,999 miles	3.0 - 4.0	0.0 - 1.0
2,000 miles or more	7.9 - 12.3	0.3 - 1.7
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**New Jersey - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in New Jersey</b>	<b>\$ 286,580 (millions)</b>	<b>237,847 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>3.4</b>	<b>2.0</b>

Leading Commodity Shipments Originating in New Jersey by Value		Leading Commodity Shipments Originating in New Jersey by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	9.6	Gasoline and aviation turbine fuel (17)	21.0
Miscellaneous manufactured products (40)	6.7	Gravel and crushed stone (12)	14.8
Textiles, leather, and articles of textiles or leather (30)	6.5	Fuel oils (18)	14.0
Mixed freight (43)	5.1	Coal and petroleum products, n.e.c. (19)	5.2
Other prepared foodstuffs and fats and oils (07)	4.8	Natural sands (11)	4.8
Other commodities	67.3	Other commodities	40.2
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of New Jersey Leading States by Value and Weight				Inbound Shipments to the State of New Jersey Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
New Jersey	27.2	New Jersey	62.4	New Jersey	29.2	New Jersey	53.1
New York	11.7	New York	11.6	Pennsylvania	10.8	Pennsylvania	8.4
Pennsylvania	7.0	Pennsylvania	8.4	New York	9.3	New York	8.3
California	3.6	Connecticut	2.1	California	4.2	Texas	3.6
Maryland	3.4	Massachusetts	1.4	Ohio	3.8	Ohio	1.4
Florida	3.3	Ohio	1.4	Massachusetts	3.6	Illinois	1.0
Other states	43.8	Other states	12.7	Other states	39.1	Other states	24.2
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in New Jersey		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	73.3	75.8
Air (including truck and air)	1.4	S
Rail	0.8	2.5
Water (Great Lakes, deep draft and shallow draft)	1.5	9.2
Pipeline*	1.6	10.0
Multiple modes**	19.4	1.0
Parcel, U.S. Postal Service, or courier service	19.0	0.4
Other and unknown mode	2.0	1.3
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in New Jersey		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	32.7	68.2
50 to 99 miles	8.5	11.6
100 to 249 miles	12.5	8.3
250 to 499 miles	8.3	4.2
500 to 749 miles	14.2	2.6
750 to 999 miles	4.9	1.1
1,000 to 1,499 miles	6.9	2.2
1,500 to 1,999 miles	1.9	0.5
2,000 miles or more	10.2	1.2
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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**New Jersey - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in New Jersey</b>	<b>\$ 222,466.3 - 350,693.7 (millions)</b>	<b>205,763.8 - 269,930.2 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>2.6 - 4.2</b>	<b>1.7 - 2.3</b>

Leading Commodity Shipments Originating in New Jersey by Value		Leading Commodity Shipments Originating in New Jersey by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	6.1 - 13.1	Gasoline and aviation turbine fuel (17)	16.0 - 26.0
Miscellaneous manufactured products (40)	4.2 - 9.2	Gravel and crushed stone (12)	9.7 - 19.9
Textiles, leather, and articles of textiles or leather (30)	4.5 - 8.5	Fuel oils (18)	8.2 - 19.8
Mixed freight (43)	3.1 - 7.1	Coal and petroleum products, n.e.c. (19)	3.0 - 7.4
Other prepared foodstuffs and fats and oils (07)	2.6 - 7.0	Natural sands (11)	2.0 - 7.6
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of New Jersey Leading States by Value and Weight				Inbound Shipments to the State of New Jersey Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
New Jersey	24.9 - 29.5	New Jersey	56.1 - 68.7	New Jersey	26.2 - 32.2	New Jersey	45.3 - 60.9
New York	9.4 - 14.0	New York	9.3 - 13.9	Pennsylvania	9.1 - 12.5	Pennsylvania	5.1 - 11.7
Pennsylvania	6.0 - 8.0	Pennsylvania	5.6 - 11.2	New York	7.6 - 11.0	New York	4.7 - 11.9
California	2.8 - 4.4	Connecticut	1.4 - 2.8	California	3.0 - 5.4	Texas	1.9 - 5.3
Maryland	2.2 - 4.6	Massachusetts	0.9 - 1.9	Ohio	2.8 - 4.8	Ohio	1.1 - 1.7
Florida	2.0 - 4.6	Ohio	0.9 - 1.9	Massachusetts	2.6 - 4.6	Illinois	0.5 - 1.5
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in New Jersey		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	68.8 - 77.8	71.3 - 80.3
Air (including truck and air)	0.9 - 1.9	(NA)
Rail	0.3 - 1.3	0.7 - 4.3
Water (Great Lakes, deep draft and shallow draft)	0.5 - 2.5	5.2 - 13.2
Pipeline*	0.6 - 2.6	5.2 - 14.8
Multiple modes**	14.8 - 24.0	0.2 - 1.8
Parcel, U.S. Postal Service, or courier service	14.4 - 23.6	(NA)
Other and unknown mode	1.2 - 2.8	0.0 - 2.6
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in New Jersey		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	29.9 - 35.5	62.6 - 73.8
50 to 99 miles	7.0 - 10.0	9.9 - 13.3
100 to 249 miles	10.2 - 14.8	6.1 - 10.5
250 to 499 miles	6.6 - 10.0	3.2 - 5.2
500 to 749 miles	9.9 - 18.5	0.6 - 4.6
750 to 999 miles	3.9 - 5.9	0.4 - 1.8
1,000 to 1,499 miles	4.7 - 9.1	1.2 - 3.2
1,500 to 1,999 miles	1.2 - 2.6	0.2 - 0.8
2,000 miles or more	7.2 - 13.2	0.7 - 1.7
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

### New Mexico - 2002 Commodity Flow Survey State Summary

Summary	Value	Weight
<b>Total shipments originating in New Mexico</b>	<b>\$ 14,907 (millions)</b>	<b>48,841 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.2</b>	<b>0.4</b>

Leading Commodity Shipments Originating in New Mexico by Value		Leading Commodity Shipments Originating in New Mexico by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Other prepared foodstuffs and fats and oils (07)	9.4	Coal (15)	38.1
Mixed freight (43)	9.2	Coal and petroleum products, n.e.c. (19)	12.5
Electronic and other electrical equipment and components and office equipment (35)	7.8	Gasoline and aviation turbine fuel (17)	9.0
Gasoline and aviation turbine fuel (17)	7.4	Nonmetallic mineral products (31)	6.7
Machinery (34)	4.9	Fuel oils (18)	6.3
Other commodities	61.3	Other commodities	27.4
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of New Mexico Leading States by Value and Weight				Inbound Shipments to the State of New Mexico Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
New Mexico	48.8	New Mexico	63.0	Texas	22.1	New Mexico	60.2
Texas	16.6	Arizona	15.6	New Mexico	21.3	Texas	19.0
Arizona	5.6	Texas	12.6	Arizona	11.5	Arizona	5.8
California	4.7	Colorado	1.3	California	8.8	Colorado	3.0
Illinois	2.8	Illinois	1.0	Colorado	4.6	California	1.6
Colorado	2.2	California	0.9	Oklahoma	3.0	Kansas	0.6
Other states	19.3	Other states	5.6	Other states	28.7	Other states	9.8
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in New Mexico		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	74.6	41.5
Air (including truck and air)	2.1	—
Rail	6.0	45.2
Water (Great Lakes, deep draft and shallow draft)	S	S
Pipeline*	S	11.5
Multiple modes**	8.7	0.2
Parcel, U.S. Postal Service, or courier service	8.4	—
Other and unknown mode	2.9	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in New Mexico		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	34.8	51.9
50 to 99 miles	7.8	9.1
100 to 249 miles	17.1	21.8
250 to 499 miles	9.5	7.1
500 to 749 miles	11.2	4.7
750 to 999 miles	4.6	1.5
1,000 to 1,499 miles	9.9	3.3
1,500 to 1,999 miles	5.0	0.6
2,000 miles or more	0.2	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**New Mexico - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in New Mexico</b>	<b>\$ 12,700.0 - 17,114.0 (millions)</b>	<b>39,039.1 - 58,642.9 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.1 - 0.2</b>	<b>0.3 - 0.5</b>

Leading Commodity Shipments Originating in New Mexico by Value		Leading Commodity Shipments Originating in New Mexico by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Other prepared foodstuffs and fats and oils (07)	5.3 - 13.5	Coal (15)	24.7 - 51.5
Mixed freight (43)	5.1 - 13.3	Coal and petroleum products, n.e.c. (19)	4.9 - 20.1
Electronic and other electrical equipment and components and office equipment (35)	3.7 - 11.9	Gasoline and aviation turbine fuel (17)	4.7 - 13.3
Gasoline and aviation turbine fuel (17)	5.6 - 9.2	Nonmetallic mineral products (31)	3.6 - 9.8
Machinery (34)	3.1 - 6.7	Fuel oils (18)	3.0 - 9.6
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of New Mexico Leading States by Value and Weight				Inbound Shipments to the State of New Mexico Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
New Mexico	45.0 - 52.6	New Mexico	51.9 - 74.1	Texas	15.6 - 28.6	New Mexico	54.4 - 66.0
Texas	10.1 - 23.1	Arizona	6.8 - 24.4	New Mexico	18.2 - 24.4	Texas	11.9 - 26.1
Arizona	3.8 - 7.4	Texas	6.6 - 18.6	Arizona	4.7 - 18.3	Arizona	2.0 - 9.6
California	3.4 - 6.0	Colorado	0.6 - 2.0	California	5.2 - 12.4	Colorado	0.8 - 5.2
Illinois	1.0 - 4.6	Illinois	0.3 - 1.7	Colorado	3.3 - 5.9	California	0.4 - 2.8
Colorado	1.2 - 3.2	California	0.1 - 1.7	Oklahoma	0.7 - 5.3	Kansas	0.1 - 1.1
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in New Mexico		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	70.5 - 78.7	29.8 - 53.2
Air (including truck and air)	0.9 - 3.3	(NA)
Rail	4.5 - 7.5	35.6 - 54.8
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	4.6 - 18.4
Multiple modes**	5.7 - 11.7	(NA)
Parcel, U.S. Postal Service, or courier service	5.4 - 11.4	(NA)
Other and unknown mode	1.2 - 4.6	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in New Mexico		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	30.8 - 38.8	42.1 - 61.7
50 to 99 miles	6.3 - 9.3	5.3 - 12.9
100 to 249 miles	13.0 - 21.2	13.0 - 30.6
250 to 499 miles	7.5 - 11.5	0.6 - 13.6
500 to 749 miles	8.9 - 13.5	2.7 - 6.7
750 to 999 miles	3.4 - 5.8	1.2 - 1.8
1,000 to 1,499 miles	7.9 - 11.9	1.8 - 4.8
1,500 to 1,999 miles	3.3 - 6.7	0.4 - 0.8
2,000 miles or more	0.0 - 0.4	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

### New York - 2002 Commodity Flow Survey State Summary

Summary	Value	Weight
<b>Total shipments originating in New York</b>	<b>\$ 318,775 (millions)</b>	<b>249,551 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>3.8</b>	<b>2.1</b>

Leading Commodity Shipments Originating in New York by Value		Leading Commodity Shipments Originating in New York by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	10.9	Gravel and crushed stone (12)	12.1
Electronic and other electrical equipment and components and office equipment (35)	10.0	Other prepared foodstuffs and fats and oils (07)	11.6
Miscellaneous manufactured products (40)	9.7	Gasoline and aviation turbine fuel (17)	11.1
Textiles, leather, and articles of textiles or leather (30)	8.9	Nonmetallic minerals n.e.c. (13)	8.8
Pharmaceutical products (21)	5.9	Nonmetallic mineral products (31)	7.9
Other commodities	54.6	Other commodities	48.5
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of New York Leading States by Value and Weight				Inbound Shipments to the State of New York Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
New York	38.8	New York	66.2	New York	33.2	New York	57.8
New Jersey	7.8	New Jersey	9.3	New Jersey	9.0	New Jersey	9.6
Pennsylvania	5.4	Pennsylvania	3.6	Pennsylvania	7.6	Pennsylvania	5.7
California	5.2	Texas	2.4	Ohio	5.0	Ohio	2.5
Ohio	4.3	Ohio	2.3	Massachusetts	4.2	Indiana	1.2
Florida	3.7	Massachusetts	1.7	California	4.1	Wisconsin	1.1
Other states	34.8	Other states	14.5	Other states	36.9	Other states	22.1
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in New York		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	72.7	90.3
Air (including truck and air)	2.2	S
Rail	1.1	2.9
Water (Great Lakes, deep draft and shallow draft)	—	S
Pipeline*	0.4	2.5
Multiple modes**	20.0	1.1
Parcel, U.S. Postal Service, or courier service	18.1	0.4
Other and unknown mode	3.5	2.8
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in New York		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	31.1	59.1
50 to 99 miles	7.6	10.9
100 to 249 miles	18.1	13.1
250 to 499 miles	12.8	5.5
500 to 749 miles	6.9	4.4
750 to 999 miles	4.8	1.3
1,000 to 1,499 miles	9.0	4.0
1,500 to 1,999 miles	2.1	0.5
2,000 miles or more	7.6	1.1
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**New York - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in New York</b>	<b>\$ 294,128.9 - 343,421.1 (millions)</b>	<b>210,962.9 - 288,139.1 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>3.5 - 4.1</b>	<b>1.8 - 2.5</b>

Leading Commodity Shipments Originating in New York by Value		Leading Commodity Shipments Originating in New York by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	8.4 - 13.4	Gravel and crushed stone (12)	8.1 - 16.1
Electronic and other electrical equipment and components and office equipment (35)	7.8 - 12.2	Other prepared foodstuffs and fats and oils (07)	6.6 - 16.6
Miscellaneous manufactured products (40)	6.6 - 12.8	Gasoline and aviation turbine fuel (17)	6.1 - 16.1
Textiles, leather, and articles of textiles or leather (30)	5.4 - 12.4	Nonmetallic minerals n.e.c. (13)	4.2 - 13.4
Pharmaceutical products (21)	3.9 - 7.9	Nonmetallic mineral products (31)	3.1 - 12.7
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of New York Leading States by Value and Weight				Inbound Shipments to the State of New York Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
New York	35.2 - 42.4	New York	59.3 - 73.1	New York	29.9 - 36.5	New York	53.0 - 62.6
New Jersey	6.8 - 8.8	New Jersey	4.7 - 13.9	New Jersey	7.3 - 10.7	New Jersey	7.4 - 11.8
Pennsylvania	4.2 - 6.6	Pennsylvania	2.4 - 4.8	Pennsylvania	6.3 - 8.9	Pennsylvania	4.9 - 6.5
California	4.0 - 6.4	Texas	0.9 - 3.9	Ohio	4.2 - 5.8	Ohio	2.0 - 3.0
Ohio	2.5 - 6.1	Ohio	1.0 - 3.6	Massachusetts	3.0 - 5.4	Indiana	0.5 - 1.9
Florida	2.0 - 5.4	Massachusetts	1.4 - 2.0	California	3.6 - 4.6	Wisconsin	0.4 - 1.8
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in New York		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	69.2 - 76.2	87.2 - 93.4
Air (including truck and air)	1.5 - 2.9	(NA)
Rail	0.6 - 1.6	1.2 - 4.6
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	0.1 - 0.7	0.8 - 4.2
Multiple modes**	16.9 - 23.1	0.6 - 1.6
Parcel, U.S. Postal Service, or courier service	14.8 - 21.4	(NA)
Other and unknown mode	2.3 - 4.7	1.5 - 4.1
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in New York		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	27.6 - 34.6	53.3 - 64.9
50 to 99 miles	6.9 - 8.3	6.4 - 15.4
100 to 249 miles	16.1 - 20.1	10.0 - 16.2
250 to 499 miles	10.5 - 15.1	4.2 - 6.8
500 to 749 miles	6.1 - 7.7	2.7 - 6.1
750 to 999 miles	4.1 - 5.5	1.0 - 1.6
1,000 to 1,499 miles	6.5 - 11.5	1.7 - 6.3
1,500 to 1,999 miles	1.6 - 2.6	0.2 - 0.8
2,000 miles or more	5.6 - 9.6	0.8 - 1.4
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**North Carolina - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in North Carolina</b>	<b>\$ 293,604 (millions)</b>	<b>276,004 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>3.5</b>	<b>2.4</b>

Leading Commodity Shipments Originating in North Carolina by Value		Leading Commodity Shipments Originating in North Carolina by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Textiles, leather, and articles of textiles or leather (30)	14.4	Gravel and crushed stone (12)	20.8
Mixed freight (43)	12.1	Nonmetallic mineral products (31)	13.9
Pharmaceutical products (21)	9.6	Wood products (26)	10.0
Electronic and other electrical equipment and components and office equipment (35)	6.9	Natural sands (11)	9.1
Tobacco products (09)	6.6	Mixed freight (43)	5.7
Other commodities	50.4	Other commodities	40.5
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of North Carolina Leading States by Value and Weight				Inbound Shipments to the State of North Carolina Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
North Carolina	39.4	North Carolina	74.4	North Carolina	45.0	North Carolina	62.6
South Carolina	6.5	South Carolina	4.7	South Carolina	6.6	Kentucky	6.3
Virginia	5.3	Virginia	4.6	Georgia	5.7	South Carolina	4.5
Georgia	5.3	Georgia	2.4	Tennessee	4.1	West Virginia	4.4
Pennsylvania	4.7	Florida	1.3	Ohio	3.7	Virginia	4.2
Florida	4.3	Tennessee	1.2	Virginia	3.5	Ohio	3.8
Other states	34.5	Other states	11.4	Other states	31.4	Other states	14.2
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in North Carolina		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	90.1	87.4
Air (including truck and air)	1.0	—
Rail	0.9	S
Water (Great Lakes, deep draft and shallow draft)	S	S
Pipeline*	S	S
Multiple modes**	5.5	0.3
Parcel, U.S. Postal Service, or courier service	5.4	0.2
Other and unknown mode	2.2	3.2
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in North Carolina		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	26.1	58.2
50 to 99 miles	11.1	15.7
100 to 249 miles	17.7	11.9
250 to 499 miles	19.5	6.7
500 to 749 miles	13.5	4.3
750 to 999 miles	3.8	1.0
1,000 to 1,499 miles	3.0	1.1
1,500 to 1,999 miles	1.4	0.3
2,000 miles or more	4.0	0.8
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.



**North Carolina - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in North Carolina</b>	<b>\$ 268,972.1 - 318,235.9 (millions)</b>	<b>222,428.9 - 329,579.1 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>3.2 - 3.8</b>	<b>1.9 - 2.8</b>

Leading Commodity Shipments Originating in North Carolina by Value		Leading Commodity Shipments Originating in North Carolina by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Textiles, leather, and articles of textiles or leather (30)	10.6 - 18.2	Gravel and crushed stone (12)	16.8 - 24.8
Mixed freight (43)	9.9 - 14.3	Nonmetallic mineral products (31)	7.9 - 19.9
Pharmaceutical products (21)	6.5 - 12.7	Wood products (26)	5.5 - 14.5
Electronic and other electrical equipment and components and office equipment (35)	5.6 - 8.2	Natural sands (11)	4.8 - 13.4
Tobacco products (09)	3.5 - 9.7	Mixed freight (43)	4.4 - 7.0
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of North Carolina Leading States by Value and Weight				Inbound Shipments to the State of North Carolina Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
North Carolina	34.4 - 44.4	North Carolina	70.3 - 78.5	North Carolina	41.2 - 48.8	North Carolina	55.5 - 69.7
South Carolina	5.8 - 7.2	South Carolina	3.7 - 5.7	South Carolina	5.1 - 8.1	Kentucky	4.3 - 8.3
Virginia	4.5 - 6.1	Virginia	3.8 - 5.4	Georgia	4.4 - 7.0	South Carolina	2.8 - 6.2
Georgia	4.5 - 6.1	Georgia	1.9 - 2.9	Tennessee	3.6 - 4.6	West Virginia	1.6 - 7.2
Pennsylvania	3.4 - 6.0	Florida	0.3 - 2.3	Ohio	2.2 - 5.2	Virginia	3.0 - 5.4
Florida	3.1 - 5.5	Tennessee	0.9 - 1.5	Virginia	2.8 - 4.2	Ohio	0.0 - 8.3
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in North Carolina		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	88.4 - 91.8	82.9 - 91.9
Air (including truck and air)	0.7 - 1.3	(NA)
Rail	0.4 - 1.4	(NA)
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	4.7 - 6.3	(NA)
Parcel, U.S. Postal Service, or courier service	4.6 - 6.2	(NA)
Other and unknown mode	1.4 - 3.0	1.9 - 4.5
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in North Carolina		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	22.1 - 30.1	53.6 - 62.8
50 to 99 miles	9.3 - 12.9	11.2 - 20.2
100 to 249 miles	16.7 - 18.7	9.6 - 14.2
250 to 499 miles	17.2 - 21.8	5.2 - 8.2
500 to 749 miles	11.5 - 15.5	2.8 - 5.8
750 to 999 miles	3.0 - 4.6	0.7 - 1.3
1,000 to 1,499 miles	2.5 - 3.5	0.8 - 1.4
1,500 to 1,999 miles	0.9 - 1.9	0.1 - 0.5
2,000 miles or more	3.2 - 4.8	0.5 - 1.1
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**North Dakota - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in North Dakota</b>	<b>\$ 18,921 (millions)</b>	<b>88,302 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.2</b>	<b>0.8</b>

Leading Commodity Shipments Originating in North Dakota by Value		Leading Commodity Shipments Originating in North Dakota by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Machinery (34)	12.2	Coal (15)	44.4
Cereal grains (02)	12.0	Cereal grains (02)	21.5
Other prepared foodstuffs and fats and oils (07)	9.4	Other prepared foodstuffs and fats and oils (07)	4.8
Motorized and other vehicles, including parts (36)	8.8	Gasoline and aviation turbine fuel (17)	4.4
Electronic and other electrical equipment and components and office equipment (35)	5.9	Other agricultural products (03)	4.2
Other commodities	51.7	Other commodities	20.7
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of North Dakota Leading States by Value and Weight				Inbound Shipments to the State of North Dakota Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
North Dakota	44.3	North Dakota	73.2	North Dakota	34.9	North Dakota	78.7
Minnesota	15.9	Minnesota	11.0	Minnesota	11.7	Minnesota	6.0
Illinois	3.4	Wisconsin	2.9	Illinois	8.8	Wisconsin	1.0
Wisconsin	3.3	California	1.5	Iowa	5.0	Iowa	0.9
California	2.9	Illinois	1.0	Wisconsin	3.3	Montana	0.7
South Dakota	2.5	South Dakota	0.8	Indiana	3.0	Missouri	0.4
Other states	27.7	Other states	9.6	Other states	33.3	Other states	12.3
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in North Dakota		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	69.4	42.6
Air (including truck and air)	0.4	S
Rail	13.9	18.6
Water (Great Lakes, deep draft and shallow draft)	S	S
Pipeline*	S	S
Multiple modes**	7.7	S
Parcel, U.S. Postal Service, or courier service	7.6	—
Other and unknown mode	8.5	38.5
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in North Dakota		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	29.4	64.8
50 to 99 miles	11.6	5.7
100 to 249 miles	16.7	7.5
250 to 499 miles	11.0	10.5
500 to 749 miles	8.0	2.7
750 to 999 miles	5.3	2.8
1,000 to 1,499 miles	17.5	5.9
1,500 to 1,999 miles	0.5	—
2,000 miles or more	S	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**North Dakota - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in North Dakota</b>	<b>\$ 16,773.4 - 21,068.6 (millions)</b>	<b>76,536.2 - 100,067.8 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.2 - 0.3</b>	<b>0.6 - 0.9</b>

Leading Commodity Shipments Originating in North Dakota by Value		Leading Commodity Shipments Originating in North Dakota by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Machinery (34)	6.9 - 17.5	Coal (15)	33.6 - 55.2
Cereal grains (02)	8.2 - 15.8	Cereal grains (02)	13.7 - 29.3
Other prepared foodstuffs and fats and oils (07)	6.3 - 12.5	Other prepared foodstuffs and fats and oils (07)	3.1 - 6.5
Motorized and other vehicles, including parts (36)	4.5 - 13.1	Gasoline and aviation turbine fuel (17)	3.2 - 5.6
Electronic and other electrical equipment and components and office equipment (35)	4.4 - 7.4	Other agricultural products (03)	2.2 - 6.2
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of North Dakota Leading States by Value and Weight				Inbound Shipments to the State of North Dakota Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
North Dakota	40.5 - 48.1	North Dakota	67.4 - 79.0	North Dakota	30.3 - 39.5	North Dakota	71.6 - 85.8
Minnesota	13.9 - 17.9	Minnesota	7.0 - 15.0	Minnesota	8.7 - 14.7	Minnesota	2.4 - 9.6
Illinois	2.4 - 4.4	Wisconsin	0.6 - 5.2	Illinois	5.3 - 12.3	Wisconsin	0.7 - 1.3
Wisconsin	2.0 - 4.6	California	0.5 - 2.5	Iowa	3.2 - 6.8	Iowa	0.6 - 1.2
California	1.7 - 4.1	Illinois	0.5 - 1.5	Wisconsin	2.5 - 4.1	Montana	0.5 - 0.9
South Dakota	2.0 - 3.0	South Dakota	0.0 - 1.6	Indiana	1.2 - 4.8	Missouri	0.1 - 0.7
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in North Dakota		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	65.9 - 72.9	34.7 - 50.5
Air (including truck and air)	0.2 - 0.6	(NA)
Rail	11.1 - 16.7	14.5 - 22.7
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	5.7 - 9.7	(NA)
Parcel, U.S. Postal Service, or courier service	5.6 - 9.6	(NA)
Other and unknown mode	5.2 - 11.8	28.7 - 48.3
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in North Dakota		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	26.8 - 32.0	56.7 - 72.9
50 to 99 miles	10.3 - 12.9	4.5 - 6.9
100 to 249 miles	15.2 - 18.2	4.4 - 10.6
250 to 499 miles	8.7 - 13.3	5.9 - 15.1
500 to 749 miles	6.8 - 9.2	1.7 - 3.7
750 to 999 miles	4.3 - 6.3	1.3 - 4.3
1,000 to 1,499 miles	13.5 - 21.5	4.2 - 7.6
1,500 to 1,999 miles	0.3 - 0.7	(NA)
2,000 miles or more	(NA)	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

### Ohio - 2002 Commodity Flow Survey State Summary

Summary	Value	Weight
<b>Total shipments originating in Ohio</b>	<b>\$ 494,278 (millions)</b>	<b>546,095 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>5.9</b>	<b>4.7</b>

Leading Commodity Shipments Originating in Ohio by Value		Leading Commodity Shipments Originating in Ohio by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Motorized and other vehicles, including parts (36)	22.1	Gravel and crushed stone (12)	16.0
Electronic and other electrical equipment and components and office equipment (35)	10.0	Gasoline and aviation turbine fuel (17)	7.8
Machinery (34)	8.6	Nonmetallic mineral products (31)	7.0
Mixed freight (43)	5.2	Base metal in primary or semifinished forms and in finished basic shapes (32)	5.6
Base metal in primary or semifinished forms and in finished basic shapes (32)	4.9	Coal (15)	4.8
Other commodities	49.2	Other commodities	58.8
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Ohio Leading States by Value and Weight				Inbound Shipments to the State of Ohio Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Ohio	34.2	Ohio	61.2	Ohio	40.9	Ohio	57.1
Michigan	9.2	Michigan	5.5	Michigan	6.0	West Virginia	6.3
Indiana	5.5	Pennsylvania	5.0	Indiana	5.4	Kentucky	5.4
Texas	4.4	Indiana	4.1	Illinois	4.4	Michigan	5.3
Pennsylvania	4.2	Kentucky	3.8	Pennsylvania	4.0	Pennsylvania	3.8
New York	3.8	North Carolina	2.3	California	3.9	Minnesota	3.4
Other states	38.7	Other states	18.1	Other states	35.4	Other states	18.7
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Ohio		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	76.3	71.0
Air (including truck and air)	0.7	—
Rail	6.7	13.2
Water (Great Lakes, deep draft and shallow draft)	0.2	4.5
Pipeline*	1.4	6.0
Multiple modes**	10.3	1.3
Parcel, U.S. Postal Service, or courier service	9.4	0.3
Other and unknown mode	4.4	3.9
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Ohio		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	23.9	49.6
50 to 99 miles	11.4	11.7
100 to 249 miles	20.2	15.6
250 to 499 miles	20.9	14.9
500 to 749 miles	9.2	3.7
750 to 999 miles	5.7	1.7
1,000 to 1,499 miles	3.4	1.4
1,500 to 1,999 miles	2.6	0.8
2,000 miles or more	2.6	0.5
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Ohio - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Ohio</b>	<b>\$ 421,913.2 - 566,642.8 (millions)</b>	<b>459,855.7 - 632,334.3 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>5.2 - 6.6</b>	<b>3.9 - 5.4</b>

Leading Commodity Shipments Originating in Ohio by Value		Leading Commodity Shipments Originating in Ohio by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Motorized and other vehicles, including parts (36)	14.7 - 29.5	Gravel and crushed stone (12)	10.9 - 21.1
Electronic and other electrical equipment and components and office equipment (35)	5.5 - 14.5	Gasoline and aviation turbine fuel (17)	5.0 - 10.6
Machinery (34)	6.8 - 10.4	Nonmetallic mineral products (31)	3.9 - 10.1
Mixed freight (43)	3.4 - 7.0	Base metal in primary or semifinished forms and in finished basic shapes (32)	3.8 - 7.4
Base metal in primary or semifinished forms and in finished basic shapes (32)	3.7 - 6.1	Coal (15)	2.5 - 7.1
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Ohio Leading States by Value and Weight				Inbound Shipments to the State of Ohio Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Ohio	31.2 - 37.2	Ohio	56.4 - 66.0	Ohio	37.8 - 44.0	Ohio	53.8 - 60.4
Michigan	7.7 - 10.7	Michigan	4.7 - 6.3	Michigan	5.5 - 6.5	West Virginia	4.3 - 8.3
Indiana	4.7 - 6.3	Pennsylvania	3.5 - 6.5	Indiana	4.4 - 6.4	Kentucky	2.8 - 8.0
Texas	3.7 - 5.1	Indiana	2.9 - 5.3	Illinois	3.4 - 5.4	Michigan	4.1 - 6.5
Pennsylvania	3.5 - 4.9	Kentucky	2.1 - 5.5	Pennsylvania	3.3 - 4.7	Pennsylvania	3.0 - 4.6
New York	3.1 - 4.5	North Carolina	1.1 - 3.5	California	3.1 - 4.7	Minnesota	2.1 - 4.7
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Ohio		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	74.0 - 78.6	65.7 - 76.3
Air (including truck and air)	0.5 - 0.9	(NA)
Rail	3.9 - 9.5	7.9 - 18.5
Water (Great Lakes, deep draft and shallow draft)	(NA)	2.8 - 6.2
Pipeline*	0.9 - 1.9	3.0 - 9.0
Multiple modes**	8.0 - 12.6	0.5 - 2.1
Parcel, U.S. Postal Service, or courier service	7.1 - 11.7	(NA)
Other and unknown mode	2.7 - 6.1	1.6 - 6.2
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Ohio		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	20.4 - 27.4	44.8 - 54.4
50 to 99 miles	9.9 - 12.9	10.0 - 13.4
100 to 249 miles	18.9 - 21.5	13.9 - 17.3
250 to 499 miles	18.6 - 23.2	10.6 - 19.2
500 to 749 miles	7.9 - 10.5	2.9 - 4.5
750 to 999 miles	3.9 - 7.5	1.2 - 2.2
1,000 to 1,499 miles	2.7 - 4.1	0.7 - 2.1
1,500 to 1,999 miles	2.3 - 2.9	(NA)
2,000 miles or more	2.1 - 3.1	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Oklahoma - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Oklahoma</b>	<b>\$ 77,576 (millions)</b>	<b>136,033 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.9</b>	<b>1.2</b>

Leading Commodity Shipments Originating in Oklahoma by Value		Leading Commodity Shipments Originating in Oklahoma by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	9.9	Gravel and crushed stone (12)	25.8
Motorized and other vehicles, including parts (36)	9.6	Nonmetallic mineral products (31)	11.0
Machinery (34)	9.3	Gasoline and aviation turbine fuel (17)	9.2
Pharmaceutical products (21)	6.2	Natural sands (11)	6.4
Articles of base metal (33)	4.9	Fertilizers (22)	4.5
Other commodities	60.1	Other commodities	43.1
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Oklahoma Leading States by Value and Weight				Inbound Shipments to the State of Oklahoma Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Oklahoma	32.8	Oklahoma	66.0	Oklahoma	30.7	Oklahoma	62.2
Texas	22.0	Texas	13.5	Texas	13.9	Wyoming	9.9
Arkansas	3.5	Arkansas	3.2	Missouri	6.2	Kansas	5.9
California	3.3	Kansas	3.0	California	4.5	Texas	4.8
Kansas	3.3	Missouri	2.1	Arkansas	4.2	Arkansas	3.4
Missouri	2.4	Louisiana	1.0	Tennessee	3.1	Missouri	2.9
Other states	32.7	Other states	11.2	Other states	37.4	Other states	10.9
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Oklahoma		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	77.9	71.4
Air (including truck and air)	0.8	S
Rail	9.3	15.6
Water (Great Lakes, deep draft and shallow draft)	0.2	0.8
Pipeline*	2.9	6.9
Multiple modes**	7.0	1.4
Parcel, U.S. Postal Service, or courier service	6.7	0.1
Other and unknown mode	1.8	3.8
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Oklahoma		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	22.0	53.5
50 to 99 miles	8.4	14.5
100 to 249 miles	15.3	13.5
250 to 499 miles	19.8	8.8
500 to 749 miles	13.4	4.6
750 to 999 miles	8.2	2.1
1,000 to 1,499 miles	12.0	2.8
1,500 to 1,999 miles	0.7	—
2,000 miles or more	0.2	—
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Oklahoma - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Oklahoma</b>	<b>\$ 59,965.5 - 95,186.5 (millions)</b>	<b>112,984.2 - 159,081.8 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.7 - 1.1</b>	<b>1.0 - 1.4</b>

Leading Commodity Shipments Originating in Oklahoma by Value		Leading Commodity Shipments Originating in Oklahoma by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	6.4 - 13.4	Gravel and crushed stone (12)	20.0 - 31.6
Motorized and other vehicles, including parts (36)	3.6 - 15.6	Nonmetallic mineral products (31)	5.9 - 16.1
Machinery (34)	6.3 - 12.3	Gasoline and aviation turbine fuel (17)	4.6 - 13.8
Pharmaceutical products (21)	3.6 - 8.8	Natural sands (11)	2.4 - 10.4
Articles of base metal (33)	3.2 - 6.6	Fertilizers (22)	2.7 - 6.3
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Oklahoma Leading States by Value and Weight				Inbound Shipments to the State of Oklahoma Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Oklahoma	28.0 - 37.6	Oklahoma	60.4 - 71.6	Oklahoma	28.2 - 33.2	Oklahoma	55.3 - 69.1
Texas	15.4 - 28.6	Texas	9.9 - 17.1	Texas	11.6 - 16.2	Wyoming	3.6 - 16.2
Arkansas	2.8 - 4.2	Arkansas	2.0 - 4.4	Missouri	3.9 - 8.5	Kansas	3.7 - 8.1
California	2.6 - 4.0	Kansas	1.3 - 4.7	California	3.5 - 5.5	Texas	2.8 - 6.8
Kansas	2.1 - 4.5	Missouri	1.3 - 2.9	Arkansas	2.9 - 5.5	Arkansas	1.1 - 5.7
Missouri	2.1 - 2.7	Louisiana	0.7 - 1.3	Tennessee	1.9 - 4.3	Missouri	2.1 - 3.7
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Oklahoma		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	71.4 - 84.4	66.6 - 76.2
Air (including truck and air)	0.5 - 1.1	(NA)
Rail	3.7 - 14.9	11.6 - 19.6
Water (Great Lakes, deep draft and shallow draft)	(NA)	0.3 - 1.3
Pipeline*	1.4 - 4.4	4.1 - 9.7
Multiple modes**	5.0 - 9.0	0.7 - 2.1
Parcel, U.S. Postal Service, or courier service	4.7 - 8.7	(NA)
Other and unknown mode	1.1 - 2.5	1.3 - 6.3
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Oklahoma		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	17.9 - 26.1	47.4 - 59.6
50 to 99 miles	6.6 - 10.2	12.0 - 17.0
100 to 249 miles	14.0 - 16.6	9.7 - 17.3
250 to 499 miles	15.5 - 24.1	6.6 - 11.0
500 to 749 miles	11.9 - 14.9	3.6 - 5.6
750 to 999 miles	6.5 - 9.9	1.6 - 2.6
1,000 to 1,499 miles	8.9 - 15.1	2.1 - 3.5
1,500 to 1,999 miles	0.4 - 1.0	(NA)
2,000 miles or more	0.0 - 0.4	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Oregon - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Oregon</b>	<b>\$ 102,600 (millions)</b>	<b>158,053 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.2</b>	<b>1.4</b>

Leading Commodity Shipments Originating in Oregon by Value		Leading Commodity Shipments Originating in Oregon by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	10.6	Gravel and crushed stone (12)	32.8
Wood products (26)	10.4	Wood products (26)	17.4
Motorized and other vehicles, including parts (36)	5.7	Nonmetallic mineral products (31)	11.5
Other prepared foodstuffs and fats and oils (07)	4.0	Coal and petroleum products, n.e.c. (19)	5.6
Miscellaneous manufactured products (40)	3.7	Gasoline and aviation turbine fuel (17)	4.8
Other commodities	65.6	Other commodities	27.9
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Oregon Leading States by Value and Weight				Inbound Shipments to the State of Oregon Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Oregon	40.2	Oregon	73.6	Oregon	43.7	Oregon	62.1
California	17.1	Washington	8.6	California	13.7	Washington	20.0
Washington	15.1	California	6.9	Washington	11.6	California	3.3
Idaho	2.1	Idaho	1.3	Illinois	1.9	Montana	1.8
Texas	1.8	Illinois	0.9	Arizona	1.7	Idaho	1.7
Illinois	1.7	Arizona	0.7	Texas	1.7	Illinois	0.5
Other states	22.0	Other states	8.0	Other states	25.7	Other states	10.6
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Oregon		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	71.8	83.7
Air (including truck and air)	6.9	S
Rail	5.1	10.9
Water (Great Lakes, deep draft and shallow draft)	S	1.0
Pipeline*	—	0.2
Multiple modes**	11.1	1.2
Parcel, U.S. Postal Service, or courier service	10.1	0.2
Other and unknown mode	4.6	2.9
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Oregon		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	32.1	67.5
50 to 99 miles	4.6	4.6
100 to 249 miles	17.3	9.8
250 to 499 miles	8.2	4.4
500 to 749 miles	6.1	2.9
750 to 999 miles	S	3.1
1,000 to 1,499 miles	2.5	1.3
1,500 to 1,999 miles	7.7	3.4
2,000 miles or more	10.6	3.0
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.



**Oregon - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Oregon</b>	<b>\$ 77,114.7 - 128,085.3 (millions)</b>	<b>115,673.5 - 200,432.5 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.9 - 1.5</b>	<b>1.0 - 1.7</b>

Leading Commodity Shipments Originating in Oregon by Value		Leading Commodity Shipments Originating in Oregon by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	7.6 - 13.6	Gravel and crushed stone (12)	23.7 - 41.9
Wood products (26)	8.2 - 12.6	Wood products (26)	11.1 - 23.7
Motorized and other vehicles, including parts (36)	2.9 - 8.5	Nonmetallic mineral products (31)	5.4 - 17.6
Other prepared foodstuffs and fats and oils (07)	3.0 - 5.0	Coal and petroleum products, n.e.c. (19)	3.3 - 7.9
Miscellaneous manufactured products (40)	1.7 - 5.7	Gasoline and aviation turbine fuel (17)	1.7 - 7.9
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Oregon Leading States by Value and Weight				Inbound Shipments to the State of Oregon Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Oregon	36.7 - 43.7	Oregon	65.2 - 82.0	Oregon	38.7 - 48.7	Oregon	52.7 - 71.5
California	14.0 - 20.2	Washington	6.4 - 10.8	California	8.7 - 18.7	Washington	9.2 - 30.8
Washington	12.8 - 17.4	California	4.3 - 9.5	Washington	9.0 - 14.2	California	2.3 - 4.3
Idaho	1.6 - 2.6	Idaho	0.6 - 2.0	Illinois	0.9 - 2.9	Montana	0.6 - 3.0
Texas	1.3 - 2.3	Illinois	0.4 - 1.4	Arizona	1.0 - 2.4	Idaho	0.0 - 3.4
Illinois	1.2 - 2.2	Arizona	0.2 - 1.2	Texas	0.7 - 2.7	Illinois	0.0 - 1.0
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Oregon		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	68.8 - 74.8	76.4 - 91.0
Air (including truck and air)	4.3 - 9.5	(NA)
Rail	3.6 - 6.6	4.3 - 17.5
Water (Great Lakes, deep draft and shallow draft)	(NA)	0.2 - 1.8
Pipeline*	(NA)	(NA)
Multiple modes**	8.5 - 13.7	0.4 - 2.0
Parcel, U.S. Postal Service, or courier service	7.8 - 12.4	(NA)
Other and unknown mode	2.3 - 6.9	0.4 - 5.4
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Oregon		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	28.8 - 35.4	59.1 - 75.9
50 to 99 miles	3.8 - 5.4	3.3 - 5.9
100 to 249 miles	14.8 - 19.8	8.3 - 11.3
250 to 499 miles	6.7 - 9.7	2.9 - 5.9
500 to 749 miles	5.1 - 7.1	1.1 - 4.7
750 to 999 miles	(NA)	1.8 - 4.4
1,000 to 1,499 miles	1.5 - 3.5	0.6 - 2.0
1,500 to 1,999 miles	6.4 - 9.0	1.6 - 5.2
2,000 miles or more	9.1 - 12.1	1.3 - 4.7
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Pennsylvania - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Pennsylvania</b>	<b>\$ 354,399 (millions)</b>	<b>399,764 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>4.2</b>	<b>3.4</b>

Leading Commodity Shipments Originating in Pennsylvania by Value		Leading Commodity Shipments Originating in Pennsylvania by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	10.9	Coal (15)	21.3
Pharmaceutical products (21)	10.0	Gravel and crushed stone (12)	16.5
Electronic and other electrical equipment and components and office equipment (35)	8.9	Gasoline and aviation turbine fuel (17)	6.6
Other prepared foodstuffs and fats and oils (07)	5.8	Base metal in primary or semifinished forms and in finished basic shapes (32)	5.8
Base metal in primary or semifinished forms and in finished basic shapes (32)	5.8	Other prepared foodstuffs and fats and oils (07)	5.7
Other commodities	58.6	Other commodities	44.1
Total	100.0	Total	100.0

Outbound Shipments from the State of Pennsylvania Leading States by Value and Weight				Inbound Shipments to the State of Pennsylvania Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Pennsylvania	33.2	Pennsylvania	58.5	Pennsylvania	35.9	Pennsylvania	58.6
New Jersey	8.1	New Jersey	5.9	Ohio	6.3	Ohio	6.9
New York	8.0	Ohio	5.5	New Jersey	6.1	West Virginia	5.4
Ohio	4.7	Maryland	4.3	New York	5.2	New Jersey	5.0
Maryland	3.6	New York	4.1	North Carolina	4.2	Minnesota	2.6
Georgia	3.4	Virginia	2.3	Maryland	3.9	Maryland	2.5
Other states	39.0	Other states	19.4	Other states	38.4	Other states	19.0
Total	100.0	Total	100.0	Total	100.0	Total	100.0

Modes of Transportation for Shipments Originating in Pennsylvania		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	81.0	74.0
Air (including truck and air)	1.4	—
Rail	1.2	15.7
Water (Great Lakes, deep draft and shallow draft)	S	3.0
Pipeline*	0.8	3.0
Multiple modes**	12.2	2.5
Parcel, U.S. Postal Service, or courier service	12.1	0.3
Other and unknown mode	3.0	1.7
Total	100.0	100.0

Domestic Distance Shipped for Commodities Originating in Pennsylvania		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	28.7	54.5
50 to 99 miles	14.0	12.8
100 to 249 miles	18.5	14.6
250 to 499 miles	14.4	9.3
500 to 749 miles	9.3	4.9
750 to 999 miles	4.0	1.3
1,000 to 1,499 miles	4.2	S
1,500 to 1,999 miles	1.8	0.3
2,000 miles or more	5.0	0.5
Total	100.0	100.0

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Pennsylvania - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Pennsylvania</b>	<b>\$ 321,168.8 - 387,629.2 (millions)</b>	<b>357,676.8 - 441,851.2 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>3.8 - 4.7</b>	<b>3.1 - 3.7</b>

Leading Commodity Shipments Originating in Pennsylvania by Value		Leading Commodity Shipments Originating in Pennsylvania by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	9.4 - 12.4	Coal (15)	15.7 - 26.9
Pharmaceutical products (21)	5.7 - 14.3	Gravel and crushed stone (12)	10.4 - 22.6
Electronic and other electrical equipment and components and office equipment (35)	6.4 - 11.4	Gasoline and aviation turbine fuel (17)	4.3 - 8.9
Other prepared foodstuffs and fats and oils (07)	4.0 - 7.6	Base metal in primary or semifinished forms and in finished basic shapes (32)	4.5 - 7.1
Base metal in primary or semifinished forms and in finished basic shapes (32)	4.6 - 7.0	Other prepared foodstuffs and fats and oils (07)	3.7 - 7.7
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Pennsylvania Leading States by Value and Weight				Inbound Shipments to the State of Pennsylvania Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Pennsylvania	30.1 - 36.3	Pennsylvania	55.2 - 61.8	Pennsylvania	32.4 - 39.4	Pennsylvania	53.5 - 63.7
New Jersey	6.9 - 9.3	New Jersey	5.1 - 6.7	Ohio	5.1 - 7.5	Ohio	2.6 - 11.2
New York	6.8 - 9.2	Ohio	4.3 - 6.7	New Jersey	5.4 - 6.8	West Virginia	2.6 - 8.2
Ohio	4.0 - 5.4	Maryland	3.3 - 5.3	New York	4.4 - 6.0	New Jersey	3.0 - 7.0
Maryland	3.1 - 4.1	New York	3.4 - 4.8	North Carolina	3.0 - 5.4	Minnesota	0.8 - 4.4
Georgia	1.6 - 5.2	Virginia	0.8 - 3.8	Maryland	2.2 - 5.6	Maryland	2.2 - 2.8
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Pennsylvania		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	78.2 - 83.8	70.5 - 77.5
Air (including truck and air)	0.7 - 2.1	(NA)
Rail	1.0 - 1.4	10.4 - 21.0
Water (Great Lakes, deep draft and shallow draft)	(NA)	0.7 - 5.3
Pipeline*	0.3 - 1.3	1.5 - 4.5
Multiple modes**	10.0 - 14.4	1.2 - 3.8
Parcel, U.S. Postal Service, or courier service	9.9 - 14.3	(NA)
Other and unknown mode	1.8 - 4.2	0.7 - 2.7
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Pennsylvania		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	26.4 - 31.0	48.7 - 60.3
50 to 99 miles	12.3 - 15.7	10.5 - 15.1
100 to 249 miles	16.2 - 20.8	12.3 - 16.9
250 to 499 miles	13.2 - 15.6	7.8 - 10.8
500 to 749 miles	8.0 - 10.6	2.7 - 7.1
750 to 999 miles	3.7 - 4.3	1.0 - 1.6
1,000 to 1,499 miles	3.4 - 5.0	(NA)
1,500 to 1,999 miles	1.1 - 2.5	(NA)
2,000 miles or more	3.7 - 6.3	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

### Rhode Island - 2002 Commodity Flow Survey State Summary

Summary	Value	Weight
<b>Total shipments originating in Rhode Island</b>	<b>\$ 21,035 (millions)</b>	<b>19,389 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.3</b>	<b>0.2</b>

Leading Commodity Shipments Originating in Rhode Island by Value		Leading Commodity Shipments Originating in Rhode Island by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Miscellaneous manufactured products (40)	17.0	Gasoline and aviation turbine fuel (17)	26.9
Electronic and other electrical equipment and components and office equipment (35)	11.7	Gravel and crushed stone (12)	12.4
Gasoline and aviation turbine fuel (17)	6.2	Other prepared foodstuffs and fats and oils (07)	7.8
Mixed freight (43)	5.0	Natural sands (11)	7.1
Textiles, leather, and articles of textiles or leather (30)	4.9	Miscellaneous manufactured products (40)	1.7
Other commodities	55.2	Other commodities	44.1
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Rhode Island Leading States by Value and Weight				Inbound Shipments to the State of Rhode Island Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Massachusetts	18.8	Rhode Island	49.0	Massachusetts	21.0	Rhode Island	57.5
Rhode Island	16.2	Massachusetts	32.0	Rhode Island	18.8	Massachusetts	12.1
New York	6.7	Connecticut	7.6	Connecticut	9.8	Connecticut	4.6
California	6.0	New York	1.1	New Jersey	5.6	New York	3.2
Connecticut	4.3	New Hampshire	1.0	New York	4.9	Pennsylvania	1.6
New Jersey	3.5	New Jersey	0.8	Pennsylvania	3.7	Ohio	1.6
Other states	44.5	Other states	8.5	Other states	36.2	Other states	19.4
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Rhode Island		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	68.8	97.2
Air (including truck and air)	1.9	—
Rail	S	S
Water (Great Lakes, deep draft and shallow draft)	—	S
Pipeline*	—	—
Multiple modes**	24.4	0.8
Parcel, U.S. Postal Service, or courier service	24.3	0.8
Other and unknown mode	4.9	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Rhode Island		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	31.4	79.4
50 to 99 miles	8.0	9.0
100 to 249 miles	11.9	3.5
250 to 499 miles	7.9	1.2
500 to 749 miles	9.3	1.3
750 to 999 miles	10.5	S
1,000 to 1,499 miles	6.6	1.2
1,500 to 1,999 miles	3.5	0.3
2,000 miles or more	11.0	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Rhode Island - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Rhode Island</b>	<b>\$ 16,017.6 - 26,052.4 (millions)</b>	<b>14,859.9 - 23,918.1 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.2 - 0.3</b>	<b>0.1 - 0.2</b>

Leading Commodity Shipments Originating in Rhode Island by Value		Leading Commodity Shipments Originating in Rhode Island by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Miscellaneous manufactured products (40)	14.0 - 20.0	Gasoline and aviation turbine fuel (17)	14.5 - 39.3
Electronic and other electrical equipment and components and office equipment (35)	7.1 - 16.3	Gravel and crushed stone (12)	7.9 - 16.9
Gasoline and aviation turbine fuel (17)	2.6 - 9.8	Other prepared foodstuffs and fats and oils (07)	3.5 - 12.1
Mixed freight (43)	3.2 - 6.8	Natural sands (11)	3.6 - 10.6
Textiles, leather, and articles of textiles or leather (30)	3.4 - 6.4	Miscellaneous manufactured products (40)	1.0 - 2.4
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Rhode Island Leading States by Value and Weight				Inbound Shipments to the State of Rhode Island Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Massachusetts	14.7 - 22.9	Rhode Island	42.5 - 55.5	Massachusetts	16.4 - 25.6	Rhode Island	48.6 - 66.4
Rhode Island	12.9 - 19.5	Massachusetts	26.5 - 37.5	Rhode Island	15.8 - 21.8	Massachusetts	9.1 - 15.1
New York	4.9 - 8.5	Connecticut	4.6 - 10.6	Connecticut	7.3 - 12.3	Connecticut	2.9 - 6.3
California	4.5 - 7.5	New York	0.4 - 1.8	New Jersey	2.8 - 8.4	New York	1.5 - 4.9
Connecticut	3.5 - 5.1	New Hampshire	0.3 - 1.7	New York	3.2 - 6.6	Pennsylvania	0.8 - 2.4
New Jersey	1.7 - 5.3	New Jersey	0.3 - 1.3	Pennsylvania	2.7 - 4.7	Ohio	0.4 - 2.8
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Rhode Island		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	63.0 - 74.6	95.4 - 99.0
Air (including truck and air)	1.1 - 2.7	(NA)
Rail	(NA)	(NA)
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	18.4 - 30.4	0.5 - 1.1
Parcel, U.S. Postal Service, or courier service	18.3 - 30.3	0.5 - 1.1
Other and unknown mode	3.1 - 6.7	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Rhode Island		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	25.6 - 37.2	72.9 - 85.9
50 to 99 miles	6.8 - 9.2	8.0 - 10.0
100 to 249 miles	9.1 - 14.7	2.7 - 4.3
250 to 499 miles	6.2 - 9.6	0.5 - 1.9
500 to 749 miles	6.8 - 11.8	0.5 - 2.1
750 to 999 miles	7.5 - 13.5	(NA)
1,000 to 1,499 miles	5.6 - 7.6	0.5 - 1.9
1,500 to 1,999 miles	2.2 - 4.8	0.1 - 0.5
2,000 miles or more	7.9 - 14.1	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**South Carolina - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in South Carolina</b>	<b>\$ 143,194 (millions)</b>	<b>142,708 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.7</b>	<b>1.2</b>

Leading Commodity Shipments Originating in South Carolina by Value		Leading Commodity Shipments Originating in South Carolina by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Textiles, leather, and articles of textiles or leather (30)	18.9	Nonmetallic mineral products (31)	16.0
Mixed freight (43)	9.5	Gravel and crushed stone (12)	13.9
Plastics and rubber (24)	8.9	Pulp, newsprint, paper, and paperboard (27)	6.8
Motorized and other vehicles, including parts (36)	7.1	Wood products (26)	6.4
Machinery (34)	5.5	Base metal in primary or semifinished forms and in finished basic shapes (32)	5.0
Other commodities	50.1	Other commodities	51.9
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of South Carolina Leading States by Value and Weight				Inbound Shipments to the State of South Carolina Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
South Carolina	28.6	South Carolina	62.1	South Carolina	31.8	South Carolina	54.2
North Carolina	11.8	North Carolina	10.4	North Carolina	14.9	North Carolina	8.0
Georgia	9.0	Georgia	6.2	Georgia	8.5	Kentucky	7.9
Ohio	5.1	Ohio	2.0	Tennessee	4.2	Georgia	6.2
Florida	4.5	Florida	1.8	Texas	2.6	Alabama	2.8
Pennsylvania	4.2	Pennsylvania	1.7	Florida	2.5	Tennessee	2.4
Other states	36.8	Other states	15.8	Other states	35.5	Other states	18.5
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in South Carolina		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	88.3	87.7
Air (including truck and air)	0.8	—
Rail	4.9	11.1
Water (Great Lakes, deep draft and shallow draft)	S	S
Pipeline*	—	—
Multiple modes**	4.6	0.3
Parcel, U.S. Postal Service, or courier service	4.4	0.1
Other and unknown mode	1.4	0.9
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in South Carolina		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	17.3	46.8
50 to 99 miles	10.5	12.0
100 to 249 miles	22.4	20.1
250 to 499 miles	20.1	9.8
500 to 749 miles	16.0	6.6
750 to 999 miles	6.6	2.6
1,000 to 1,499 miles	2.3	1.1
1,500 to 1,999 miles	1.6	0.3
2,000 miles or more	3.2	0.8
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**South Carolina - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in South Carolina</b>	<b>\$ 123,643.0 - 162,745.0 (millions)</b>	<b>118,293.5 - 167,122.5 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.5 - 2.0</b>	<b>1.0 - 1.4</b>

Leading Commodity Shipments Originating in South Carolina by Value		Leading Commodity Shipments Originating in South Carolina by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Textiles, leather, and articles of textiles or leather (30)	16.1 - 21.7	Nonmetallic mineral products (31)	7.4 - 24.6
Mixed freight (43)	5.0 - 14.0	Gravel and crushed stone (12)	9.8 - 18.0
Plastics and rubber (24)	6.4 - 11.4	Pulp, newsprint, paper, and paperboard (27)	2.8 - 10.8
Motorized and other vehicles, including parts (36)	4.5 - 9.7	Wood products (26)	2.9 - 9.9
Machinery (34)	3.5 - 7.5	Base metal in primary or semifinished forms and in finished basic shapes (32)	2.8 - 7.2
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of South Carolina Leading States by Value and Weight				Inbound Shipments to the State of South Carolina Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
South Carolina	25.0 - 32.2	South Carolina	55.8 - 68.4	South Carolina	26.7 - 36.9	South Carolina	47.7 - 60.7
North Carolina	9.6 - 14.0	North Carolina	8.4 - 12.4	North Carolina	12.7 - 17.1	North Carolina	6.7 - 9.3
Georgia	7.5 - 10.5	Georgia	5.0 - 7.4	Georgia	7.0 - 10.0	Kentucky	3.9 - 11.9
Ohio	3.6 - 6.6	Ohio	1.0 - 3.0	Tennessee	3.4 - 5.0	Georgia	3.1 - 9.3
Florida	3.5 - 5.5	Florida	1.3 - 2.3	Texas	1.6 - 3.6	Alabama	0.3 - 5.3
Pennsylvania	2.4 - 6.0	Pennsylvania	1.2 - 2.2	Florida	1.7 - 3.3	Tennessee	1.2 - 3.6
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in South Carolina		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	85.8 - 90.8	83.4 - 92.0
Air (including truck and air)	0.5 - 1.1	(NA)
Rail	4.1 - 5.7	6.8 - 15.4
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	3.1 - 6.1	(NA)
Parcel, U.S. Postal Service, or courier service	2.9 - 5.9	(NA)
Other and unknown mode	0.1 - 2.7	0.6 - 1.2
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in South Carolina		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	14.7 - 19.9	37.7 - 55.9
50 to 99 miles	8.8 - 12.2	10.3 - 13.7
100 to 249 miles	19.8 - 25.0	14.8 - 25.4
250 to 499 miles	17.8 - 22.4	7.3 - 12.3
500 to 749 miles	13.2 - 18.8	4.6 - 8.6
750 to 999 miles	5.4 - 7.8	1.9 - 3.3
1,000 to 1,499 miles	2.0 - 2.6	0.8 - 1.4
1,500 to 1,999 miles	0.3 - 2.9	(NA)
2,000 miles or more	2.9 - 3.5	0.6 - 1.0
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

### South Dakota - 2002 Commodity Flow Survey State Summary

Summary	Value	Weight
<b>Total shipments originating in South Dakota</b>	<b>\$ 26,430 (millions)</b>	<b>52,286 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.3</b>	<b>0.4</b>

Leading Commodity Shipments Originating in South Dakota by Value		Leading Commodity Shipments Originating in South Dakota by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Cereal grains (02)	5.7	Cereal grains (02)	29.3
Machinery (34)	5.7	Other agricultural products (03)	12.9
Miscellaneous manufactured products (40)	5.3	Gasoline and aviation turbine fuel (17)	3.9
Other agricultural products (03)	4.4	Fuel oils (18)	2.5
Meat, fish, seafood, and their preparations (05)	4.1	Fertilizers (22)	2.5
Other commodities	74.8	Other commodities	48.9
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of South Dakota Leading States by Value and Weight				Inbound Shipments to the State of South Dakota Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
South Dakota	27.2	South Dakota	54.7	South Dakota	35.7	South Dakota	73.6
Minnesota	9.6	Minnesota	12.0	Minnesota	7.2	Wyoming	6.8
Iowa	6.8	Iowa	8.8	Nebraska	4.6	Minnesota	4.2
Texas	3.8	Nebraska	3.9	Iowa	4.6	Iowa	3.6
Wisconsin	2.7	Illinois	2.0	Illinois	3.8	North Dakota	1.8
Nebraska	2.4	Wyoming	1.3	Wisconsin	3.2	Nebraska	1.3
Other states	47.5	Other states	17.3	Other states	40.9	Other states	8.7
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in South Dakota		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	59.2	70.8
Air (including truck and air)	4.4	—
Rail	5.5	22.3
Water (Great Lakes, deep draft and shallow draft)	—	—
Pipeline*	—	—
Multiple modes**	13.4	S
Parcel, U.S. Postal Service, or courier service	13.2	0.2
Other and unknown mode	S	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in South Dakota		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	17.6	46.6
50 to 99 miles	7.8	12.1
100 to 249 miles	16.6	12.9
250 to 499 miles	22.9	12.2
500 to 749 miles	8.3	4.8
750 to 999 miles	7.3	1.8
1,000 to 1,499 miles	18.4	9.6
1,500 to 1,999 miles	0.6	—
2,000 miles or more	S	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.



**South Dakota - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in South Dakota</b>	<b>\$ 17,343.2 - 35,516.8 (millions)</b>	<b>44,631.1 - 59,940.9 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.2 - 0.4</b>	<b>0.4 - 0.5</b>

Leading Commodity Shipments Originating in South Dakota by Value		Leading Commodity Shipments Originating in South Dakota by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Cereal grains (02)	2.9 - 8.5	Cereal grains (02)	19.4 - 39.2
Machinery (34)	3.2 - 8.2	Other agricultural products (03)	9.4 - 16.4
Miscellaneous manufactured products (40)	1.7 - 8.9	Gasoline and aviation turbine fuel (17)	2.9 - 4.9
Other agricultural products (03)	2.9 - 5.9	Fuel oils (18)	1.8 - 3.2
Meat, fish, seafood, and their preparations (05)	0.1 - 8.1	Fertilizers (22)	0.5 - 4.5
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of South Dakota Leading States by Value and Weight				Inbound Shipments to the State of South Dakota Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
South Dakota	18.9 - 35.5	South Dakota	43.5 - 65.9	South Dakota	28.3 - 43.1	South Dakota	68.6 - 78.6
Minnesota	7.4 - 11.8	Minnesota	7.2 - 16.8	Minnesota	5.9 - 8.5	Wyoming	3.2 - 10.4
Iowa	4.0 - 9.6	Iowa	4.5 - 13.1	Nebraska	2.9 - 6.3	Minnesota	1.2 - 7.2
Texas	2.8 - 4.8	Nebraska	1.9 - 5.9	Iowa	2.9 - 6.3	Iowa	1.4 - 5.8
Wisconsin	1.0 - 4.4	Illinois	0.2 - 3.8	Illinois	2.5 - 5.1	North Dakota	1.1 - 2.5
Nebraska	1.7 - 3.1	Wyoming	1.0 - 1.6	Wisconsin	1.2 - 5.2	Nebraska	0.8 - 1.8
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in South Dakota		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	46.8 - 71.6	62.2 - 79.4
Air (including truck and air)	3.1 - 5.7	(NA)
Rail	2.2 - 8.8	13.2 - 31.4
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	9.6 - 17.2	(NA)
Parcel, U.S. Postal Service, or courier service	9.2 - 17.2	(NA)
Other and unknown mode	(NA)	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in South Dakota		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	12.5 - 22.7	36.8 - 56.4
50 to 99 miles	6.0 - 9.6	9.1 - 15.1
100 to 249 miles	13.6 - 19.6	9.3 - 16.5
250 to 499 miles	18.8 - 27.0	6.1 - 18.3
500 to 749 miles	6.8 - 9.8	2.5 - 7.1
750 to 999 miles	6.1 - 8.5	1.0 - 2.6
1,000 to 1,499 miles	14.8 - 22.0	3.1 - 16.1
1,500 to 1,999 miles	0.1 - 1.1	(NA)
2,000 miles or more	(NA)	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Tennessee - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Tennessee</b>	<b>\$ 286,576 (millions)</b>	<b>270,265 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>3.4</b>	<b>2.3</b>

Leading Commodity Shipments Originating in Tennessee by Value		Leading Commodity Shipments Originating in Tennessee by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Pharmaceutical products (21)	22.3	Gravel and crushed stone (12)	22.7
Motorized and other vehicles, including parts (36)	10.1	Nonmetallic mineral products (31)	13.0
Mixed freight (43)	9.7	Gasoline and aviation turbine fuel (17)	7.1
Machinery (34)	6.9	Waste and scrap (41)	4.7
Electronic and other electrical equipment and components and office equipment (35)	4.5	Other prepared foodstuffs and fats and oils (07)	4.4
Other commodities	46.5	Other commodities	48.1
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Tennessee Leading States by Value and Weight				Inbound Shipments to the State of Tennessee Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Tennessee	20.4	Tennessee	58.8	Tennessee	29.1	Tennessee	58.2
Texas	6.4	Kentucky	4.5	Georgia	6.4	Kentucky	5.3
California	6.3	Georgia	4.0	Kentucky	5.6	Virginia	4.5
Georgia	5.0	Texas	3.2	North Carolina	3.8	Missouri	2.7
Maryland	4.7	Arkansas	2.6	Illinois	3.8	Indiana	2.6
Illinois	4.1	Mississippi	2.5	California	3.6	Alabama	2.4
Other states	53.1	Other states	24.4	Other states	47.7	Other states	24.3
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Tennessee		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	80.0	82.8
Air (including truck and air)	5.0	S
Rail	1.8	6.4
Water (Great Lakes, deep draft and shallow draft)	S	S
Pipeline*	S	S
Multiple modes**	9.8	0.7
Parcel, U.S. Postal Service, or courier service	8.6	0.2
Other and unknown mode	2.0	1.0
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Tennessee		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	13.9	51.8
50 to 99 miles	6.4	12.2
100 to 249 miles	15.9	15.2
250 to 499 miles	24.1	12.8
500 to 749 miles	15.8	4.7
750 to 999 miles	11.8	1.6
1,000 to 1,499 miles	3.9	0.6
1,500 to 1,999 miles	7.5	0.9
2,000 miles or more	0.7	0.1
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Tennessee - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Tennessee</b>	<b>\$ 255,933.9 - 317,218.1 (millions)</b>	<b>221,360.5 - 319,169.5 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>3.1 - 3.7</b>	<b>1.9 - 2.7</b>

Leading Commodity Shipments Originating in Tennessee by Value		Leading Commodity Shipments Originating in Tennessee by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Pharmaceutical products (21)	14.5 - 30.1	Gravel and crushed stone (12)	16.9 - 28.5
Motorized and other vehicles, including parts (36)	7.6 - 12.6	Nonmetallic mineral products (31)	6.1 - 19.9
Mixed freight (43)	7.4 - 12.0	Gasoline and aviation turbine fuel (17)	4.8 - 9.4
Machinery (34)	5.2 - 8.6	Waste and scrap (41)	1.4 - 8.0
Electronic and other electrical equipment and components and office equipment (35)	3.3 - 5.7	Other prepared foodstuffs and fats and oils (07)	2.6 - 6.2
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Tennessee Leading States by Value and Weight				Inbound Shipments to the State of Tennessee Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Tennessee	17.8 - 23.0	Tennessee	48.4 - 69.2	Tennessee	26.9 - 31.3	Tennessee	50.3 - 66.1
Texas	4.7 - 8.1	Kentucky	2.8 - 6.2	Georgia	4.9 - 7.9	Kentucky	1.5 - 9.1
California	4.3 - 8.3	Georgia	2.5 - 5.5	Kentucky	4.1 - 7.1	Virginia	2.8 - 6.2
Georgia	4.0 - 6.0	Texas	1.4 - 5.0	North Carolina	3.0 - 4.6	Missouri	1.0 - 4.4
Maryland	2.2 - 7.2	Arkansas	1.8 - 3.4	Illinois	3.0 - 4.6	Indiana	1.8 - 3.4
Illinois	2.8 - 5.4	Mississippi	1.5 - 3.5	California	2.8 - 4.4	Alabama	1.6 - 3.2
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Tennessee		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	78.0 - 82.0	74.5 - 91.1
Air (including truck and air)	3.0 - 7.0	(NA)
Rail	1.1 - 2.5	2.8 - 10.0
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	8.3 - 11.3	0.0 - 1.5
Parcel, U.S. Postal Service, or courier service	7.3 - 9.9	(NA)
Other and unknown mode	1.5 - 2.5	0.7 - 1.3
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Tennessee		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	12.6 - 15.2	41.5 - 62.1
50 to 99 miles	4.7 - 8.1	8.2 - 16.2
100 to 249 miles	13.1 - 18.7	10.2 - 20.2
250 to 499 miles	21.9 - 26.3	9.2 - 16.4
500 to 749 miles	14.1 - 17.5	2.5 - 6.9
750 to 999 miles	8.5 - 15.1	0.9 - 2.3
1,000 to 1,499 miles	2.7 - 5.1	0.4 - 0.8
1,500 to 1,999 miles	5.2 - 9.8	0.6 - 1.2
2,000 miles or more	0.4 - 1.0	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Texas - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Texas</b>	<b>\$ 589,064 (millions)</b>	<b>1,082,596 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>7.0</b>	<b>9.3</b>

Leading Commodity Shipments Originating in Texas by Value		Leading Commodity Shipments Originating in Texas by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	10.6	Gasoline and aviation turbine fuel (17)	18.6
Mixed freight (43)	9.7	Basic chemicals (20)	11.7
Gasoline and aviation turbine fuel (17)	8.1	Fuel oils (18)	9.6
Motorized and other vehicles, including parts (36)	7.2	Coal and petroleum products, n.e.c. (19)	9.3
Basic chemicals (20)	7.1	Nonmetallic mineral products (31)	8.4
Other commodities	57.3	Other commodities	42.4
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Texas Leading States by Value and Weight				Inbound Shipments to the State of Texas Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Texas	62.1	Texas	84.6	Texas	50.8	Texas	77.6
California	4.6	Louisiana	2.2	California	7.0	Wyoming	4.7
Louisiana	3.1	California	1.0	Ohio	3.0	Louisiana	2.8
Illinois	2.0	Illinois	1.0	Tennessee	2.5	Oklahoma	1.6
Oklahoma	2.0	New Jersey	0.9	Illinois	2.4	Kansas	1.2
Florida	1.7	New Mexico	0.9	Oklahoma	2.4	Missouri	1.1
Other states	24.5	Other states	9.4	Other states	31.9	Other states	11.0
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Texas		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	64.4	54.0
Air (including truck and air)	2.1	—
Rail	6.4	13.5
Water (Great Lakes, deep draft and shallow draft)	2.8	6.7
Pipeline*	9.2	22.3
Multiple modes**	11.2	1.1
Parcel, U.S. Postal Service, or courier service	10.7	0.1
Other and unknown mode	3.9	2.3
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Texas		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	35.3	55.1
50 to 99 miles	7.5	14.0
100 to 249 miles	17.0	12.5
250 to 499 miles	10.7	7.9
500 to 749 miles	5.5	2.1
750 to 999 miles	9.1	3.3
1,000 to 1,499 miles	12.1	4.5
1,500 to 1,999 miles	2.8	0.5
2,000 miles or more	0.1	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Texas - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Texas</b>	<b>\$ 553,210.6 - 624,917.4 (millions)</b>	<b>940,126.4 - 1,225,065.6 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>6.7 - 7.4</b>	<b>8.1 - 10.4</b>

Leading Commodity Shipments Originating in Texas by Value		Leading Commodity Shipments Originating in Texas by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	8.4 - 12.8	Gasoline and aviation turbine fuel (17)	14.0 - 23.2
Mixed freight (43)	7.9 - 11.5	Basic chemicals (20)	7.6 - 15.8
Gasoline and aviation turbine fuel (17)	5.1 - 11.1	Fuel oils (18)	6.8 - 12.4
Motorized and other vehicles, including parts (36)	4.2 - 10.2	Coal and petroleum products, n.e.c. (19)	6.7 - 11.9
Basic chemicals (20)	4.8 - 9.4	Nonmetallic mineral products (31)	6.1 - 10.7
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Texas Leading States by Value and Weight				Inbound Shipments to the State of Texas Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Texas	58.8 - 65.4	Texas	82.8 - 86.4	Texas	48.0 - 53.6	Texas	74.5 - 80.7
California	3.4 - 5.8	Louisiana	1.4 - 3.0	California	4.2 - 9.8	Wyoming	2.5 - 6.9
Louisiana	2.4 - 3.8	California	0.7 - 1.3	Ohio	2.3 - 3.7	Louisiana	2.3 - 3.3
Illinois	1.5 - 2.5	Illinois	0.5 - 1.5	Tennessee	1.8 - 3.2	Oklahoma	1.1 - 2.1
Oklahoma	1.7 - 2.3	New Jersey	0.1 - 1.7	Illinois	2.1 - 2.7	Kansas	0.5 - 1.9
Florida	1.4 - 2.0	New Mexico	0.2 - 1.6	Oklahoma	1.1 - 3.7	Missouri	0.4 - 1.8
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Texas		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	61.3 - 67.5	48.7 - 59.3
Air (including truck and air)	1.4 - 2.8	(NA)
Rail	4.9 - 7.9	11.0 - 16.0
Water (Great Lakes, deep draft and shallow draft)	2.0 - 3.6	4.5 - 8.9
Pipeline*	6.9 - 11.5	17.3 - 27.3
Multiple modes**	8.6 - 13.8	0.4 - 1.8
Parcel, U.S. Postal Service, or courier service	8.1 - 13.3	(NA)
Other and unknown mode	2.2 - 5.6	1.1 - 3.5
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Texas		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	33.1 - 37.5	50.3 - 59.9
50 to 99 miles	5.3 - 9.7	9.4 - 18.6
100 to 249 miles	14.4 - 19.6	9.5 - 15.5
250 to 499 miles	9.2 - 12.2	5.3 - 10.5
500 to 749 miles	4.7 - 6.3	1.8 - 2.4
750 to 999 miles	8.1 - 10.1	2.8 - 3.8
1,000 to 1,499 miles	10.1 - 14.1	3.2 - 5.8
1,500 to 1,999 miles	2.0 - 3.6	0.3 - 0.7
2,000 miles or more	(NA)	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Utah - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Utah</b>	<b>\$ 61,515 (millions)</b>	<b>109,672 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.7</b>	<b>0.9</b>

Leading Commodity Shipments Originating in Utah by Value		Leading Commodity Shipments Originating in Utah by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	10.0	Coal (15)	27.4
Other prepared foodstuffs and fats and oils (07)	5.7	Fuel oils (18)	20.4
Pharmaceutical products (21)	5.6	Gasoline and aviation turbine fuel (17)	9.6
Base metal in primary or semifinished forms and in finished basic shapes (32)	5.6	Nonmetallic minerals n.e.c. (13)	5.0
Miscellaneous manufactured products (40)	5.4	Base metal in primary or semifinished forms and in finished basic shapes (32)	3.4
Other commodities	67.7	Other commodities	34.2
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Utah Leading States by Value and Weight				Inbound Shipments to the State of Utah Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Utah	41.9	Utah	56.2	Utah	41.4	Utah	75.2
California	14.1	California	10.5	California	13.0	Wyoming	6.2
Colorado	5.1	Idaho	5.5	Colorado	4.9	California	3.4
Idaho	4.1	Wyoming	5.2	Texas	2.9	Colorado	2.6
Nevada	2.7	Nevada	5.2	Oregon	2.4	Idaho	1.9
Arizona	2.4	Colorado	3.0	Wisconsin	2.0	Nevada	1.1
Other states	29.7	Other states	14.4	Other states	33.4	Other states	9.6
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Utah		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	73.5	66.0
Air (including truck and air)	2.7	S
Rail	5.5	19.9
Water (Great Lakes, deep draft and shallow draft)	—	—
Pipeline*	1.7	4.6
Multiple modes**	13.7	0.9
Parcel, U.S. Postal Service, or courier service	13.4	0.2
Other and unknown mode	2.9	8.5
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Utah		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	35.3	49.1
50 to 99 miles	3.7	5.5
100 to 249 miles	7.7	10.6
250 to 499 miles	13.1	14.9
500 to 749 miles	19.4	12.4
750 to 999 miles	2.2	1.9
1,000 to 1,499 miles	9.7	4.7
1,500 to 1,999 miles	7.2	0.9
2,000 miles or more	1.7	0.1
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Utah - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Utah</b>	<b>\$ 46,842.1 - 76,187.9 (millions)</b>	<b>85,497.0 - 133,847.0 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.5 - 0.9</b>	<b>0.7 - 1.2</b>

Leading Commodity Shipments Originating in Utah by Value		Leading Commodity Shipments Originating in Utah by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	5.7 - 14.3	Coal (15)	18.8 - 36.0
Other prepared foodstuffs and fats and oils (07)	3.4 - 8.0	Fuel oils (18)	13.8 - 27.0
Pharmaceutical products (21)	2.8 - 8.4	Gasoline and aviation turbine fuel (17)	7.3 - 11.9
Base metal in primary or semifinished forms and in finished basic shapes (32)	3.1 - 8.1	Nonmetallic minerals n.e.c. (13)	1.7 - 8.3
Miscellaneous manufactured products (40)	3.2 - 7.6	Base metal in primary or semifinished forms and in finished basic shapes (32)	1.6 - 5.2
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Utah Leading States by Value and Weight				Inbound Shipments to the State of Utah Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Utah	37.3 - 46.5	Utah	46.9 - 65.5	Utah	34.0 - 48.8	Utah	67.3 - 83.1
California	11.5 - 16.7	California	4.9 - 16.1	California	10.5 - 15.5	Wyoming	2.9 - 9.5
Colorado	4.1 - 6.1	Idaho	2.0 - 9.0	Colorado	3.9 - 5.9	California	1.1 - 5.7
Idaho	3.3 - 4.9	Wyoming	3.2 - 7.2	Texas	1.4 - 4.4	Colorado	0.6 - 4.6
Nevada	1.9 - 3.5	Nevada	2.4 - 8.0	Oregon	0.6 - 4.2	Idaho	0.4 - 3.4
Arizona	1.9 - 2.9	Colorado	1.8 - 4.2	Wisconsin	0.8 - 3.2	Nevada	0.6 - 1.6
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Utah		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	70.0 - 77.0	58.4 - 73.6
Air (including truck and air)	1.9 - 3.5	(NA)
Rail	3.0 - 8.0	12.0 - 27.8
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	0.9 - 2.5	2.6 - 6.6
Multiple modes**	10.2 - 17.2	0.6 - 1.2
Parcel, U.S. Postal Service, or courier service	9.9 - 16.9	(NA)
Other and unknown mode	1.9 - 3.9	2.2 - 14.8
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Utah		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	30.7 - 39.9	39.0 - 59.2
50 to 99 miles	3.0 - 4.4	4.7 - 6.3
100 to 249 miles	5.7 - 9.7	8.1 - 13.1
250 to 499 miles	10.8 - 15.4	9.3 - 20.5
500 to 749 miles	16.4 - 22.4	8.6 - 16.2
750 to 999 miles	1.4 - 3.0	1.1 - 2.7
1,000 to 1,499 miles	7.9 - 11.5	1.4 - 8.0
1,500 to 1,999 miles	5.9 - 8.5	0.2 - 1.6
2,000 miles or more	0.9 - 2.5	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Vermont - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Vermont</b>	<b>\$ 16,238 (millions)</b>	<b>16,218 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.2</b>	<b>0.1</b>

Leading Commodity Shipments Originating in Vermont by Value		Leading Commodity Shipments Originating in Vermont by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	31.4	Gravel and crushed stone (12)	34.0
Mixed freight (43)	12.0	Other prepared foodstuffs and fats and oils (07)	10.9
Other prepared foodstuffs and fats and oils (07)	11.8	Nonmetallic mineral products (31)	10.3
Miscellaneous manufactured products (40)	5.8	Gasoline and aviation turbine fuel (17)	6.1
Motorized and other vehicles, including parts (36)	3.3	Animal feed and products of animal origin, n.e.c. (04)	5.7
Other commodities	35.7	Other commodities	33.0
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Vermont Leading States by Value and Weight				Inbound Shipments to the State of Vermont Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Vermont	25.8	Vermont	63.5	Massachusetts	24.3	Vermont	62.6
New York	17.5	New York	7.1	Vermont	23.6	New York	11.5
Massachusetts	13.2	Massachusetts	5.0	New York	11.3	New Hampshire	7.7
Pennsylvania	3.8	New Hampshire	4.4	New Hampshire	5.6	Massachusetts	4.9
California	3.3	Connecticut	2.6	New Jersey	4.2	Maine	3.3
New Hampshire	3.2	Ohio	2.4	Connecticut	3.1	Pennsylvania	1.2
Other states	33.2	Other states	15.0	Other states	27.9	Other states	8.8
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Vermont		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	77.4	90.2
Air (including truck and air)	S	—
Rail	0.9	6.9
Water (Great Lakes, deep draft and shallow draft)	—	—
Pipeline*	—	—
Multiple modes**	13.7	S
Parcel, U.S. Postal Service, or courier service	13.6	0.8
Other and unknown mode	2.3	1.3
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Vermont		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	21.5	59.4
50 to 99 miles	10.5	9.9
100 to 249 miles	28.3	15.0
250 to 499 miles	11.1	6.1
500 to 749 miles	7.8	3.4
750 to 999 miles	5.7	3.7
1,000 to 1,499 miles	7.3	1.1
1,500 to 1,999 miles	2.1	0.6
2,000 miles or more	5.6	0.9
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.



**Vermont - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Vermont</b>	<b>\$ 11,109.4 - 21,366.6 (millions)</b>	<b>12,216.2 - 20,219.8 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.1 - 0.3</b>	<b>0.1 - 0.2</b>

Leading Commodity Shipments Originating in Vermont by Value		Leading Commodity Shipments Originating in Vermont by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Electronic and other electrical equipment and components and office equipment (35)	20.5 - 42.3	Gravel and crushed stone (12)	21.8 - 46.2
Mixed freight (43)	7.4 - 16.6	Other prepared foodstuffs and fats and oils (07)	4.9 - 16.9
Other prepared foodstuffs and fats and oils (07)	8.3 - 15.3	Nonmetallic mineral products (31)	4.8 - 15.8
Miscellaneous manufactured products (40)	4.0 - 7.6	Gasoline and aviation turbine fuel (17)	2.1 - 10.1
Motorized and other vehicles, including parts (36)	0.7 - 5.9	Animal feed and products of animal origin, n.e.c. (04)	2.9 - 8.5
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Vermont Leading States by Value and Weight				Inbound Shipments to the State of Vermont Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Vermont	20.7 - 30.9	Vermont	53.4 - 73.6	Massachusetts	16.0 - 32.6	Vermont	52.5 - 72.7
New York	11.7 - 23.3	New York	5.6 - 8.6	Vermont	20.3 - 26.9	New York	7.0 - 16.0
Massachusetts	9.4 - 17.0	Massachusetts	3.2 - 6.8	New York	6.8 - 15.8	New Hampshire	2.9 - 12.5
Pennsylvania	2.1 - 5.5	New Hampshire	1.6 - 7.2	New Hampshire	3.3 - 7.9	Massachusetts	1.3 - 8.5
California	2.6 - 4.0	Connecticut	1.4 - 3.8	New Jersey	0.9 - 7.5	Maine	0.2 - 6.8
New Hampshire	1.7 - 4.7	Ohio	0.6 - 4.2	Connecticut	1.8 - 4.4	Pennsylvania	0.4 - 2.0
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Vermont		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	73.3 - 81.5	83.3 - 97.1
Air (including truck and air)	(NA)	(NA)
Rail	0.0 - 1.9	0.1 - 13.7
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	10.4 - 17.0	(NA)
Parcel, U.S. Postal Service, or courier service	10.3 - 16.9	0.3 - 1.3
Other and unknown mode	0.5 - 4.1	0.3 - 2.3
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Vermont		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	17.2 - 25.8	48.6 - 70.2
50 to 99 miles	8.2 - 12.8	7.3 - 12.5
100 to 249 miles	21.8 - 34.8	10.2 - 19.8
250 to 499 miles	8.8 - 13.4	2.6 - 9.6
500 to 749 miles	5.3 - 10.3	0.9 - 5.9
750 to 999 miles	3.9 - 7.5	1.1 - 6.3
1,000 to 1,499 miles	4.3 - 10.3	0.4 - 1.8
1,500 to 1,999 miles	1.3 - 2.9	0.1 - 1.1
2,000 miles or more	4.3 - 6.9	0.6 - 1.2
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Virginia - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Virginia</b>	<b>\$ 164,557 (millions)</b>	<b>268,935 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>2.0</b>	<b>2.3</b>

Leading Commodity Shipments Originating in Virginia by Value		Leading Commodity Shipments Originating in Virginia by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	13.3	Gravel and crushed stone (12)	27.7
Electronic and other electrical equipment and components and office equipment (35)	9.8	Coal (15)	18.9
Textiles, leather, and articles of textiles or leather (30)	8.0	Nonmetallic mineral products (31)	7.2
Plastics and rubber (24)	6.0	Gasoline and aviation turbine fuel (17)	6.6
Motorized and other vehicles, including parts (36)	5.6	Wood products (26)	5.5
Other commodities	57.3	Other commodities	34.1
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Virginia Leading States by Value and Weight				Inbound Shipments to the State of Virginia Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Virginia	42.9	Virginia	68.7	Virginia	35.5	Virginia	67.5
Maryland	6.2	North Carolina	5.1	Maryland	8.3	Maryland	6.2
North Carolina	5.5	Tennessee	4.6	North Carolina	7.9	North Carolina	4.6
Pennsylvania	4.3	Maryland	3.5	Pennsylvania	5.4	West Virginia	4.5
California	4.1	Georgia	3.4	California	3.9	Pennsylvania	3.4
New York	3.3	Pennsylvania	1.7	Tennessee	3.5	Kentucky	2.1
Other states	33.7	Other states	13.0	Other states	35.5	Other states	11.7
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Virginia		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	83.8	80.4
Air (including truck and air)	1.9	—
Rail	1.9	16.9
Water (Great Lakes, deep draft and shallow draft)	S	0.7
Pipeline*	S	S
Multiple modes**	10.0	0.9
Parcel, U.S. Postal Service, or courier service	9.1	0.1
Other and unknown mode	2.3	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Virginia		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	31.4	60.0
50 to 99 miles	11.5	9.3
100 to 249 miles	21.3	15.8
250 to 499 miles	16.6	10.5
500 to 749 miles	6.9	2.1
750 to 999 miles	3.5	1.2
1,000 to 1,499 miles	2.8	0.4
1,500 to 1,999 miles	1.0	—
2,000 miles or more	4.9	0.5
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Virginia - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Virginia</b>	<b>\$ 141,547.8 - 187,566.2 (millions)</b>	<b>246,372.7 - 291,497.3 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.7 - 2.2</b>	<b>2.1 - 2.5</b>

Leading Commodity Shipments Originating in Virginia by Value		Leading Commodity Shipments Originating in Virginia by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	7.3 - 19.3	Gravel and crushed stone (12)	19.8 - 35.6
Electronic and other electrical equipment and components and office equipment (35)	8.3 - 11.3	Coal (15)	12.6 - 25.2
Textiles, leather, and articles of textiles or leather (30)	4.5 - 11.5	Nonmetallic mineral products (31)	3.1 - 11.3
Plastics and rubber (24)	4.5 - 7.5	Gasoline and aviation turbine fuel (17)	4.8 - 8.4
Motorized and other vehicles, including parts (36)	3.4 - 7.8	Wood products (26)	2.7 - 8.3
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Virginia Leading States by Value and Weight				Inbound Shipments to the State of Virginia Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Virginia	37.8 - 48.0	Virginia	65.2 - 72.2	Virginia	29.2 - 41.8	Virginia	63.5 - 71.5
Maryland	4.9 - 7.5	North Carolina	3.6 - 6.6	Maryland	4.3 - 12.3	Maryland	3.4 - 9.0
North Carolina	4.5 - 6.5	Tennessee	3.1 - 6.1	North Carolina	6.6 - 9.2	North Carolina	4.1 - 5.1
Pennsylvania	3.3 - 5.3	Maryland	2.0 - 5.0	Pennsylvania	3.6 - 7.2	West Virginia	2.7 - 6.3
California	2.8 - 5.4	Georgia	2.1 - 4.7	California	2.7 - 5.1	Pennsylvania	1.6 - 5.2
New York	2.5 - 4.1	Pennsylvania	1.0 - 2.4	Tennessee	3.0 - 4.0	Kentucky	0.9 - 3.3
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Virginia		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	80.2 - 87.4	76.9 - 83.9
Air (including truck and air)	1.2 - 2.6	(NA)
Rail	1.4 - 2.4	14.1 - 19.7
Water (Great Lakes, deep draft and shallow draft)	(NA)	0.0 - 1.4
Pipeline*	(NA)	(NA)
Multiple modes**	6.9 - 13.1	0.4 - 1.4
Parcel, U.S. Postal Service, or courier service	5.8 - 12.4	(NA)
Other and unknown mode	1.6 - 3.0	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Virginia		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	25.8 - 37.0	55.0 - 65.0
50 to 99 miles	9.3 - 13.7	7.5 - 11.1
100 to 249 miles	18.7 - 23.9	11.2 - 20.4
250 to 499 miles	14.0 - 19.2	8.8 - 12.2
500 to 749 miles	5.2 - 8.6	1.8 - 2.4
750 to 999 miles	2.8 - 4.2	0.5 - 1.9
1,000 to 1,499 miles	2.3 - 3.3	(NA)
1,500 to 1,999 miles	0.5 - 1.5	(NA)
2,000 miles or more	3.6 - 6.2	0.3 - 0.7
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Washington - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Washington</b>	<b>\$ 177,395 (millions)</b>	<b>259,594 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>2.1</b>	<b>2.2</b>

Leading Commodity Shipments Originating in Washington by Value		Leading Commodity Shipments Originating in Washington by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	12.5	Gasoline and aviation turbine fuel (17)	11.5
Electronic and other electrical equipment and components and office equipment (35)	8.0	Wood products (26)	6.6
Gasoline and aviation turbine fuel (17)	4.1	Cereal grains (02)	6.6
Other prepared foodstuffs and fats and oils (07)	3.8	Fuel oils (18)	5.5
Miscellaneous manufactured products (40)	3.1	Animal feed and products of animal origin, n.e.c. (04)	3.5
Other commodities	68.5	Other commodities	66.3
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Washington Leading States by Value and Weight				Inbound Shipments to the State of Washington Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Washington	68.9	Washington	76.6	Washington	54.7	Washington	80.0
California	6.6	Oregon	14.4	California	9.3	Oregon	5.5
Oregon	6.2	California	2.9	Oregon	6.9	California	2.4
Idaho	2.0	Idaho	1.1	Texas	1.9	Minnesota	2.0
Texas	1.5	Montana	0.4	Ohio	1.4	Utah	1.1
Illinois	1.2	Illinois	0.4	Tennessee	1.2	Idaho	0.8
Other states	13.6	Other states	4.2	Other states	24.6	Other states	8.2
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Washington		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	50.5	61.5
Air (including truck and air)	S	—
Rail	2.7	10.4
Water (Great Lakes, deep draft and shallow draft)	1.3	S
Pipeline*	2.9	9.3
Multiple modes**	11.1	0.9
Parcel, U.S. Postal Service, or courier service	10.3	0.2
Other and unknown mode	2.2	6.0
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Washington		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	56.9	60.6
50 to 99 miles	7.8	19.5
100 to 249 miles	10.1	10.7
250 to 499 miles	3.1	1.8
500 to 749 miles	4.0	1.4
750 to 999 miles	3.5	2.0
1,000 to 1,499 miles	2.8	1.7
1,500 to 1,999 miles	5.8	1.4
2,000 miles or more	6.0	1.0
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Washington - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Washington</b>	<b>\$ 120,199.3 - 234,590.7 (millions)</b>	<b>157,960.4 - 361,227.6 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>1.4 - 2.8</b>	<b>1.3 - 3.1</b>

Leading Commodity Shipments Originating in Washington by Value		Leading Commodity Shipments Originating in Washington by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	8.5 - 16.5	Gasoline and aviation turbine fuel (17)	7.4 - 15.6
Electronic and other electrical equipment and components and office equipment (35)	3.9 - 12.1	Wood products (26)	4.8 - 8.4
Gasoline and aviation turbine fuel (17)	1.6 - 6.6	Cereal grains (02)	1.1 - 12.1
Other prepared foodstuffs and fats and oils (07)	1.2 - 6.4	Fuel oils (18)	2.7 - 8.3
Miscellaneous manufactured products (40)	1.4 - 4.8	Animal feed and products of animal origin, n.e.c. (04)	1.3 - 5.7
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Washington Leading States by Value and Weight				Inbound Shipments to the State of Washington Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Washington	60.0 - 77.8	Washington	68.3 - 84.9	Washington	44.3 - 65.1	Washington	74.9 - 85.1
California	4.0 - 9.2	Oregon	5.8 - 23.0	California	6.7 - 11.9	Oregon	3.5 - 7.5
Oregon	4.2 - 8.2	California	1.2 - 4.6	Oregon	5.2 - 8.6	California	0.7 - 4.1
Idaho	1.3 - 2.7	Idaho	0.6 - 1.6	Texas	0.9 - 2.9	Minnesota	0.8 - 3.2
Texas	1.0 - 2.0	Montana	0.2 - 0.6	Ohio	0.9 - 1.9	Utah	0.8 - 1.4
Illinois	0.5 - 1.9	Illinois	0.2 - 0.6	Tennessee	0.4 - 2.0	Idaho	0.5 - 1.1
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Washington		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	40.6 - 60.4	50.9 - 72.1
Air (including truck and air)	(NA)	(NA)
Rail	1.4 - 4.0	6.1 - 14.7
Water (Great Lakes, deep draft and shallow draft)	0.0 - 2.6	(NA)
Pipeline*	1.9 - 3.9	7.0 - 11.6
Multiple modes**	6.0 - 16.2	0.6 - 1.2
Parcel, U.S. Postal Service, or courier service	5.3 - 15.3	(NA)
Other and unknown mode	1.5 - 2.9	2.0 - 10.0
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Washington		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	44.5 - 69.3	50.7 - 70.5
50 to 99 miles	4.7 - 10.9	10.6 - 28.4
100 to 249 miles	7.1 - 13.1	7.4 - 14.0
250 to 499 miles	1.9 - 4.3	1.0 - 2.6
500 to 749 miles	2.3 - 5.7	0.9 - 1.9
750 to 999 miles	2.2 - 4.8	0.7 - 3.3
1,000 to 1,499 miles	1.8 - 3.8	1.2 - 2.2
1,500 to 1,999 miles	3.8 - 7.8	0.7 - 2.1
2,000 miles or more	4.2 - 7.8	0.5 - 1.5
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**West Virginia - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in West Virginia</b>	<b>\$ 38,479 (millions)</b>	<b>275,583 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.5</b>	<b>2.4</b>

Leading Commodity Shipments Originating in West Virginia by Value		Leading Commodity Shipments Originating in West Virginia by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Coal (15)	14.3	Coal (15)	71.7
Base metal in primary or semifinished forms and in finished basic shapes (32)	10.1	Gravel and crushed stone (12)	7.9
Plastics and rubber (24)	8.2	Wood products (26)	1.7
Machinery (34)	7.5	Nonmetallic mineral products (31)	1.7
Basic chemicals (20)	5.5	Base metal in primary or semifinished forms and in finished basic shapes (32)	1.7
Other commodities	54.4	Other commodities	15.3
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of West Virginia Leading States by Value and Weight				Inbound Shipments to the State of West Virginia Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
West Virginia	24.5	West Virginia	33.5	West Virginia	25.7	West Virginia	70.1
Ohio	15.8	Ohio	13.4	Ohio	12.9	Ohio	6.4
Pennsylvania	8.0	Maryland	9.2	Pennsylvania	12.2	Pennsylvania	6.2
Kentucky	6.9	Pennsylvania	7.8	Virginia	6.0	Kentucky	4.9
North Carolina	5.2	North Carolina	5.2	Kentucky	5.7	Virginia	2.8
Virginia	4.2	Kentucky	4.9	Tennessee	5.3	Indiana	1.1
Other states	35.4	Other states	26.0	Other states	32.2	Other states	8.5
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in West Virginia		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	74.2	20.9
Air (including truck and air)	0.2	—
Rail	14.5	55.0
Water (Great Lakes, deep draft and shallow draft)	1.5	6.4
Pipeline*	S	S
Multiple modes**	6.4	3.9
Parcel, U.S. Postal Service, or courier service	3.8	—
Other and unknown mode	2.2	6.9
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in West Virginia		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	23.2	28.6
50 to 99 miles	12.8	13.5
100 to 249 miles	25.2	31.2
250 to 499 miles	23.9	24.9
500 to 749 miles	4.4	1.0
750 to 999 miles	2.5	0.3
1,000 to 1,499 miles	3.5	0.3
1,500 to 1,999 miles	S	—
2,000 miles or more	3.3	0.2
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**West Virginia - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in West Virginia</b>	<b>\$ 33,415.2 - 43,542.8 (millions)</b>	<b>228,436.3 - 322,729.7 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.4 - 0.5</b>	<b>2.0 - 2.8</b>

Leading Commodity Shipments Originating in West Virginia by Value		Leading Commodity Shipments Originating in West Virginia by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Coal (15)	10.7 - 17.9	Coal (15)	60.6 - 82.8
Base metal in primary or semifinished forms and in finished basic shapes (32)	7.5 - 12.7	Gravel and crushed stone (12)	5.1 - 10.7
Plastics and rubber (24)	4.1 - 12.3	Wood products (26)	0.9 - 2.5
Machinery (34)	4.5 - 10.5	Nonmetallic mineral products (31)	0.7 - 2.7
Basic chemicals (20)	1.4 - 9.6	Base metal in primary or semifinished forms and in finished basic shapes (32)	0.7 - 2.7
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of West Virginia Leading States by Value and Weight				Inbound Shipments to the State of West Virginia Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
West Virginia	19.7 - 29.3	West Virginia	23.9 - 43.1	West Virginia	21.7 - 29.7	West Virginia	65.0 - 75.2
Ohio	10.3 - 21.3	Ohio	7.6 - 19.2	Ohio	9.4 - 16.4	Ohio	3.8 - 9.0
Pennsylvania	6.3 - 9.7	Maryland	5.6 - 12.8	Pennsylvania	10.2 - 14.2	Pennsylvania	2.7 - 9.7
Kentucky	3.9 - 9.9	Pennsylvania	4.3 - 11.3	Virginia	4.5 - 7.5	Kentucky	2.1 - 7.7
North Carolina	3.2 - 7.2	North Carolina	2.1 - 8.3	Kentucky	3.5 - 7.9	Virginia	1.3 - 4.3
Virginia	3.2 - 5.2	Kentucky	2.3 - 7.5	Tennessee	3.1 - 7.5	Indiana	0.6 - 1.6
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in West Virginia		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	70.2 - 78.2	16.3 - 25.5
Air (including truck and air)	(NA)	(NA)
Rail	10.7 - 18.3	41.8 - 68.2
Water (Great Lakes, deep draft and shallow draft)	0.5 - 2.5	2.8 - 10.0
Pipeline*	(NA)	(NA)
Multiple modes**	4.6 - 8.2	1.6 - 6.2
Parcel, U.S. Postal Service, or courier service	2.8 - 4.8	(NA)
Other and unknown mode	0.5 - 3.9	0.1 - 13.7
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in West Virginia		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	18.1 - 28.3	18.5 - 38.7
50 to 99 miles	9.2 - 16.4	8.9 - 18.1
100 to 249 miles	22.2 - 28.2	22.1 - 40.3
250 to 499 miles	21.1 - 26.7	17.0 - 32.8
500 to 749 miles	1.9 - 6.9	0.2 - 1.8
750 to 999 miles	1.7 - 3.3	(NA)
1,000 to 1,499 miles	1.7 - 5.3	(NA)
1,500 to 1,999 miles	(NA)	(NA)
2,000 miles or more	2.1 - 4.5	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Wisconsin - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Wisconsin</b>	<b>\$ 217,451 (millions)</b>	<b>229,502 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>2.6</b>	<b>2.0</b>

Leading Commodity Shipments Originating in Wisconsin by Value		Leading Commodity Shipments Originating in Wisconsin by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	13.4	Gravel and crushed stone (12)	24.9
Other prepared foodstuffs and fats and oils (07)	11.8	Cereal grains (02)	11.8
Motorized and other vehicles, including parts (36)	10.8	Other prepared foodstuffs and fats and oils (07)	8.7
Machinery (34)	7.9	Wood products (26)	3.6
Electronic and other electrical equipment and components and office equipment (35)	5.8	Mixed freight (43)	3.5
Other commodities	50.3	Other commodities	47.5
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Wisconsin Leading States by Value and Weight				Inbound Shipments to the State of Wisconsin Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Wisconsin	34.2	Wisconsin	56.0	Wisconsin	40.7	Wisconsin	51.6
Illinois	10.5	Illinois	11.6	Illinois	10.3	Illinois	9.8
Michigan	6.5	Minnesota	4.4	Ohio	8.4	Wyoming	9.2
Minnesota	5.1	Ohio	3.8	Minnesota	5.5	Montana	5.4
Texas	4.1	Michigan	2.3	Michigan	3.7	Minnesota	4.1
California	3.9	Indiana	1.6	California	3.4	Iowa	2.7
Other states	35.7	Other states	20.3	Other states	28.0	Other states	17.2
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Wisconsin		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	79.2	74.0
Air (including truck and air)	0.9	—
Rail	1.9	16.5
Water (Great Lakes, deep draft and shallow draft)	S	S
Pipeline*	S	S
Multiple modes**	13.8	1.1
Parcel, U.S. Postal Service, or courier service	10.3	0.3
Other and unknown mode	3.5	3.9
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Wisconsin		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	22.1	45.2
50 to 99 miles	12.3	13.7
100 to 249 miles	16.9	12.6
250 to 499 miles	16.2	12.5
500 to 749 miles	10.9	4.8
750 to 999 miles	11.5	7.9
1,000 to 1,499 miles	4.6	1.7
1,500 to 1,999 miles	5.3	1.5
2,000 miles or more	S	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.



**Wisconsin - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Wisconsin</b>	<b>\$ 198,850.2 - 236,051.8 (millions)</b>	<b>195,146.7 - 263,857.3 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>2.4 - 2.8</b>	<b>1.7 - 2.3</b>

Leading Commodity Shipments Originating in Wisconsin by Value		Leading Commodity Shipments Originating in Wisconsin by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Mixed freight (43)	11.7 - 15.1	Gravel and crushed stone (12)	19.6 - 30.2
Other prepared foodstuffs and fats and oils (07)	10.0 - 13.6	Cereal grains (02)	5.3 - 18.3
Motorized and other vehicles, including parts (36)	5.5 - 16.1	Other prepared foodstuffs and fats and oils (07)	6.2 - 11.2
Machinery (34)	6.6 - 9.2	Wood products (26)	0.5 - 6.7
Electronic and other electrical equipment and components and office equipment (35)	4.6 - 7.0	Mixed freight (43)	2.5 - 4.5
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Wisconsin Leading States by Value and Weight				Inbound Shipments to the State of Wisconsin Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Wisconsin	31.2 - 37.2	Wisconsin	49.9 - 62.1	Wisconsin	37.4 - 44.0	Wisconsin	45.3 - 57.9
Illinois	9.2 - 11.8	Illinois	7.8 - 15.4	Illinois	8.3 - 12.3	Illinois	6.0 - 13.6
Michigan	5.0 - 8.0	Minnesota	2.9 - 5.9	Ohio	3.8 - 13.0	Wyoming	5.7 - 12.7
Minnesota	4.3 - 5.9	Ohio	1.8 - 5.8	Minnesota	3.8 - 7.2	Montana	1.4 - 9.4
Texas	3.4 - 4.8	Michigan	1.6 - 3.0	Michigan	2.9 - 4.5	Minnesota	2.4 - 5.8
California	3.2 - 4.6	Indiana	1.3 - 1.9	California	2.2 - 4.6	Iowa	1.0 - 4.4
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Wisconsin		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	76.2 - 82.2	66.6 - 81.4
Air (including truck and air)	0.6 - 1.2	(NA)
Rail	1.1 - 2.7	11.0 - 22.0
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	(NA)
Multiple modes**	10.8 - 16.8	0.8 - 1.4
Parcel, U.S. Postal Service, or courier service	7.3 - 13.3	(NA)
Other and unknown mode	2.0 - 5.0	1.9 - 5.9
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Wisconsin		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	19.3 - 24.9	38.9 - 51.5
50 to 99 miles	11.1 - 13.5	9.1 - 18.3
100 to 249 miles	15.2 - 18.6	9.8 - 15.4
250 to 499 miles	15.0 - 17.4	10.2 - 14.8
500 to 749 miles	9.9 - 11.9	3.6 - 6.0
750 to 999 miles	10.2 - 12.8	3.3 - 12.5
1,000 to 1,499 miles	3.8 - 5.4	1.0 - 2.4
1,500 to 1,999 miles	4.5 - 6.1	1.2 - 1.8
2,000 miles or more	(NA)	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Wyoming - 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Wyoming</b>	<b>\$ 12,106 (millions)</b>	<b>401,092 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.1</b>	<b>3.4</b>

Leading Commodity Shipments Originating in Wyoming by Value		Leading Commodity Shipments Originating in Wyoming by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Coal (15)	25.7	Coal (15)	90.0
Gasoline and aviation turbine fuel (17)	8.3	Nonmetallic minerals n.e.c. (13)	1.7
Fuel oils (18)	7.1	Basic chemicals (20)	1.5
Coal and petroleum products, n.e.c. (19)	7.1	Coal and petroleum products, n.e.c. (19)	1.4
Chemical products and preparations, n.e.c. (23)	6.3	Chemical products and preparations, n.e.c. (23)	1.0
Other commodities	45.5	Other commodities	4.4
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Outbound Shipments from the State of Wyoming Leading States by Value and Weight				Inbound Shipments to the State of Wyoming Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Wyoming	37.7	Texas	13.7	Wyoming	29.4	Wyoming	73.3
Colorado	5.5	Wyoming	12.6	Colorado	15.5	Utah	8.3
Texas	5.4	Illinois	8.1	Utah	8.3	Montana	1.3
Nebraska	4.8	Missouri	8.0	Montana	4.1	South Dakota	1.0
California	4.1	Wisconsin	5.7	Ohio	2.0	Idaho	0.7
Illinois	3.5	Kansas	4.0	Texas	1.9	Illinois	0.2
Other states	39.0	Other states	47.9	Other states	38.8	Other states	15.2
<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>	<b>Total</b>	<b>100.0</b>

Modes of Transportation for Shipments Originating in Wyoming		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	46.9	7.7
Air (including truck and air)	0.2	S
Rail	30.1	82.2
Water (Great Lakes, deep draft and shallow draft)	—	—
Pipeline*	S	1.1
Multiple modes**	14.3	S
Parcel, U.S. Postal Service, or courier service	S	—
Other and unknown mode	3.0	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Domestic Distance Shipped for Commodities Originating in Wyoming		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	21.7	7.2
50 to 99 miles	11.3	3.8
100 to 249 miles	15.2	4.0
250 to 499 miles	7.9	6.9
500 to 749 miles	11.8	18.3
750 to 999 miles	14.1	28.6
1,000 to 1,499 miles	15.5	30.8
1,500 to 1,999 miles	2.4	0.4
2,000 miles or more	—	S
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

S Estimate does not meet publication standards because of high sampling variability or poor response quality.

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

NOTE: Data are estimates based on a sample and subject to error. See table on the next page for reliability estimates.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.

**Wyoming - 90 Percent Confidence Intervals for 2002 Commodity Flow Survey State Summary**

Summary	Value	Weight
<b>Total shipments originating in Wyoming</b>	<b>\$ 10,214.1 - 13,997.9 (millions)</b>	<b>300,803.0 - 501,381.0 (thousand tons)</b>
<b>Percent of total U.S. shipments</b>	<b>0.1 - 0.2</b>	<b>2.6 - 4.3</b>

Leading Commodity Shipments Originating in Wyoming by Value		Leading Commodity Shipments Originating in Wyoming by Weight	
Commodity description (2 digit SCTG)	Percent of value	Commodity description (2 digit SCTG)	Percent of weight
Coal (15)	20.4 - 31.0	Coal (15)	87.7 - 92.3
Gasoline and aviation turbine fuel (17)	5.0 - 11.6	Nonmetallic minerals n.e.c. (13)	0.7 - 2.7
Fuel oils (18)	4.3 - 9.9	Basic chemicals (20)	0.2 - 2.8
Coal and petroleum products, n.e.c. (19)	5.1 - 9.1	Coal and petroleum products, n.e.c. (19)	0.6 - 2.2
Chemical products and preparations, n.e.c. (23)	1.3 - 11.3	Chemical products and preparations, n.e.c. (23)	0.0 - 2.0
Other commodities	(X)	Other commodities	(X)
Total	(X)	Total	(X)

Outbound Shipments from the State of Wyoming Leading States by Value and Weight				Inbound Shipments to the State of Wyoming Leading States by Value and Weight			
State of destination	Percent of value	State of destination	Percent of weight	State of origin	Percent of value	State of origin	Percent of weight
Wyoming	31.2 - 44.2	Texas	9.7 - 17.7	Wyoming	23.3 - 35.5	Wyoming	67.0 - 79.6
Colorado	3.8 - 7.2	Wyoming	4.3 - 20.9	Colorado	12.2 - 18.8	Utah	3.8 - 12.8
Texas	4.7 - 6.1	Illinois	3.0 - 13.2	Utah	6.0 - 10.6	Montana	0.3 - 2.3
Nebraska	2.2 - 7.4	Missouri	5.2 - 10.8	Montana	2.8 - 5.4	South Dakota	0.0 - 2.0
California	3.1 - 5.1	Wisconsin	3.7 - 7.7	Ohio	0.0 - 4.0	Idaho	0.0 - 1.4
Illinois	1.0 - 6.0	Kansas	1.8 - 6.2	Texas	0.9 - 2.9	Illinois	0.0 - 0.9
Other states	(X)	Other states	(X)	Other states	(X)	Other states	(X)
Total	(X)	Total	(X)	Total	(X)	Total	(X)

Modes of Transportation for Shipments Originating in Wyoming		
Mode of transportation	Percent of value	Percent of weight
Truck (for-hire, private, and both private truck and for-hire truck)	40.9 - 52.9	5.5 - 9.9
Air (including truck and air)	(NA)	(NA)
Rail	24.8 - 35.4	76.4 - 88.0
Water (Great Lakes, deep draft and shallow draft)	(NA)	(NA)
Pipeline*	(NA)	0.3 - 1.9
Multiple modes**	7.8 - 20.8	(NA)
Parcel, U.S. Postal Service, or courier service	(NA)	(NA)
Other and unknown mode	1.7 - 4.3	(NA)
Total	(X)	(X)

Domestic Distance Shipped for Commodities Originating in Wyoming		
Distance shipped	Percent of value	Percent of weight
Less than 50 miles	16.7 - 26.7	2.7 - 11.7
50 to 99 miles	7.5 - 15.1	0.3 - 7.3
100 to 249 miles	12.6 - 17.8	2.2 - 5.8
250 to 499 miles	6.1 - 9.7	3.9 - 9.9
500 to 749 miles	9.8 - 13.8	13.8 - 22.8
750 to 999 miles	10.3 - 17.9	20.5 - 36.7
1,000 to 1,499 miles	10.9 - 20.1	23.4 - 38.2
1,500 to 1,999 miles	1.4 - 3.4	0.2 - 0.6
2,000 miles or more	(NA)	(NA)
Total	(X)	(X)

\* Estimate for pipelines excludes shipments of crude petroleum.

\*\* Multiple modes include parcel, USPS or courier, truck-rail, truck-water, rail-water, and other multiple modes.

(NA) Not available

(X) Not applicable

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, 2002 Commodity Flow Survey data, March 2005.



## Appendices

These appendices are reproduced from the individual CFS State reports of the *2002 Commodity Flow Survey*, published by the Bureau of Transportation Statistics of the Research and Innovative Technology Administration in USDOT and the Census Bureau in the Department of Commerce. Please note that appendix B excludes tables on statistical reliability measures because 90 percent confidence intervals for state-specific data are provided in this summary report.



## Appendix A - Comparability with the 1993 and 1997 Commodity Flow Surveys

The following tables show a comparison of the key characteristics among the 1993, 1997, and 2002 Commodity Flow Surveys.

### Industry Coverage

1993	1997	2002
Based on 1987 SIC	Based on 1987 SIC	Based on 1997 NAICS <sup>1</sup>
Manufacturing (excluding Printing Trade Services (SIC 279))	Manufacturing (excluding Printing Trade Services (SIC 279))	Manufacturing (excluding Prepress Services (NAICS 323122))
Mining (except mining services (SICs 108, 124, 138, 148) and oil and gas extraction (SICs 131 and 132))	Mining (except mining services (SICs 108, 124, 138, 148) and oil and gas extraction (SICs 131 and 132))	Mining (except support activities (NAICS 213) and oil and gas extraction (NAICS 211))
Wholesale (merchants and manufacturers' sales branches and government- owned liquor stores)	Wholesale (merchants and manufacturers' sales branches and government- owned liquor stores)	Wholesale (merchants and manufacturers' sales branches and government- owned liquor stores)
Retail catalog and mail order houses	Retail catalog and mail order houses	Retail electronic shopping and mail order houses
Auxiliaries (e.g., warehouses)	Auxiliaries (e.g., warehouses)	Auxiliaries <sup>2</sup> (e.g., warehouses)

<sup>1</sup>Because of changes in the classification of establishments between SIC and NAICS, establishments classified in the following industries were covered in the 1993 and 1997 surveys, but not in the 2002 survey: NAICS 11331, Logging; NAICS 5111, Newspaper, Periodical, Book, and Database Publishers; and NAICS 51223, Music Publishers. Detailed information about NAICS can be found on the Census Bureau Web site at: <http://www.census.gov/epcd/www/naics.html>

<sup>2</sup>Coverage of auxiliaries has been expanded for the 2002 CFS. In comparison, for the 1997 CFS, the number of in-scope managing offices was reduced to a large extent based on the results of the 1992 Economic Census. For the 1997 CFS, a managing office was considered in-scope only if it had sales or end-of-year inventories in the 1992 Census. Research conducted prior to the 2002 CFS showed that not all managing offices with shipping activity in the 1997 CFS indicated sales or inventories in the 1997 Economic Census. Therefore, the 1997 Economic Census results were not used to determine scope for managing offices in the 2002 CFS. For the 2002 survey, the inclusion of an increased number of auxiliaries (intermediary distribution centers) which support the operations of retail stores (most of which are, themselves out-of-scope) has more of an impact on the estimates of value and tonnage and less on ton-miles.

### Commodity Classification System

1993	1997	2002
Standard Transportation Commodity Classification (STCC), developed by the Association of American Railroads (AAR)	Standard Classification of Transported Goods (SCTG)	Standard Classification of Transported Goods (SCTG)

### Sample Size

1993	1997	2002
Approximately 200,000 establishments selected from a universe of about 790,000 in-scope establishments.	Approximately 100,000 establishments selected from a universe of about 770,000 in-scope establishments.	Approximately 50,000 establishments selected from a universe of about 760,000 in-scope establishments.

### Survey Methodology

1993	1997	2002
Respondents reported for a sample of their individual outbound shipments for a 2-week period during each of the four calendar quarters of the reference year.	Respondents reported for a sample of their individual outbound shipments for a 1-week period during each of the four calendar quarters of the reference year.	Respondents reported for a sample of their individual outbound shipments for a 1-week period during each of the four calendar quarters of the reference year.
Respondents reported key characteristics for each sampled shipment	Respondents reported key characteristics for each sampled shipment	Respondents reported key characteristics for each sampled shipment

### Reported Mode of Transportation

1993	1997	2002
For-hire truck	For-hire truck	For-hire truck
Private truck	Private truck	Private truck
Rail	Rail	Rail
Air	Air	Air
Inland Water	Shallow draft vessel	Shallow draft vessel
Deep Sea Water	Deep draft vessel	Deep draft vessel
Pipeline	Pipeline	Pipeline
Parcel, U.S. Postal Service, or courier	Parcel, U.S. Postal Service, or courier	Parcel, U.S. Postal Service, or courier
Other	Other	Other
Unknown	Unknown	Unknown

### Data Items Requested

1993	1997	2002
For each shipment:	For each shipment:	For each shipment:
Total value	Total value	Total value
Total weight	Total weight	Total weight
Commodity that contributes the most to the shipment's weight (STCC)	Commodity that contributes the most to the shipment's weight (SCTG)	Commodity that contributes the most to the shipment's weight (SCTG)



All known modes of transportation	All known modes of transportation	All known modes of transportation
Single origin (assumed to be the mailing address unless the respondent provided a different physical location address)	Single origin (assumed to be the mailing address unless the respondent provided a different physical location address)	Single origin (assumed to be the mailing address unless the respondent provided a different physical location address)
Destination	Destination	Destination
Containerized (Y/N)	Containerized (Y/N)	
Hazardous material (Y/N)	Hazardous material (UN/NA) code	Hazardous material (UN/NA) code
Export (Y/N)	Export (Y/N)	Export (Y/N)
If export: mode of export, foreign city and country of destination; U.S. port, airport, or border crossing of exit.	If export: mode of export, foreign city and country of destination; U.S. port, airport, or border crossing of exit.	If export: mode of export, foreign city and country of destination; U.S. port, airport, or border crossing of exit.

SOURCE: Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and Department of Commerce, Census Bureau, *United States: 2002, Economic Census, Transportation, 2002 Commodity Flow Survey*, page A-1 to A-3, December 2004.



## **Appendix B.**

### **Reliability of the Estimates**

The estimates in this publication may differ from the actual, unknown population values. Statisticians define this difference as the total error of the estimate. When describing the accuracy of survey results, it is convenient to discuss total error as the sum of sampling error and nonsampling error. Sampling error is the average difference between the estimate and the result that would be obtained from a complete enumeration of the sampling frame conducted under the same survey conditions. Nonsampling error encompasses all other factors that contribute to the total error of a sample survey estimate.

The sampling error of the estimates in this publication can be estimated from the selected sample because the sample was selected using probability sampling. Common measures related to sampling error are the sampling variance, the standard error, and the coefficient of variation (CV). The sampling variance is the squared difference, averaged over all possible samples of the same size and design, between the estimator and its average value. The standard error is the square root of the sampling variance. The CV expresses the standard error as a percentage of the estimate to which it refers. This publication presents these measures in Appendix B.

Nonsampling errors are difficult to measure and can be introduced through inadequacies in the questionnaire, nonresponse, inaccurate reporting by respondents, errors in the application of survey procedures, incorrect recording of answers, and errors in data entry and processing. No measures of nonsampling error are presented in this publication; however, every effort is made to minimize their effect on the estimates. Data users should take into account both the measures of sampling error and the potential effects of nonsampling error when using these estimates. More detailed descriptions of sampling and nonsampling errors for the 2002 Commodity Flow Survey are provided in the following sections.

#### **Sampling Error**

Because the estimates are based on a sample, exact agreement with results that would be obtained from a complete enumeration of all shipments made in 2002 from all establishments included on the sampling frame using the same enumeration procedures 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 that could have been selected using the same design. If all possible samples had been surveyed under the same conditions, an estimate of a population parameter of interest could have been obtained from each sample. These samples give rise to a distribution of estimates for the population parameter. A statistical measure of the variability among these estimates is the standard error, which can be approximated from

any one sample. The *standard error* is defined as the square root of the variance. The *coefficient of variation* (or relative standard error) of an estimator is the standard error of the estimator divided by the estimator. Note that measures of sampling variability, such as the standard error and 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, for the sake of brevity, we have omitted this detail.) It is important to note that the standard error only measures sampling variability. It does not measure systematic biases of the sample. The Bureau of Transportation Statistics and the Census Bureau recommend that individuals using estimates contained in this report incorporate this information into their analyses, as sampling error could affect the conclusions drawn from these estimates.

An estimate from a particular sample and the standard error associated with the estimate can be used to construct a confidence interval. A *confidence interval* is a range about a given estimator that has a specified probability of containing the result of a complete enumeration of the sampling frame conducted under the same survey conditions. Associated with each interval is a percentage of confidence, which is interpreted as follows. If, for each possible sample, an estimate of a population parameter and its approximate standard error were obtained, then:

1. For approximately 90 percent of the possible samples, the interval from 1.645 standard errors below to 1.645 standard errors above the estimate would include the result as obtained from a complete enumeration of the sampling frame conducted under the same survey conditions.
2. For approximately 95 percent of the possible samples, the interval from 1.96 standard errors below to 1.96 standard errors above the estimate would include the result as obtained from a complete enumeration of the sampling frame conducted under the same survey conditions.

To illustrate the computation of a confidence interval for an estimate of total value of shipments, assume that an estimate of total value is \$10,750 million and the coefficient of variation for this estimate is 1.8 percent, or 0.018. First obtain the standard error of the estimate by multiplying the value of shipments estimate by its coefficient of variation. For this example, multiply \$10,750 million by 0.018. This yields a standard error of \$193.5 million. The upper and lower bounds of the 90-percent confidence interval are computed as \$10,750 million plus or minus 1.645 times \$193.5 million. Consequently, the 90 percent confidence interval is \$10,432 million to \$11,068 million. If corresponding confidence intervals were constructed for all possible samples of the same size and design, approximately 9 out of 10 (90 percent) of these intervals would contain the result obtained from a complete enumeration.

### **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: inability to obtain information about all units in the sample; response errors; differences in the interpretation of the questions; mistakes in coding or keying the data obtained; and other errors of collection, response, coverage, and processing. Although no direct measurement of the potential biases due to nonsampling error has been obtained, precautionary steps were taken in all phases of the collection, processing, and tabulation of the data in an effort to minimize their influence. The Bureau of Transportation Statistics and the Census Bureau recommend that individuals using estimates in this report incorporate this information into their analyses, as nonsampling error could affect the conclusions drawn from these estimates.

A potential source of bias in the estimates is nonresponse. Nonresponse is defined as the inability to obtain all the intended measurements or responses from all units in the sample. 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. Nonresponse to the shipment value or weight items is corrected by imputation, which is the procedure by which a missing value is replaced by a predicted value obtained from an appropriate model. (See Appendix C for a description of the imputation procedure.) Shipment, quarter, and establishment nonresponse are used to describe the inability to obtain any of the substantive measurements about a sampled shipment, quarter, or establishment, respectively. Shipment and quarter nonresponse are corrected 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 industry 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 63 percent of the establishments provided at least one quarter of data that contributed to tabulation.

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 contact respondents who reported shipments having an untypically 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.)

## **DEFINITION OF TERMS**

### **Confidentiality**

Title 13 of the United States Code authorizes the Census Bureau to conduct censuses and surveys. Section 9 of the same Title requires that any information collected from the public under the authority of Title 13 be maintained as confidential. Section 214 of Title 13 and Sections 3559 and 3571 of Title 18 of the United States Code provide for the imposition of penalties of up to 5 years in prison and up to \$250,000 in fines for wrongful disclosure of confidential census information. In accordance with Title 13, no estimates are published that would disclose the operations of an individual firm.

The Census Bureau's internal Disclosure Review Board sets the confidentiality rules for all data releases. A checklist approach is used to ensure that all potential risks to the confidentiality of the data are considered and addressed.

### **Disclosure Limitation**

Disclosure is the release of data that have been deemed confidential. It generally reveals information about a specific individual or establishment or permits deduction of sensitive information about a particular individual or establishment. Disclosure limitation is the process used to protect the confidentiality of the survey data provided by an individual or firm. Using disclosure limitation procedures, the Census Bureau modifies or removes the characteristics that put confidential information at risk for disclosure. Although it may appear that a table shows information about a specific individual or business, the Census Bureau has taken steps to disguise or suppress the original data while making sure the results are still useful. The techniques used by the Census Bureau to protect confidentiality in tabulations vary, depending on the type of data.

### **Unpublished Estimates**

Some unpublished estimates can be derived directly from this report by subtracting published estimates from their respective totals. However, the estimates obtained by such subtraction would be subject to poor response, high sampling variability, or other factors that may make them potentially misleading. Individuals who use estimates in this report to create new estimates should cite the Census Bureau as the source of only the original estimates.

SOURCE: Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and Department of Commerce, Census Bureau, *United States: 2002, Economic Census, Transportation, 2002 Commodity Flow Survey*, page B-1 to B-3, December 2004.

## Appendix C. Sample Design, Data Collection, and Estimation

### INTRODUCTION

The primary goal for the 2002 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 secondary objective is to estimate the volume of shipments moving from one geographic area to another (i.e., flows of commodities between states, regions, etc.) by mode and commodity. A detailed description of the sample design for the 2002 CFS is provided below.

### SAMPLE DESIGN

The sample for the 2002 CFS was selected using a stratified three-stage design in which the first-stage sampling units were establishments, the second-stage sampling units were groups of four 1-week periods (reporting weeks) within the survey year, and the third stage sampling units were shipments.

#### First Stage

##### Sampling frame

To create the first-stage sampling frame, we extracted a subset of establishment records from the Business Register (formerly the Standard Statistical Establishment List) as of September 2001. The Business Register is a database of all known establishments located in the United States or its territories. (An establishment is a single physical location where business transactions take place or services are performed.) Establishments located in the United States, having nonzero payroll in 2000, and classified in mining (except oil and gas extraction), manufacturing, wholesale, or electronic shopping and mail order retail industries, as defined by the 1997 North American Industry Classification System (NAICS), were included on the sampling frame. *Auxiliary establishments* (e.g. warehouses and central administrative offices) with shipping activity were also included on the sampling frame. 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 included on the sampling frame are referred to as *nonauxiliary establishments*.

Some portion of establishments classified in the Retail Trade sector in the 1997 Economic Census was expected to be classified in the Wholesale Trade sector in the 2002 Economic Census. Because we wanted complete coverage of the Wholesale Trade sector as defined for the 2002 Economic Census, the 2002 CFS sampling frame also included establishments that were classified in particular retail industries (automotive parts and accessories, tires, floor coverings, building materials, nursery and garden, and office supplies) in the 1997 Economic Census and had characteristics indicating that they were

likely to be classified as wholesale in the 2002 Economic Census. Of the establishments selected for the 2002 CFS from this set of establishments, only those that were classified as wholesale in the 2002 Economic Census were used in the production of estimates for this report.

Establishments classified in forestry, fishing, utilities, construction, transportation, services, and all other retail industries were not included on the sampling frame. Farms and government-owned entities (except government-owned liquor stores) were also excluded from the sampling frame. The resulting frame comprised approximately 760,000 establishments. For each establishment we extracted sales, payroll, number of employees, a six-digit NAICS code, name and address, and a primary identifier. We also computed a measure of size for each establishment. The measure of size was designed to approximate an establishment's annual total value of shipments for the year 2000.

All of the establishments included on the sampling frame had state, county, and place geographic codes. We used these codes to assign each establishment to one of the 273 metropolitan areas (MAs) defined as a combination of the metropolitan statistical areas (MSAs) and consolidated metropolitan statistical areas (CMSAs). Establishments not located in an MA were assigned to MA 9999.

### **Stratification**

We stratified the sampling frame by geography and industry. Geographic strata were defined by a combination of the 50 states, the District of Columbia, and the top 50 metropolitan areas (MAs) based on their population in Census 2000. If a particular MA was not one of the 50 largest, then it was collapsed with the remaining MAs and non-MAs within the state in which the particular MA resided. We refer to these collapsed strata as Rest of State (ROS) strata. When an MA crossed state boundaries, we considered the size of each part of the MA relative to the MAs total measure of size when determining whether or not to create strata in each state in which the MA was defined. The industry strata were determined as follows. Within each of the geographic strata, we started with a total of 45 industry groups based on 1997 NAICS: three mining (four-digit NAICS); 21 manufacturing (three-digit NAICS); 18 wholesale (four-digit NAICS); 1 retail (NAICS 4541); and 2 auxiliary (NAICS 4931 and 5511). We then implemented a rule that states a particular industry stratum will be defined within a geographic stratum if it contributes at least 2 percent to its corresponding state total measure of size or it contributes at least 2 percent to the national total measure of size for the industry. Industry groups not meeting these criteria were combined into at most 12 new collapsed industry strata using a clustering algorithm. Because of potential differences in shipping patterns between auxiliary and nonauxiliary establishments, we created two industry strata of auxiliary establishments in every geographic stratum. We refer to a particular geographic-by-industry combination as a *primary stratum*. Also note that a separate stratum was created at the national level for those Retail Trade sector establishments that we included in our sample.

### **Sample size and allocation**

To reduce the sampling variability of the estimates, we used a stratified design with a certainty component. Within each primary stratum, a boundary (or cutoff) that divides



the certainty establishments from the noncertainty establishments was determined using the Lavallee-Hidioglou algorithm. If an establishment's measure of size was greater than the cutoff, the establishment was selected with certainty. Establishments selected with certainty were sure to be selected and represent only themselves (i.e., had a selection probability of one and a sampling weight of one). Because the 2002 sample was about half the size of the 1997 CFS sample, we were concerned about the ability of the sample to capture less frequent types of shipments (e.g., air, water, rail, and hazardous materials). After considering several different alternatives, we felt the best approach was to identify those establishments which made the bulk of these types of shipments in 1997 and then select them with certainty. To identify these establishments, we proceeded as follows.

We identified all establishments in the 1997 CFS sample that reported shipments made by air, water, or rail. We also identified those establishments that reported shipments of hazardous materials. For each of these establishments, we computed the percentage of the establishment's total value and tonnage accounted for by each of these types of shipments. Next, we matched these establishments to the sampling frame for the 2002 CFS and identified each establishment with measure of size less than the certainty boundary. For both value and tons, we then looked to see what percent of the total volume of shipments for each type of shipment was captured by selecting with certainty the top 50, top 100, or all establishments. We considered the top 50 establishments as those establishments making the largest volume of each type of shipment (air, water, rail, hazardous). Once these establishments were identified, we grouped them into one file and unduplicated them. This procedure added a total of about 500 certainty establishments.

Establishments not selected with certainty made up the noncertainty frame. We further stratified 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 increased the efficiency of the sample design. The Dalenius-Hodges cumulative-f rule was used to set the substratum boundaries. We then used optimum allocation to determine the sample size required within each substratum to meet a coefficient of variation constraint on an estimate of the total measure of size for the primary stratum. Within each substratum, a simple random sample of establishments was selected without replacement.

To arrive at the final sample size, we allocated additional establishments to some of the strata so that the minimum substratum sample size was two and the probability of selecting any establishment was no less than 1 in 100. In total, the first-stage sample comprised 51,005 establishments.

## **Second Stage**

The frame for the second stage of sampling consisted of 52-weeks from January 6, 2002 to January 4, 2003. Each establishment selected into the 2002 CFS sample was systematically assigned to report for four reporting weeks-one in each quarter of the reference year. Each of the 4-weeks was in the same relative position of the quarter. For example, an establishment might have been requested to report data for the 5th, 18th,

31st, and 44th weeks of the reference year. In this instance, each reporting week corresponds to the 5th week of each quarter. Prior to assignment of weeks to establishments, we sorted the selected sample by primary stratum (state x metropolitan area x industry) and measure-of-size.

### **Third Stage**

For each of the four reporting weeks in which an establishment was asked to report, we requested the respondent to construct a sampling frame consisting of all shipments made by the establishment in the reporting week. Each respondent was asked to count or estimate the total number of shipments comprising the sampling frame and to record this number on the questionnaire. For each assigned reporting week, if an establishment made *more than 40* shipments during that week, we asked the respondent to select a systematic sample of the establishment's shipments and to provide us with information only about the selected shipments. If an establishment made *40 or fewer* shipments during that week, we asked the respondent to provide information about *all* of the establishment's shipments made during that week; i.e., no sampling was required.

### **DATA COLLECTION**

Each establishment selected into the CFS sample was mailed a questionnaire for each of its four reporting weeks. We mailed each establishment a questionnaire once every quarter of 2002. For a given establishment, we requested that the respondent provide the following information about each of the establishment's reported shipments: shipment identification number, the date on which the shipment was made, value, weight, commodity, mode(s) of transportation, domestic destination or port of exit, an indication of whether the shipment was an export, and the United Nations or North America (UN/NA) number for hazardous material shipments. For a shipment that included more than one commodity, the respondent was instructed to report the commodity that made up the greatest percentage of the shipment's *weight*. For an export shipment, we also asked the respondent to provide the mode of export and the foreign destination city and country. See Appendix E for a copy of the questionnaire.

### **IMPUTATION OF SHIPMENT VALUE OR WEIGHT**

To correct for nonresponse to *either* the value *or* weight item for a given shipment reported in the CFS, the missing value or value that failed edit is replaced by a predicted value obtained from an appropriate model. Such a shipment is considered a "recipient" if its commodity code is valid and the other item is reported greater than zero and passed edit. The recipient's item that is missing or failed edit is imputed as follows. First, a "donor" shipment is randomly selected from shipments that were reported in the CFS with:

- The same commodity code as the recipient.
- Both value and weight items reported greater than zero and passed edit.
- Origin and value for the item reported by the recipient similar to those of the recipient.

Then, the donor's value and weight data are used to calculate a ratio, which is applied to the recipient's reported item, to impute the item that is missing or failed edit. If no donor is found, the median ratio for all shipments reported in the survey with the same commodity code as the recipient and with both value and weight items reported greater than zero is applied to the recipient's reported item. For either the value or weight item, about 3 percent of the shipment records input to the calculation of estimates have imputed data for the item.

## ESTIMATION

Estimated totals (e.g., value of shipments, tons, ton-miles) are produced as the sum of weighted shipment data (reported or imputed). Percent change and percent-of-total estimates are derived using the appropriate estimated totals. Estimates of average miles per shipment are computed by dividing an estimate of the total miles traveled by the estimated number of shipments. The annualized growth rate  $\hat{A}$  for estimates from year  $y_1$  to  $y_2$  is computed as:

$$\hat{A} = 100 \cdot \left( \left( \frac{\hat{X}_{y_2}}{\hat{X}_{y_1}} \right)^{1/(y_2 - y_1)} - 1 \right)$$

where  $\hat{X}_{y_1}$  and  $\hat{X}_{y_2}$  are estimates of the value of shipments, tons, ton-miles, or average miles per shipment for years  $y_1$  and  $y_2$ , respectively. The annualized growth rate measures the annual rate of change between estimates from any 2 years by assuming a constant yearly rate of change.

Each *shipment* has associated with it a single *tabulation weight*, which was used in computing all estimates to which the shipment contributes. The tabulation weight is a product of seven different component weights. A description of each component weight follows.

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

Like establishments, we identified shipments as either certainty or noncertainty. (See the Nonsampling Error section in Appendix B for a description of how certainty shipments were identified.) For noncertainty shipments, the *shipment weight* was defined as the ratio of the total number of shipments (as reported by the respondent) made by an establishment in a reporting week to the number of sampled shipments for the same week. This weight uses data from the sampled shipments to represent all the establishment's shipments made in the reporting week. However, a respondent may have failed to provide sufficient information about a particular sampled shipment. For example, a respondent may not have been able to provide value, weight, or a destination

for one of the sampled shipments. If this data item could not be imputed, then this shipment did not contribute to tabulations and was 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 applied 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 for certainty shipments from a particular establishment's reporting week is 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 was 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 was one. For each establishment, the quarterly estimates were added to produce an estimate of the establishment's value of shipments for the entire survey year. Whenever an establishment did not provide the Census Bureau with a response for each of its four reporting weeks, we computed 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 computed an estimate of each establishment's value of shipments for the entire survey year. We then multiplied this estimate by a factor that adjusts the estimate using value of shipments and sales data obtained from other surveys and censuses conducted by the Census Bureau. This weight, 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 was then weighted by the *establishment weight*. This weight is equal to the reciprocal of the establishment's probability of being selected into the sample. A final adjustment weight, the *industry-level adjustment weight*, uses information from other surveys and censuses conducted by the Census Bureau 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 (2001) and the year in which the data were collected (2002). Separate industry-level adjustment weights were determined for nonauxiliary and auxiliary establishments.

SOURCE: Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and Department of Commerce, Census Bureau, *United States: 2002, Economic Census, Transportation, 2002 Commodity Flow Survey*, page C-1 to C-5, December 2004.

## 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 of product classification that is used worldwide. The purpose of the SCTG coding system was to specifically address statistical needs in regard to products transported.

In 1993, Commodity Flow Survey (CFS) data were 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 and 2002, 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. For the data presented on this report, we aggregated the SCTG codes to the two-digit level.

SOURCE: Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and Department of Commerce, Census Bureau, *United States: 2002, Economic Census, Transportation, 2002 Commodity Flow Survey*, page D1, December 2004.

## Appendix E. Sample Report Forms and Instructions

For information on survey materials visit:

Instruction Guide: <http://www.census.gov/econ/www/cfs021100.pdf>

Questionnaire: <http://www.census.gov/econ/www/cfs021000.pdf>

Commodity Code: <http://www.census.gov/econ/www/cfs021200.pdf>

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