# Freight Shipments To, From, and Within Connecticut

The following tables summarize data from the new and improved version of the Freight Analysis Framework (FAF<sup>2,2</sup>). FAF<sup>2,2</sup> integrates data from several sources to estimate commodity flows and related freight transportation activity among major metropolitan areas, states, regions, and international gateways. FAF<sup>2,2</sup> data should not be compared with the original FAF data because estimation methods have been improved and data coverage is more complete. Additional information is available at www.ops.fhwa.dot.gov/freight/freight\_analysis/faf.

#### Shipments by Weight: 2002 and 2035 (Millions of Tons)

| 2002                          |                  |         |            |         |          |         |              | 2035    |            |         |          |         |  |
|-------------------------------|------------------|---------|------------|---------|----------|---------|--------------|---------|------------|---------|----------|---------|--|
|                               | Within State     |         | From State |         | To State |         | Within State |         | From State |         | To State |         |  |
|                               | Number           | Percent | Number     | Percent | Number   | Percent | Number       | Percent | Number     | Percent | Number   | Percent |  |
| Total                         | 52.5             | 100     | 29.2       | 100     | 49.7     | 100     | 104.1        | 100     | 68.6       | 100     | 102.7    | 100     |  |
| Truck                         | 48.5             | 92      | 20.9       | 72      | 31.0     | 62      | 96.6         | 93      | 50.5       | 74      | 73.3     | 71      |  |
| Rail                          | < 0.1            | <1      | 0.6        | 2       | 2.3      | 5       | < 0.1        | <1      | 1.1        | 2       | 4.4      | 4       |  |
| Water                         | < 0.1            | <1      | < 0.1      | <1      | 2.6      | 5       | < 0.1        | <1      | < 0.1      | <1      | 1.6      | 2       |  |
| Air, air & truck              | < 0.1            | <1      | < 0.1      | <1      | <0.1     | <1      | < 0.1        | <1      | < 0.1      | <1      | < 0.1    | <1      |  |
| Truck & rail                  | 0.1              | <1      | < 0.1      | <1      | 0.2      | <1      | 0.3          | <1      | < 0.1      | <1      | 0.3      | <1      |  |
| Other intermodal <sup>1</sup> | 0.1              | <1      | 0.4        | 1       | 0.4      | <1      | 0.3          | <1      | 1.2        | 2       | 1.0      | 1       |  |
| Pipeline & unknow             | v <b>n</b> ² 3.8 | 7       | 7.2        | 25      | 13.3     | 27      | 6.9          | 7       | 15.8       | 23      | 22.0     | 21      |  |

10ther intermodal includes U.S. Postal Service and courier shipments and all intermodal combinations except air and truck; <sup>2</sup>Pipeline and unknown shipments are combined because data on region-to-region flows by pipeline are statistically uncertain. Note: Numbers may not add to totals due to rounding.

#### Shipments by Value: 2002 and 2035 (\$ Millions)

| 2002                          |              |         |            |         |          |         |              | 2035    |            |         |           |         |
|-------------------------------|--------------|---------|------------|---------|----------|---------|--------------|---------|------------|---------|-----------|---------|
|                               | Within State |         | From State |         | To State |         | Within State |         | From State |         | To State  |         |
|                               | Number       | Percent | Number     | Percent | Number   | Percent | Number       | Percent | Number     | Percent | Number    | Percent |
| Total                         | 31,583.8     | 100     | 72,027.5   | 100     | 72,583.5 | 100     | 66,200.9     | 100     | 201,790.0  | 100     | 221,490.4 | 100     |
| Truck                         | 28,534.1     | 90      | 53,136.4   | 74      | 51,437.9 | 71      | 60,757.2     | 92      | 131,676.5  | 65      | 150,691.7 | 68      |
| Rail                          | < 0.1        | <1      | 188.1      | <1      | 1,566.0  | 2       | < 0.1        | <1      | 507.5      | <1      | 3,602.4   | 2       |
| Water                         | < 0.1        | <1      | 1.0        | <1      | 397.7    | <1      | < 0.1        | <1      | 1.3        | <1      | 194.4     | <1      |
| Air, air & truck              | 7.0          | <1      | 892.4      | 1       | 820.3    | 1       | 4.3          | <1      | 2,891.4    | 1       | 2,789.4   | 1       |
| Truck & rail                  | 8.9          | <1      | 6.0        | <1      | 388.1    | <1      | 18.8         | <1      | 19.8       | <1      | 1,020.1   | <1      |
| Other intermodal <sup>1</sup> | 1,367.7      | 4       | 14,409.1   | 20      | 12,609.3 | 17      | 2,304.4      | 3       | 60,796.3   | 30      | 55,078.1  | 25      |
| Pipeline & unknown            | 1,666.0      | 5       | 3,394.5    | 5       | 5,364.1  | 7       | 3,116.3      | 5       | 5,897.3    | 3       | 8,114.3   | 4       |

10ther intermodal includes U.S. Postal Service and courier shipments and all intermodal combinations except air and truck; Pipeline and unknown shipments are combined because data on region-to-region flows by pipeline are statistically uncertain. Note: Numbers may not add to totals due to rounding.

## Top Commodities by Weight and Value: 2002

|                           | Tons (millio | Value (\$ millions)       |      |                           |      |                           |          |                  |          |                           |          |
|---------------------------|--------------|---------------------------|------|---------------------------|------|---------------------------|----------|------------------|----------|---------------------------|----------|
| Within State From State   |              | To State                  |      | Within State              |      | From State                |          | To State         |          |                           |          |
| Total                     | 52.5         | Total                     | 29.2 | Total                     | 49.7 | Total                     | 31,583.8 | Total            | 72,027.5 | Total                     | 72,583.5 |
| Gravel                    | 9.8          | Coal, n.e.c. <sup>1</sup> | 7.1  | Coal, n.e.c. <sup>1</sup> | 13.9 | Mixed freight             | 5,204.7  | Machinery        | 10,232.5 | Machinery                 | 8,039.3  |
| Mixed freight             | 7.7          | Unknown                   | 2.0  | Fuel oils                 | 3.1  | Machinery                 | 3,888.2  | Pharmaceuticals  | 6,953.4  | Electronics               | 7,760.7  |
| Coal, n.e.c. <sup>1</sup> | 5.0          | Waste/scrap               | 1.9  | Gasoline                  | 2.7  | Plastics/rubber           | 1,679.7  | Electronics      | 5,910.2  | Mixed freight             | 5,906.1  |
| Other ag prods.           | 4.8          | Mixed freight             | 1.8  | Base metals <sup>2</sup>  | 2.4  | Unknown                   | 1,508.0  | Mixed freight    | 5,881.9  | Textiles/leather          | 4,102.5  |
| Waste/scrap               | 3.9          | Chemical prods.           | 1.4  | Other ag prods.           | 2.3  | Coal, n.e.c. <sup>1</sup> | 1,414.5  | Precision instr. | 4,539.5  | Coal, n.e.c. <sup>1</sup> | 3,867.9  |

<sup>&</sup>lt;sup>1</sup>Coal and petroleum products, not elsewhere classified; <sup>2</sup>Base metal in primary or semi-finished forms and in finished basic shapes.

**Top Trading Partners: 2002** 

|         | Tons (n | nillions) |         | Value (\$ millions) |         |  |
|---------|---------|-----------|---------|---------------------|---------|--|
|         | Number  | Percent   |         | Number              | Percent |  |
| Total   | 78.9    | 100       | Total   | 144,611.0           | 100     |  |
| Foreign | 11.2    | 14        | Foreign | 9,896.0             | 7       |  |
| NY      | 21.2    | 27        | NY      | 25,863.8            | 18      |  |
| MA      | 10.9    | 14        | MA      | 20,956.7            | 14      |  |
| NJ      | 8.9     | 11        | NJ      | 14,369.7            | 10      |  |
| RI      | 5.5     | 7         | PA      | 7,636.4             | 5       |  |

Note: Numbers may not add to totals due to rounding.

**Top Trading Partners: 2035** 

|         | Tons (n | nillions) |         | Value (\$ millions) |         |  |
|---------|---------|-----------|---------|---------------------|---------|--|
|         | Number  | Percent   |         | Number              | Percent |  |
| Total   | 171.3   | 100       | Total   | 423,280.4           | 100     |  |
| Foreign | 25.1    | 15        | Foreign | 33,411.0            | 8       |  |
| NY      | 36.3    | 21        | MA      | 60,675.7            | 14      |  |
| MA      | 29.7    | 17        | NY      | 59,669.3            | 14      |  |
| RI      | 17.6    | 10        | CA      | 37,878.6            | 9       |  |
| NJ      | 10.8    | 6         | NJ      | 25,254.0            | 6       |  |

Note: Numbers may not add to totals due to rounding.

### For more information, please contact

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