# Freight Shipments To, From, and Within Massachusetts

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                         | 110.1               | 100     | 42.0       | 100     | 82.2     | 100     | 239.7        | 100     | 136.0      | 100     | 157.6    | 100     |  |
| Truck                         | 99.8                | 91      | 35.1       | 83      | 56.6     | 69      | 216.9        | 90      | 116.5      | 86      | 109.8    | 70      |  |
| Rail                          | 0.9                 | <1      | 0.5        | 1       | 5.6      | 7       | 2.6          | 1       | 1.1        | <1      | 7.6      | 5       |  |
| Water                         | < 0.1               | <1      | < 0.1      | <1      | 1.0      | 1       | < 0.1        | <1      | < 0.1      | <1      | 0.1      | <1      |  |
| Air, air & truck              | < 0.1               | <1      | < 0.1      | <1      | 0.1      | <1      | < 0.1        | <1      | < 0.1      | <1      | 0.3      | <1      |  |
| Truck & rail                  | < 0.1               | <1      | 0.1        | <1      | 0.2      | <1      | < 0.1        | <1      | 0.4        | <1      | 0.3      | <1      |  |
| Other intermodal <sup>1</sup> | 0.3                 | <1      | 0.6        | 1       | 0.7      | <1      | 0.9          | <1      | 2.6        | 2       | 1.9      | 1       |  |
| Pipeline & unknow             | vn <sup>2</sup> 9.0 | 8       | 5.6        | 13      | 18.0     | 22      | 19.3         | 8       | 15.3       | 11      | 37.6     | 24      |  |

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                         | 98,491.2     | 100     | 147,923.0  | 100     | 129,710.0 | 100     | 265,958.0    | 100     | 509,337.6  | 100     | 347,036.2 | 100     |
| Truck                         | 87,142.6     | 88      | 102,635.7  | 69      | 94,511.5  | 73      | 230,563.0    | 87      | 332,733.5  | 65      | 246,590.8 | 71      |
| Rail                          | 5.4          | <1      | 227.8      | <1      | 2,457.6   | 2       | 16.0         | <1      | 445.5      | <1      | 4,778.3   | 1       |
| Water                         | < 0.1        | <1      | 1.5        | <1      | 246.7     | 0       | <0.1         | <1      | 4.3        | <1      | 36.0      | <1      |
| Air, air & truck              | 150.7        | <1      | 5,429.7    | 4       | 3,163.4   | 2       | 443.2        | <1      | 19,061.8   | 4       | 9,701.3   | 3       |
| Truck & rail                  | 8.1          | <1      | 329.8      | <1      | 1,448.2   | 1       | 11.7         | <1      | 954.0      | <1      | 2,297.9   | <1      |
| Other intermodal <sup>1</sup> | 5,551.4      | 6       | 32,390.8   | 22      | 20,989.9  | 16      | 16,164.9     | 6       | 134,107.2  | 26      | 70,531.4  | 20      |
| Pipeline & unknown            | 2 5,632.9    | 6       | 6,907.7    | 5       | 6,892.6   | 5       | 18,759.1     | 7       | 22,031.3   | 4       | 13,100.6  | 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

|                           | Value (\$ millions) |                           |      |                                   |      |                  |          |                  |           |                             |           |
|---------------------------|---------------------|---------------------------|------|-----------------------------------|------|------------------|----------|------------------|-----------|-----------------------------|-----------|
| Within State              |                     | From State                |      | To State                          |      | Within State     |          | From State       |           | To State                    |           |
| Total                     | 110.1               | Total                     | 42.0 | Total                             | 82.2 | Total            | 98,491.2 | Total            | 147,923.0 | Total                       | 129,710.0 |
| Waste/scrap               | 18.5                | Coal, n.e.c. <sup>1</sup> | 4.4  | Coal, n.e.c. <sup>1</sup>         | 19.1 | Machinery        | 14,297.6 | Electronics      | 38,040.3  | Electronics                 | 16,934.5  |
| Gravel                    | 15.9                | Newsprint/paper           | 3.5  | Gasoline                          | 8.3  | Mixed freight    | 11,728.0 | Textiles/leather | 19,587.3  | Machinery                   | 12,097.9  |
| Coal, n.e.c. <sup>1</sup> | 9.2                 | Unknown                   | 3.2  | Other foodstuffs                  | 5.8  | Unknown          | 6,012.4  | Machinery        | 11,157.6  | Mixed freight               | 11,814.8  |
| Fuel oils                 | 7.8                 | Mixed freight             | 2.6  | Nonmetal min. prods. <sup>2</sup> | 3.6  | Electronics      | 6,005.2  | Mixed freight    | 9,130.2   | Textiles/leather            | 9,721.4   |
| Cereal grains             | 7.2                 | Waste/scrap               | 2.6  | Wood prods.                       | 3.5  | Precision instr. | 4,301.3  | Misc. mfg. prods | . 8,813.4 | Motor vehicles <sup>3</sup> | 7,217.5   |

<sup>&</sup>lt;sup>1</sup>Coal and petroleum products, not elsewhere classified; <sup>2</sup>Nonmetallic mineral products; <sup>3</sup>Motorized and other vehicles (including parts).

**Top Trading Partners: 2002** 

|         | Tons (n | nillions) |         | Value (\$ millions) |         |  |
|---------|---------|-----------|---------|---------------------|---------|--|
|         | Number  | Percent   |         | Number              | Percent |  |
| Total   | 124.2   | 100       | Total   | 277,633.0           | 100     |  |
| Foreign | 23.1    | 19        | Foreign | 19,069.0            | 7       |  |
| NY      | 14.4    | 12        | NY      | 26,271.0            | 9       |  |
| NH      | 14.2    | 11        | CT      | 20,956.7            | 8       |  |
| RI      | 13.9    | 11        | NJ      | 18,506.9            | 7       |  |
| CT      | 10.9    | 9         | PA      | 16,208.0            | 6       |  |

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

**Top Trading Partners: 2035** 

|         | Tons (m | nillions) |         | Value (\$ millions) |         |  |
|---------|---------|-----------|---------|---------------------|---------|--|
|         | Number  | Percent   |         | Number              | Percent |  |
| Total   | 293.6   | 100       | Total   | 856,373.8           | 100     |  |
| Foreign | 55.5    | 19        | Foreign | 82,304.0            | 10      |  |
| NH      | 42.6    | 15        | CA      | 75,047.2            | 9       |  |
| CT      | 29.7    | 10        | NY      | 73,661.4            | 9       |  |
| RI      | 29.4    | 10        | NH      | 71,726.1            | 8       |  |
| NY      | 28.1    | 10        | CT      | 60,675.7            | 7       |  |

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

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