Freight Shipments To, From, and Within Mississippi

The following tables summarize data from the new and improved version of the Freight Analysis Framework (FAF^{2.2}). FAF^{2.2} integrates data from several sources to estimate commodity flows and related freight transportation activity among major metropolitan areas, states, regions, and international gateways. FAF^{2.2} 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 | 103.7 | 100 | 170.0 | 100 | 212.3 | 100 | 171.4 | 100 | 288.7 | 100 | 401.8 | 100 | |
| Truck | 72.8 | 70 | 45.8 | 27 | 45.0 | 21 | 104.7 | 61 | 82.6 | 29 | 105.4 | 26 | |
| Rail | 0.8 | <1 | 7.3 | 4 | 16.3 | 8 | 0.8 | 0 | 6.1 | 2 | 24.8 | 6 | |
| Water | 1.1 | 1 | 9.3 | 5 | 2.5 | 1 | 3.0 | 2 | 8.9 | 3 | 2.1 | <1 | |
| Air, air & truck | < 0.1 | <1 | < 0.1 | <1 | < 0.1 | <1 | < 0.1 | <1 | 0.2 | <1 | < 0.1 | <1 | |
| Truck & rail | < 0.1 | <1 | 0.5 | <1 | < 0.1 | <1 | < 0.1 | <1 | 0.7 | <1 | < 0.1 | <1 | |
| Other intermodal ¹ | < 0.1 | <1 | < 0.1 | <1 | 0.6 | <1 | < 0.1 | <1 | 0.2 | <1 | 2.1 | <1 | |
| Pipeline & unknov | vn² 29.0 | 28 | 107.0 | 63 | 147.9 | 70 | 62.8 | 37 | 189.8 | 66 | 267.3 | 67 | |

10ther intermodal includes U.S. Postal Service and courier shipments and all intermodal combinations except air and truck; 2Pipeline 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 | 35,511.9 | 100 | 113,163.9 | 100 | 105,225.9 | 100 | 65,013.7 | 100 | 187,407.1 | 100 | 250,122.8 | 100 |
| Truck | 28,283.8 | 80 | 72,155.9 | 64 | 49,388.9 | 47 | 46,880.6 | 72 | 116,339.7 | 62 | 147,804.3 | 59 |
| Rail | 225.4 | <1 | 3,016.9 | 3 | 4,732.5 | 4 | 224.7 | <1 | 2,609.0 | 1 | 7,585.5 | 3 |
| Water | 299.8 | <1 | 1,530.8 | 1 | 633.9 | <1 | 844.9 | 1 | 1,441.5 | <1 | 766.0 | <1 |
| Air, air & truck | < 0.1 | <1 | 366.5 | <1 | 200.0 | <1 | < 0.1 | <1 | 554.7 | <1 | 380.5 | <1 |
| Truck & rail | 49.2 | <1 | 367.9 | <1 | 622.3 | <1 | 31.4 | <1 | 451.3 | 0 | 1,377.0 | <1 |
| Other intermodal ¹ | 755.6 | 2 | 1,880.5 | 2 | 5,665.6 | 5 | 2,832.4 | 4 | 5,746.9 | 3 | 19,109.6 | 8 |
| Pipeline & unknown | 2 5,898.2 | 17 | 33,845.4 | 30 | 43,982.6 | 42 | 14,199.7 | 22 | 60,264.0 | 32 | 73,100.0 | 29 |

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 | 103.7 | Total | 170.0 | Total | 212.3 | Total | 35,511.9 | Total | 113,163.9 | Total | 105,225.9 |
| Logs | 18.7 | Coal, n.e.c. ¹ | 107.4 | Coal, n.e.c. ¹ | 121.1 | Mixed freight | 5,030.6 | Coal, n.e.c. ¹ | 33,317.1 | Coal, n.e.c. ¹ | 37,774.9 |
| Crude petroleum | 13.5 | Wood prods. | 8.1 | Crude petroleum | 21.1 | Machinery | 2,983.9 | Textiles/leather | 15,333.4 | Machinery | 6,822.8 |
| Gasoline | 11.6 | Gasoline | 6.5 | Coal | 7.5 | Gasoline | 2,843.7 | Mixed freight | 8,317.5 | Crude petroleum | 5,359.5 |
| Coal, n.e.c. ¹ | 9.2 | Basic chemicals | 4.5 | Gasoline | 7.4 | Coal, n.e.c. ¹ | 2,476.3 | Electronics | 7,752.1 | Textiles/leather | 5,333.9 |
| Cereal grains | 8.1 | Other ag prods. | 4.4 | Logs | 4.4 | Other foodstuffs | 1,625.8 | Machinery | 5,822.0 | Motor vehicles ² | 4,971.6 |

¹Coal and petroleum products, not elsewhere classified; ²Motorized and other vehicles (including parts).

Top Trading Partners: 2002

| | Tons (n | nillions) | | Value (\$ millions) | | | |
|---------|---------|-----------|---------|---------------------|---------|--|--|
| | Number | Percent | | Number F | Percent | | |
| Total | 382.3 | 100 | Total | 218,389.8 | 100 | | |
| Foreign | 30.1 | 8 | Foreign | 15,594.0 | 7 | | |
| LA | 106.3 | 28 | LA | 37,583.6 | 17 | | |
| AL | 84.9 | 22 | TN | 33,658.0 | 15 | | |
| TN | 57.4 | 15 | AL | 33,031.5 | 15 | | |
| AR | 37.9 | 10 | AR | 16,651.5 | 8 | | |

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

Top Trading Partners: 2035

| | Tons (n | nillions) | | Value (\$ millions) | | |
|---------|---------|-----------|---------|---------------------|---------|--|
| | Number | Percent | | Number | Percent | |
| Total | 690.5 | 100 | Total | 437,529.9 | 100 | |
| Foreign | 46.8 | 7 | Foreign | 39,458.0 | 9 | |
| LA | 169.6 | 25 | TN | 70,061.3 | 16 | |
| AL | 159.6 | 23 | AL | 67,034.7 | 15 | |
| TN | 107.4 | 16 | LA | 51,586.8 | 12 | |
| AR | 87.0 | 13 | AR | 33,244.1 | 8 | |

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

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