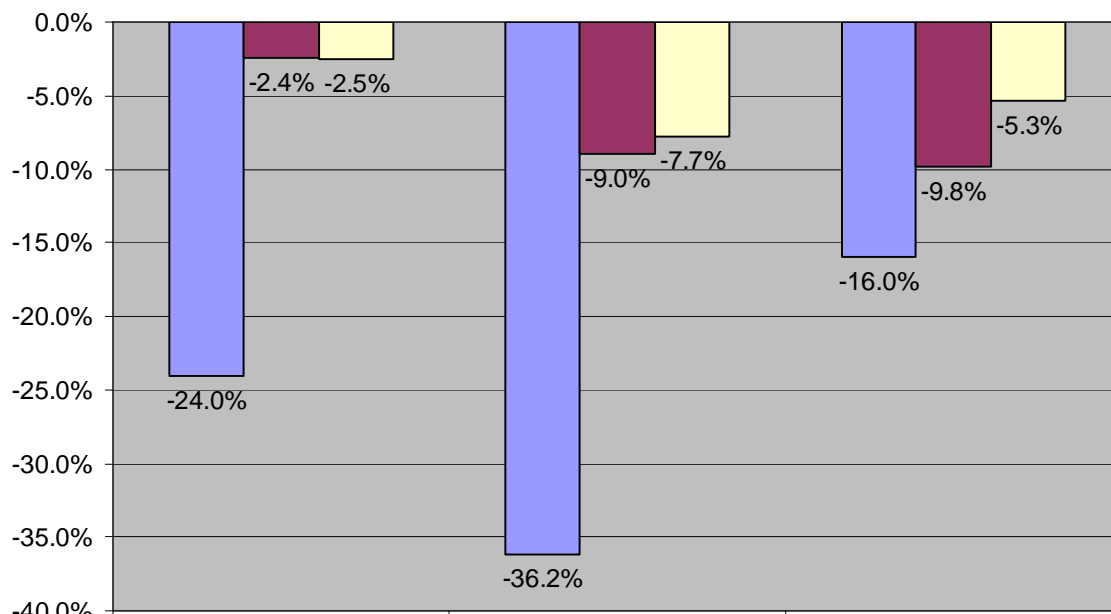


Study of Freight Transportation in Maine

Major Findings:

- Ø Between 1997 and 2002, there has been a decline in truck registrations, truck miles traveled and the average miles per truck in Maine, New England, and the US as a whole, though the decline in Maine outpaces the others. (See Table 1)
- Ø In Maine for 2002, almost 79% of commodity shipments (by value) were made by truck. 83% of total tons was shipped by truck. (See Table 2).
- Ø Looking at the Commodity Flow Survey for all modes of transportation (Table 3), we see that between 1997 and 2002 Maine saw a 48% increase in the value of the commodities originating in Maine. This is almost twice the increase realized by New England and the US. We also see a 42% increase in tons shipped, which is more than four times the rate of the region and the nation.
- Ø We do see a decrease of about 17% in the average miles per shipment for goods originating in Maine (see Table 3), compared to a 60% increase in New England and 12.5% nationwide. This may just be a sign that more of the goods from Maine are staying in Maine or the region. In fact, more than 61% of goods travel less than 250 miles.
- Ø The value and weight of commodities shipped by truck and rail are increasing faster than the region and the nation. (See Table 4 & Table 5).
- Ø For commodities shipped by air transportation we see a decrease in value from 1997 to 2002 however there was a significant increase in weight and average miles per shipment (see Table 6).

Change in Truck Registrations, Miles, and Miles/Truck, (excluding pickups, minivans, other light vans and sport utilities) from 1997 - 2002



	Change in truck registration	Change in Miles traveled	Change in AVG miles/truck
■ Maine	-24.0%	-36.2%	-16.0%
■ New England	-2.4%	-9.0%	-9.8%
□ US	-2.5%	-7.7%	-5.3%

Table 1: Shows the change in registration and use of trucks (excluding pickups, minivans, other light vans and SUVs). [Source: US Census Bureau 2002 Vehicle Inventory and Use Survey. <http://www.census.gov/svsd/www/vius/2002.html>]

Modes of Transportation for Commodity Shipments Originating in Maine (Percent of 2002 Value)

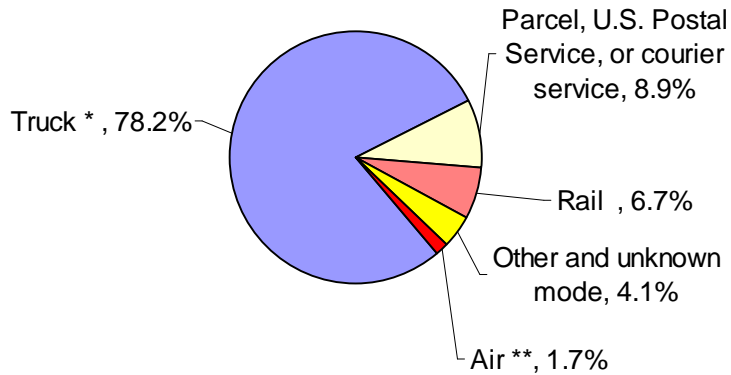


Table 2: Break down of modes of transportation used to move commodities in Maine. * Includes for-hire, private, and both private truck and for-hire truck. ** Includes truck and air.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, 2002 Commodity Flow Survey data (accessed on 8/20/07 from http://www.bts.gov/publications/commodity_flow_survey/2002/state_summaries/)

Change in Commodity Shipment Characteristics for All Modes of Transportation from 1997 to 2002

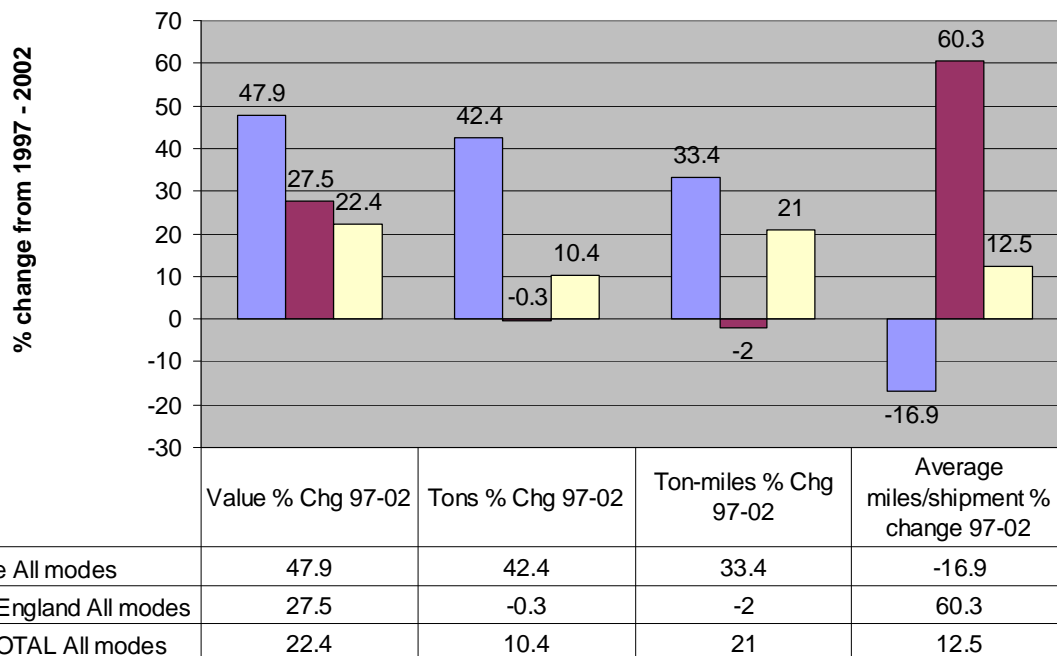


Table 3: Estimates are based on data from the 2002 and 1997 Commodity Flow Surveys.

(<http://www.census.gov/svsd/www/cfsdat/2002cfs.html>)

**Change in Commodity Shipment Characteristics for Truck Transportation
1997 v 2002**

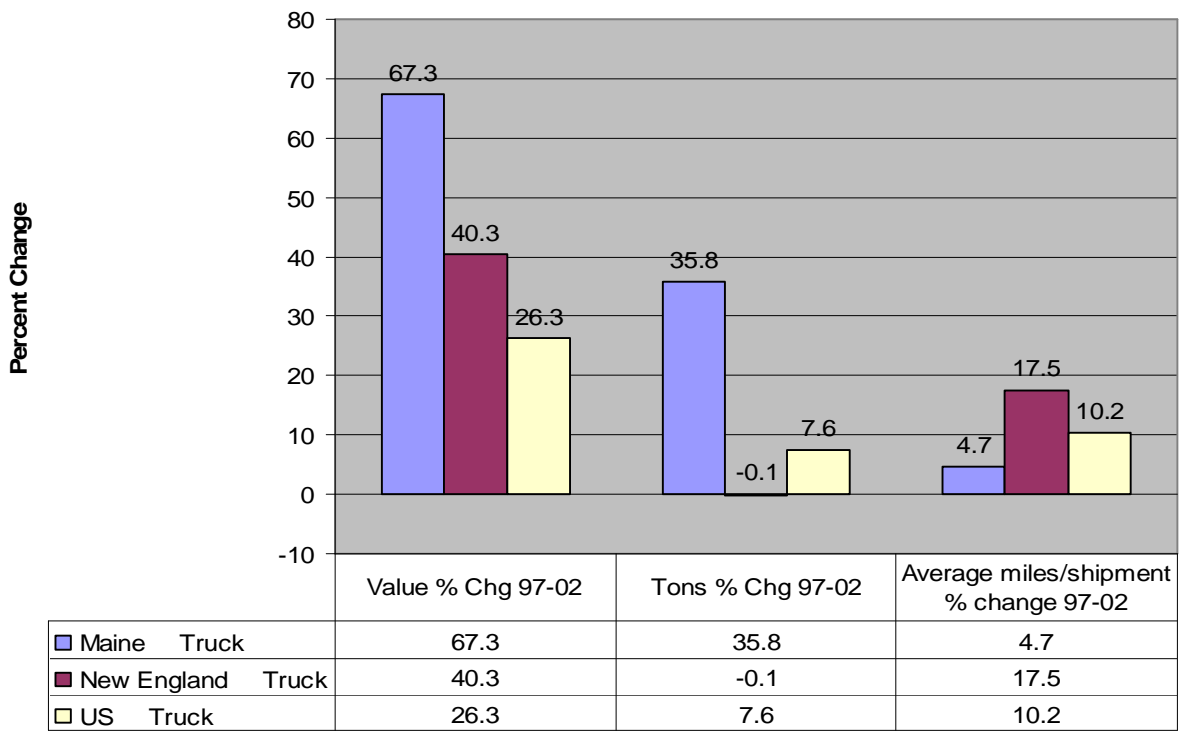


Table 4: Truck Transportation.

Change in Commodity Shipment Characteristics for Rail Transportation (1997 v 2002)

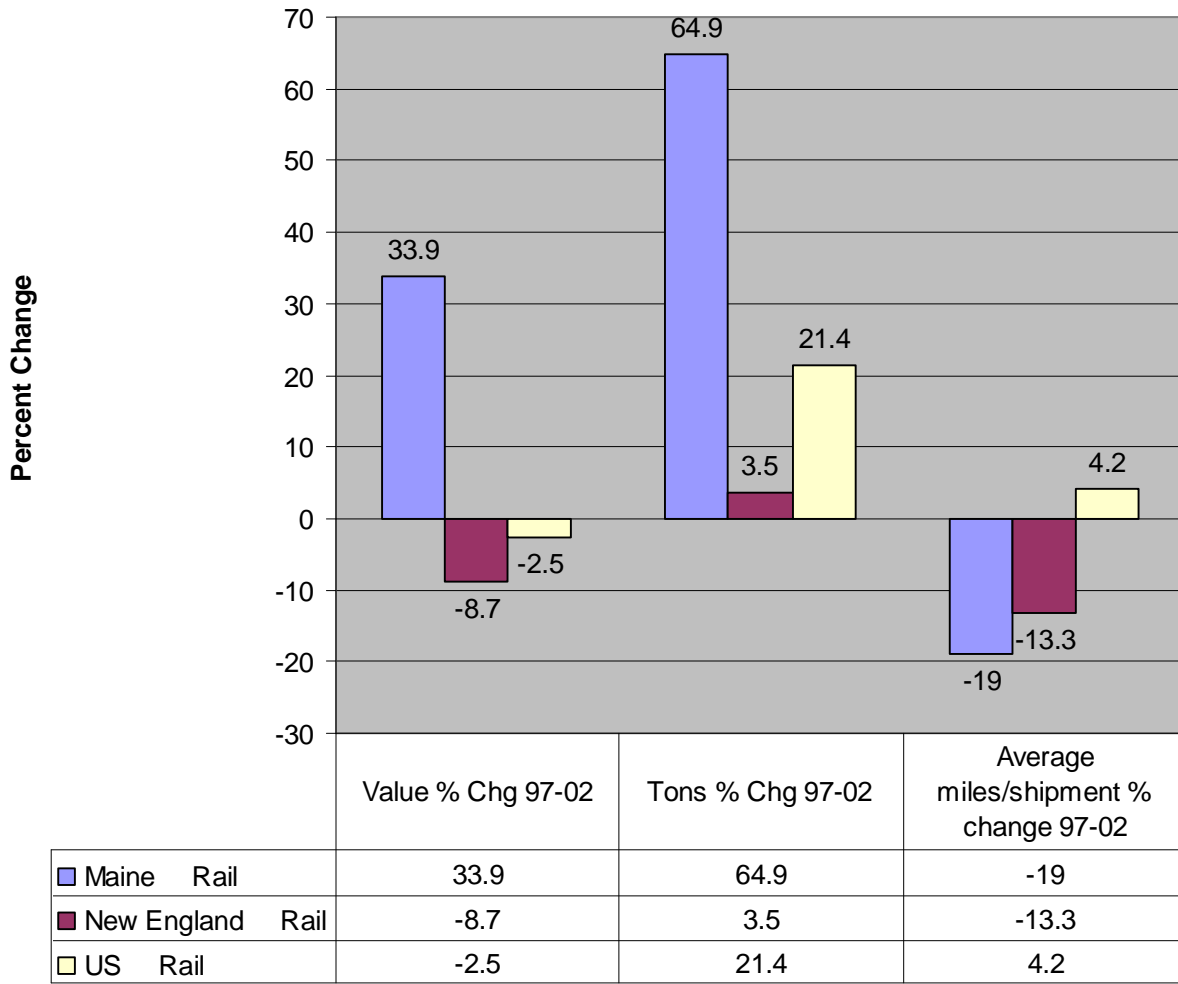
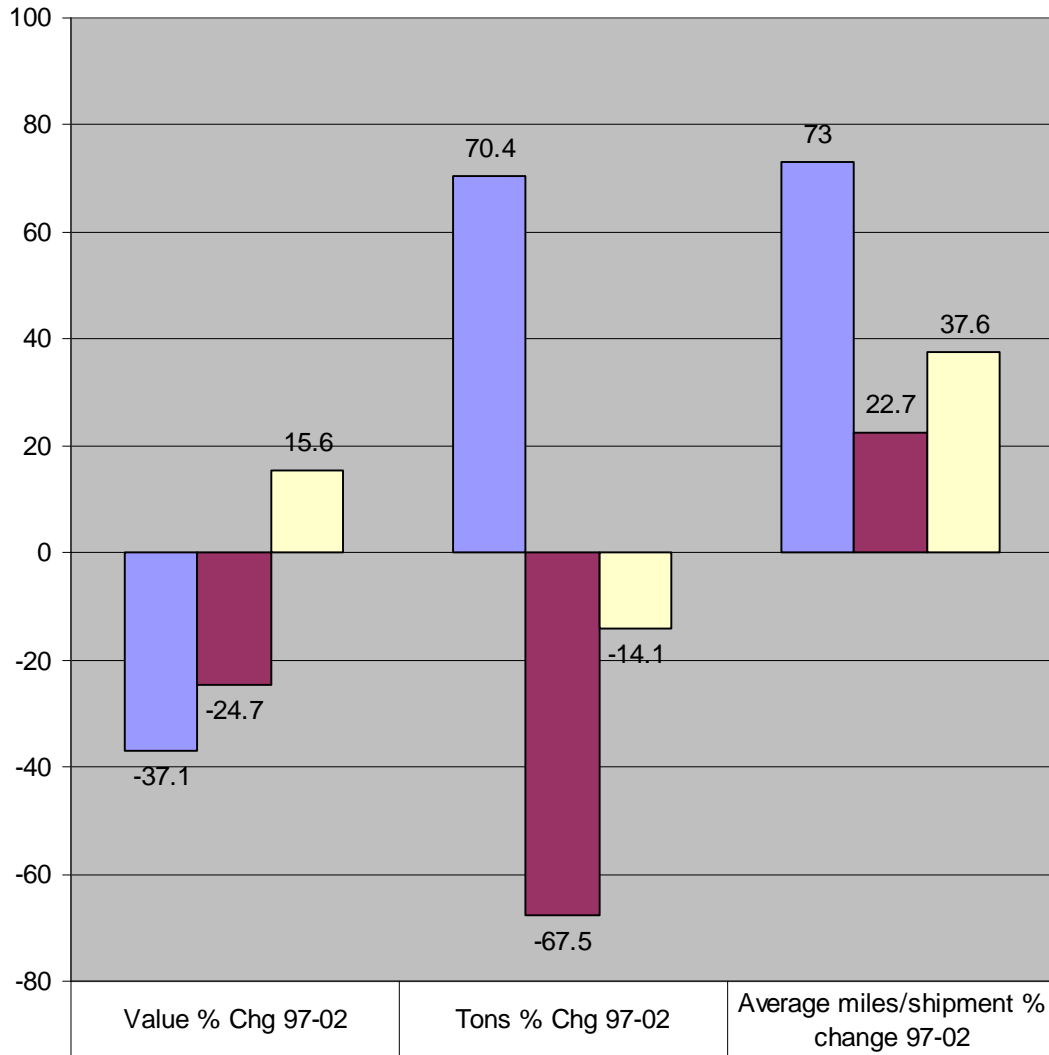


Table 5: Rail Transportation

Change in Commodity Shipment Characteristics for Air Transportation (including truck and air) 1997 v. 2002



	Value % Chg 97-02	Tons % Chg 97-02	Average miles/shipment % change 97-02
■ Maine	-37.1	70.4	73
■ New England	-24.7	-67.5	22.7
■ US	15.6	-14.1	37.6

Table 6: Air transportation

Addendum

2002 Commodity Flow Survey

The 2002 Commodity Flow Survey (CFS) is undertaken through a partnership between the U.S. Census Bureau, U.S. Department of Commerce and the Bureau of Transportation Statistics (BTS), U.S. Department of Transportation. This survey produces data on the movement of goods in the United States. It provides information on commodities shipped, their value, weight, and mode of transportation, as well as the origin and destination of shipments of manufacturing, mining, wholesale, and select retail establishments. The data from the CFS are used by public policy analysts and for transportation planning and decision making to assess the demand for transportation facilities and services, energy use, and safety risk and environmental concerns.

INDUSTRY COVERAGE

The 2002 CFS covers business establishments with paid employees that are located in the United States and are classified using the 1997 North American Industry Classification System (NAICS) in mining, manufacturing, wholesale trade, and select retail trade industries, namely, electronic shopping and mail-order houses. Establishments classified in services, transportation, construction, and most retail industries are excluded from the survey. Farms, fisheries, foreign establishments, and most government-owned establishments are also excluded.

Data users are urged to use caution in comparing estimates from different survey years due to the changes that have occurred in sample design, industry coverage, methodology, commodity classification coding systems, geography, and sample sizes.

For the 1993 CFS and the 1997 CFS, establishments were classified based on the 1987 Standard Industrial Classification System (SIC). Though an attempt was made to maintain similar coverage between the 1997 CFS and the 2002 CFS, there were some changes in industry coverage due to the conversion from SIC to NAICS. Most notably, coverage of the logging industry changed from an in-scope Manufacturing SIC code (SIC 2411) to an out-of-scope Agriculture, Forestry, Fishing, and Hunting NAICS code (NAICS 1133). Also, coverage of the publishing industry changed from in-scope Manufacturing SIC codes (SIC 2711, 2721, 2731, 2741, and part of 2771) to out-of-scope Information NAICS codes (NAICS 5111 and 51223).

To make the 1997 CFS estimates comparable with the 2002 CFS, the 1997 CFS estimates have been revised by removing shipments from establishments in the following industries:

SIC 2411 Logging

SIC 2711 Newspapers: Publishing, or Publishing and Printing

SIC 2721 Periodicals: Publishing, or Publishing and Printing

SIC 2731 Books: Publishing, or Publishing and Printing

SIC 2741 Miscellaneous Publishing

SIC 2771 Greeting Cards

We were not able to adjust the 1997 CFS estimates to account the NAICS coverage changes when only part of a SIC moved out-of-scope. For example, a wholesale industry in-scope to the 1997 CFS—SIC 5171 (Petroleum Bulk Stations and Terminals)—included Heating Oil Sold Via Retail Method, which is now classified as Retail (NAICS 454311) and is out-of-scope of the 2002 CFS. The majority of the industry remains in-scope to the 2002 CFS industry coverage, therefore we made no adjustment to the 1997 CFS estimates.

EXPLANATION OF TERMS

Commodity. Products that an establishment produces, sells, or distributes. This does not include items that are considered as excess or byproducts of the establishment's operation. Respondents reported the description and

the five-digit Standard Classification of Transported Goods (SCTG) code for the major commodity contained in the shipment, defined as the commodity with the greatest weight in the total shipment.

Mode of transportation. The type of transportation used for moving the shipment to its domestic destination. For exports, the domestic destination was the port of exit.

Ton-miles. The shipment weight multiplied by the mileage traveled by the shipment. The respondents reported shipment weight in pounds. Aggregated pound-miles were converted to ton-miles. Mileage was calculated as the distance between the shipment origin and destination ZIP Codes. For shipments by truck, rail, or shallow draft vessels, the mileage excludes international segments. For example, mileages from Alaska to the continental United States exclude any mileages through Canada (see the ‘‘Mileage Calculations’’ section for more details). For trucks making multiple stops, the ton-miles are calculated for each delivery, and each drop-off point is treated as a final destination. Ton-miles estimates are displayed in millions.

Source: *Bureau of Transportation Statistics and U.S. Census Bureau, 2002 Economic Census*