NORTH AMERICAN
TRANSPORTATION STATISTICS INTERCHANGE

SIXTH MEETING

MAY 4-5, 1994

MINUTES OF MEETING

U.S. BUREAU OF THE CENSUS

WASHINGTON, D.C.

NORTH AMERICAN
TRANSPORTATION STATISTICS INTERCHANGE
Meeting No. 6, May 4-5, 1994

Location: Census Bureau,
Room 2412, FB 3
Washington, D.C. (Suitland, MD)

MINUTES OF THE MEETING

INTRODUCTIONS/OPENING REMARKS

Jim Aanestad, U.S. Bureau of the Census (BOC), and David Dodds, Statistics Canada (SC), welcomed everyone to the sixth meeting of the group. Rolf Schmitt, U.S. Department of Transportation (DOT) introduced Dr. Lakshmanan, Director Designate for the Bureau of Transportation Statistics (BTS) of the DOT. The representatives from INEGI, in Mexico, sent a telegram saying that they regretted that they could not attend the sessions but said that they continue to be very interested in the meetings and in continuing the comparability studies that they talked about in November in Ottawa. David Flaxon of the United Kingdom contacted Jim to say that he would not attend the meetings, but will visit North America this year.

Jim and David highlighted the purpose of the meetings as informing each other of our respective transportation data programs, plans for changes in these programs, and our needs for transportation data.

We will continue to observe an abbreviated format for minutes of the meetings. Attachments to the minutes will be small, with contact names for obtaining more extensive papers and publications.

I. Update on Projects/Programs Presented in Ottawa, Canada

Transportation Surveys, Andrea Mathieson (SC)

The annual for-hire Trucking Financial Survey will be replaced by a more detailed quarterly survey with an annual supplement, effective reference year 1994. Since respondents will be asked to report more data on the quarterly survey, SC is conducting an extensive promotional campaign and has promised free copies of survey results to encourage respondents to report. The trucking industry is participating by holding focus groups of respondents. The driving force behind these improvements is a need to improve quarterly financial data.

Statistics Canada completed a study of owner-operators in Canada, using the income tax file, which provides financial data, as a sample frame. A telephone survey of selected companies gave them operating information.

Statistics Canada is discussing bus and urban transit surveys with data users and industry members. They currently do a brief monthly survey and a detailed annual survey of intercity, charter, and school buses. They are proposing a sub-annual survey and an annual supplement, along the lines of what they do for trucking.

For rail, not much has changed since last meetings. Their origin-destination statistics are under discussion now.

Statistics Canada is planning a private vehicle use survey, which will be either an annual or quarterly household survey to estimate fuel use by personal-use vehicles, including light trucks and vans. [See ATTACHMENT 3 for more details.]

DISCUSSION

Rolf Schmitt (DOT), David Dodds, Andrea Mathieson (SC)

The planned SC household survey is similar to the U.S. Residential Transportation Energy Consumption Survey done by the U.S. Department of Energy. The next U.S. National Passenger Transportation Survey is scheduled for 1995 and could cover the same approximate time period as the Canadian survey. The Canadian survey will probably cover the main driver in the household and a diary will be used to monitor vehicle activity and fuel consumption.

There is often more than one vehicle and more than one driver in a household. It is a problem to link the vehicle to the household and its characteristics. The vehicles will be chosen randomly and may or may not be the principal vehicle in the household.

Alan Pisarski - Consultant

Alan noted that the French government is doing a household vehicle use survey which focuses on the secondary vehicle. They are doing this because they expect that the second vehicle would be the most likely candidate for replacement by an electric vehicle. They will oversample on the second vehicle.

Garry Tulipan, Transport Canada, (TC)

Transport Canada is working closely with SC and other private and public stakeholders to identify and implement improvements to trucking data. These include improvements to the truck origin and destination survey and increasing the scope of the program to include information on carrier patterns, available capacity, and utilization rates.

Work is underway to identify sources and obtain information on highway infrastructure and spending, road/highway traffic, and vehicle classification. To the extent possible, the emphasis is on identifying existing sources for such information and to gain access to and standardize the available information. There is also considerable interest in the Department in the development of a National Road Traffic Counting System. Garry hopes to be able to report more definitively on progress in these projects during the next meeting of this group.

Trucking Statistics, Jim Cain, Transportation Division (SC)

Statistics Canada is doing a test of collecting its truck origin-destination data (weight and revenue) using Electronic Data Interchange (EDI). The survey uses tape reporting for large companies, which requires that SC build a customized system to interpret each tape received. Small companies are interviewed by regional office staff using Computer Assisted Personal Interviewing (CAPI) and a systematic sample of invoices at the company office, transcribed into the lap-top. This is an expensive and time-consuming way to do the survey.

At many companies, paper is disappearing and records are kept electronically - and therefore must be printed out before the interview can proceed. Statistics Canada has a contract with a commercial firm which has expertise in EDI and transportation to help them develop methods to get EDI data, which would be used for the smaller companies. The companies might not need to have EDI systems, but only computerized records. Statistics Canada could help them to reformat their data for EDI. Software development companies could help develop EDI modules for use by trucking companies to respond to SC's needs. A major question is how to sample before data transmission. Could a way to sample before transmission be built into the EDI systems?

Railroad Statistics, Joel Palley, Federal Railroad Administration (FRA) (DOT)

There was a press release on April 28, containing transborder surface trade data. The Bureau of Transportation, the Bureau of the Census, and the United States Customs Service are cooperating to acquire and assemble these data. [See ATTACHMENT 4 for more details.]

1992 Truck Inventory and Use Survey (TIUS), Kim Moore (BOC)

The TIUS provides data on operational and physical characteristics of the U.S. truck population. They are currently tabulating the data and preparing publications for 1992. The survey covers for-hire, private carriers, personal transportation, and utility fleets. For 1992, they sampled about 154,000 trucks, with an 86 percent response rate. They have published 13 state reports so far and will publish remaining states and a U.S. summary report. Much of the data will be available on CD-ROM. [See ATTACHMENT 5 for more details.]

Motor Freight Transportation and Warehousing Survey (WATS), Tom Zabelsky (BOC)

The BOC completed the 1992 Motor Freight Transportation and Warehousing Survey publication in November and did a press release in January. The WATS is a sample survey of about 2500 firms, representing over 100,000 establishments in the United States, primarily in commercial, for-hire motor freight transportation. The survey collects financial information and some data on inventories of motor vehicles. It excludes private trucking and independent owner-operators. The 1993 survey is now in the field. There will be some changes to the survey for 1994, including the addition of information on U.S. operators, who transport goods into Canada and Mexico. For 1994, they will add questions on the origin and destination of shipments in and out of Canada and Mexico. They will ask the percentage of revenue from shipments from the United States which pass through Canada or Mexico and shipments from Canada which will pass through the United States.

They will also add questions on weight and miles travelled so they can estimate ton-miles and revenue per mile. They will also include revenues for nonemployers in future survey years. A (BOC) initiative for fiscal 1995 (1994 survey year) is a survey of water transportation - see notes from the afternoon breakout session. There is also a proposed annual survey of charter, rural, and intercity busing - see breakout session. [See ATTACHMENT 6 for more details on the Motor Freight Transportation and Warehousing Survey.]

1993 Commodity Flow Survey (CFS), John Fowler (BOC)

The CFS is a sample survey of about 200,000 establishments in mining, manufacturing and wholesale trade. The BOC sent four quarterly questionnaires to each sampled firm, asking them to report on a sample of their shipments. They have received data on 12 million shipments and are analyzing them now. They will use graphical analysis via the SAS-Insight package to analyze shipments data.

The survey collected information, from those who originated the shipments, on origin and destination, modes of transportation, major commodity shipped, whether the shipment was containerized or hazardous material, whether for export, the export mode, and country of destination. The CFS was not designed to fully measure export activity, but it should shed some light on how well an establishment survey can measure export activity. The BOC plans a brief U.S. summary report in early 1995. This would be followed by reports with more detailed geographic and commodity data and some information on HAZMAT, containerization, and export shipments and availability and usage of transportation equipment & facilities. The CFS has a 76 percent response rate.

1992 Census of Transportation, Dennis Shoemaker (BOC)

The 1992 Census of Transportation, Communication, and Utilities covers busing, motor freight, public warehousing, water transportation, pipeline transportation, part of air transportation, and arrangers of passenger transportation. Thus far, the BOC has concentrated on employers - about 145,000 establishments - and is now doing summary-level data analysis. The first report will be the geographic area series, with statistics on revenue, payroll, and employment by state and metropolitan area. The BOC has begun establishing its database for nonemployers which will be published in a separate report. Other reports will include data on establishment and firm size, sources of revenue, and other industry-specific special inquiries. This is the first time that this area will include a report covering nonemployers.

Michel Cloutier (SC)

Statistics Canada has been exchanging summary files with Norm Tague (BOC, Foreign Trade Division) on marine data, but they haven't started the exchange of detailed, confidential data on individual vessel movement. Statistics Canada will continue to discuss these issues with the BOC.

Shipping Statistics, Bill Ebersold, U.S. Maritime Administration (DOT)

Bill has previously reported on the progress to improve the quality of foreign trade statistics for transportation purposes, including automation of vessel entrance and clearance processes and the development of an automated export system. The first effort has not progressed as rapidly as they had hoped. The data gap they are trying to fill is the linkage of foreign trade data to the dock facility level, and giving the Maritime Administration (MARAD) the ability for virtually real time notification of name, flag, owner and operator changes, and certain vessel operating characteristics. The interest of U.S. Customs in the entrance clearance process is to try to capture the information much earlier in the process and not have any paper flow at all. They are now having an outreach program for the trade shipper community.

Through informed compliance and shared responsibility Customs will try to limit its intervention as much as possible. For the automated export system, a pilot project was completed in Charleston, S.C. in 1993 and the project is now on a fast track for completion by June, 1995. The vessel component will be completed first. Data gaps include carrier and a general improvement in the quality of the data. [See ATTACHMENT 7 for more details on the Customs Modernization Act.]

Bob Christensen, MARAD, (DOT)

Bob gave a detailed presentation on data on U.S. imports and exports transshipped through Canadian ports during the afternoon session. The New York Port Authority and the MARAD will develop and publish the data, with the support of the Bureau of Transportation Statistics.

Shipping Statistics, Arlene Dietz, U.S. Army Corps of Engineers

The Corps has been working on the U.S.- Canadian data exchange and have had many problems since 1990. They have lost specificity of mode of transport and accuracy of tonnage on the Great Lakes. They are trying to solve this problem through the exchange. They identified a mechanism to remedy the understatement of waterborne tonnage. But, there is still a major problem in identification and in commodity information.

The Corps is preparing the 1-to-100,000 level digitized network of all waterways. It can be imported to any GIS environment, and will have all shape points on waterways. Perhaps Canada can review this system for accuracy. [See ATTACHMENT 8 for more details.]

Rolf Schmitt, Bureau of Transportation Statistics (BTS), (DOT)

In the last year, the BTS has put out the North American Transportation Statistics Annual Report, which summarizes transport statistics in the NAFTA countries. The National Transportation Statistics Annual Report is also out and it summarizes the state of transportation and transportation statistics. Future volumes will focus on topics such as productivity. The BTS also produced the 1990 Census of Transportation Planning Package for states on CD-ROM, and the journey to work data from the 1990 Census.

Department of Transportation Secretary Peña is very interested in identifying a national transportation system. This goes beyond the national highway system - which has a lot of funding implications - and includes other modes of transportation. They hope to see some progress on this by the end of the year. They would like to link this system with information on transportation from north of the United States-Canada border.

Mike Rossetti, Volpe Transportation Systems Center (DOT)

The Volpe Center has been working in three major areas for the BTS over the last year or so. These are transportation statistical data information reporting, data analysis, and GIS. The Inventory of Transportation Data Sources profiles various major transportation data sources in government. The Volpe Center also published a telephone contact list update for major transportation data providers in government. Both of those will be updated this year. The mail market list contains major potential customers for transportation data users. The data dictionary for transportation data provides definitions of commonly used terms. The BTS statistical information hotline (1-800-853-1351) gives simple information and refers callers to sources of more detailed information.

Under the heading of data analysis, the Volpe Center is looking at the issue of economic classification. They are looking at alternatives to the Standard Transportation Commodity Code (STCC) for the 1997 Commodity Flow Survey, including systems developed by the United Nations, EUROSTAT and others. They will develop a prototype which might be available for use in the 1997 CFS. They will also develop a guide to classification systems for use by transportation professionals.

The U.S. National Performance Review recommended that the DOT develop standard government-wide measures of transportation safety. The Volpe Center will be looking at that and contributing to the transportation statistics annual report. Journey to work profiles by Congressional district will also be done. [Post-Interchange Note: Bill Bostic (BOC) (Bob Crowther, alternate)

has been appointed the BOC representatives to the DOT Transportation Safety Measurement Committee.]

The Volpe Center is supporting GIS activity to help produce a coordinated network of air, water, and ground transportation modes. Their work includes map production and spatial databases. These are the projects that the BTS supports at the Volpe Center.

Clyde Woodle, Trucking Research Institute

Recently, the Canadian Trucking Association, the American Trucking Association, and CANACAR formed The North American Transportation Alliance, whose purpose is to sponsor research on international trade issues, encourage multimodal international trade and cooperation, and to assist the governments of the three countries in transportation policy making.

The trucking industry size study is a one-year study, now underway, to categorize the trucking industry in a way that allows us to do consistent analysis, both public policy analysis and market analysis. They will identify the primary sources of data and information on the U.S. trucking industry. They will look at both for-hire and private trucking. They will review and recommend improvements for the current data systems. The analysis focuses on commodity payload measures, revenue and expenditure measures, employment measures, and establishment transportation resource measures.

The first meeting was held to get an indication of the interests of the various groups involved in the industry. As a result of that meeting, they produced a general issues paper on the study. They are now preparing background papers on each of the four focus areas and will solicit reactions from interested parties on these papers. They are doing a feasibility study on collecting trucking industry data from private sources.
[See ATTACHMENT 9 for more details on the For-hire Trucking Industry Size Study.]

II. Afternoon Breakout Sessions

Session 1 - Water Transportation, Trans-shipments and United States-Canada Data Exchange, Intermodal Shipments, and the NAFTA

Proposed Survey of Water Transportation, Ruth Bramblett, (BOC)

If the BOC gets funding and OMB approval, they will mail the first water survey in 1995 to cover the 1994 year. They are now redesigning the

report form and will include it in these minutes. The survey would include about 1,000 forms and cover SIC 44. [See ATTACHMENT 10 for more details on the Water Transportation Survey and a draft of the survey questionnaire.]

United States-Canada Data Exchange

Michel Cloutier (SC), Norm Tague (BOC)

The group discussed the detailed mechanisms of how the data exchange is going to work, including timing and specifications, etc. Dock receipts will be sent 60-70 days after the month from the United States to Statistics Canada. Statistics Canada is not satisfied with vessel movement data or multiple spelling of vessel names. Statistics Canada says that there is no way to link the vessel to the nation that owns it. As for trans Canada-United States data, we know that an export shipment bound for Jamaica and leaving Canada by rail is not going to Jamaica by rail, but is instead leaving via a U.S. port.

This partial information is available from trade data, but SC still doesn't know the routing within the United States or the port of exit. They are trying to reconcile trade and transportation data, using marine data, but are not there yet. Statistics Canada has detailed information about vessels that the BOC could use to do reconciliation.

Bob Christensen, MARAD (DOT)

There are problems that arise when trade statistics are used to develop transportation information. One such problem is that a large segment (about five percent) of the trans-ocean imports and exports are not reported as waterborne because they are transshipped via land modes (rail and truck) through Canada to the ocean port.

With the support of the Bureau of Transportation Statistics, the Maritime Administration, in a joint project with the Port Authority of New York and New Jersey, will prepare and publish data on U.S. imports and exports transshipped through Canadian ports. This information, which is vital to ports and steamship lines serving the United States and Canada for planning purposes, will be available in a printed report and on floppy disks.

The data are not contained in the BOC's waterborne database, but they show up in the "All Methods" database, which shows three methods- air, water and all other. The methodology involves selecting those import and export shipments that moved to overseas countries by the "all other" mode

(not air and not water). The premise is that these cargoes were moved through Canadian ports by rail and truck connections. Since the "all other" mode only shows value, the tonnage is estimated by using an average value per ton ratio for each commodity from the waterborne data.

Similar Canadian shipments are routed throughout U.S. ports but the value and tonnage of these cargoes are readily available as intransits in the BOC data.

It is hoped that in the future, the exchange of data between the United States and Canada will allow us to have better data on U.S. cargoes transshipped through Canadian ports and will obviate the need for this complicated estimating procedure.

Rolf Schmitt, (DOT)

The recent 601-5 study and other events have pointed out the importance of North American flows of goods. If U.S. goods are being exported through Canadian ports, that means that these goods are flowing on different parts of the U.S. networks, which has implications for U.S. transportation planners. Also, transportation patterns give us insights into the overall economic health of regions and areas and the relationships among areas. If goods are flowing across borders, this tells us something about the economic health and relationships of U.S. regions. It is important to inform data users of the differences between trade and transportation data.

Anthony DiLullo, U.S. (BEA)

The Bureau of Economic Analysis gets its data from the Foreign Trade Division at the BOC. They have problems getting data on imports and need more accuracy in these data.

Arlene Dietz, U.S. Army Corps of Engineers

Good data on cargo movements are needed for port planning, and forecasting imports and exports, etc. We must look beyond our borders to international economic forecasts to estimate the volume that may be going through U.S. ports in future years. This information is needed not only for long-term investment planning but also for short-term maintenance planning and for anticipating Customs clearance problems.

Joel Palley, FRA, (DOT)

The BTS is sponsoring a project on transborder data, imports and exports between the United States, Mexico, and Canada. They will key some data, process some data electronically and create public data files. They obtain the data three months after the fact and have nine months of data ready to go. They are trying to produce data on commodities, state of origin, or ZIP Code of exporter. The origin location data may not be the true origin, but represent where it enters into the foreign trade stream. (For example, a manufactured product's origin may be a warehouse rather than the manufacturing location.) They have data on in-transit shipments to Canada, except by water. They don't capture the ultimate destination, but would have to code only the ones which were not Canada. Normal trans-shipments enter Canada in bond. [See ATTACHMENT 4 for more information.]

Rolf Schmitt, (DOT)

We often talk about resurrecting the old survey of domestic transportation of U.S. foreign trade as a way of sorting some of these problems out. It would help us to understand the U.S. piece of the activity as to where it went and how it got there. Could we link such a survey to a related kind of analysis involving Canada? We are really looking at the North American component of intercontinental trade. Could we do such a survey in 1997? We could then drop exports from the 1997 CFS. We don't know yet what the 1993 CFS data can tell us about export movements.

NAFTA Activities

Jim Cain, (SC)

Statistics Canada has changed all its questions and procedures to add Mexico as a separate category (no longer included in "all other"), because of the NAFTA. They did that in response to requests and in anticipation of future data needs.

Norm Tague, (BOC)

Norm has been working on a contract with a private firm in Mexico City on trans-shipments data to Mexico for the past 18 months. They have prepared many tables and time-series in preparation for a large meeting in Mexico.

Alan Pisarski - Consultant

The United Nations sponsored a meeting of Canada, Mexico, and the United States in Mexico to talk about how the three countries might harmonize their passenger flows data.

Mike Rossetti, (DOT)

The Volpe Center has had requests from Canada for counts of transborder traffic.

Michel Cloutier, (SC)

We need to develop a North American transportation classification system for commodities.

Session 2 - 1997 SIC Revision, Commodity Coding and Concordances, Bus Surveys, and American Travel Survey

SIC Revision

Dennis Shoemaker, (BOC)

Dennis distributed a package of materials that described the committees, subcommittees, and other groups that are involved with the revision of the classification system and commodity codes. He also showed an organizational chart of Statistics Canada's revision effort. The United States, Canada, and Mexico are cooperating in the creation of the North American Industry Classification System (NAICS).

The U.S. industry classification revision is headed up by the Economic Classification Policy Committee (ECPC), chaired by Jack Triplett, BEA. A Coordinating Committee has been established under the ECPC and is chaired by Carole Ambler, BOC. In turn, seven subcommittees have been established to address revisions to industry classification in the various industrial areas, and two subcommittees (task forces) have been established to revise product codes.

The SIC subcommittees are charged with producing a production-oriented system that is compatible with Canada and Mexico, with special attention to areas of advanced technology. They are to look at proposals and address comparability. The entire Service area will "need more work" and the area should be looked at to establish a conceptual framework so that everything is consistently production-oriented.

The product codes task force was charged by the ECPC with developing an improved system for grouping economic data that will make the grouped data more useful. They want more comparability between the Census 7-digit product codes and the Producer Price Index (PPI). Also, they require a more market-oriented, or demand-based system that is more compatible with the Harmonized System (HS) and the Central Product Code (CPC).

The ECPC held a "kick off" for the subcommittees on May 10. The subcommittees will probably meet weekly.

Alan Pisarski said he helped prepare a letter from the World Tourism Organization to Jack Triplett stating their interest in participation when ECPC gets around to the international coordination of the revisions, and sent along a copy of the Standard International Classification of Tourism Activities (SICTA) that was adopted by the U.N. Statistical Commission last February as a provisional standard under the International Standard Industrial Classification (ISIC). The U.S. classification in the transportation area is much more detailed than European systems. For instance, they don't distinguish between the rail movement of passengers and freight.

There was some discussion on the use of regulatory designations in the classification system, such as "ICC Regulated". Most felt that it should be avoided if at all possible because any regulatory changes could destroy the SIC definition.

The time schedule for this revision is to have the whole revision completed by the summer of 1995.

On the commodity classification side, there are two groups working on revising the system, one for the manufacturing/minerals area and one for services. Dennis felt that the priority would be on the industry classification to get it completed in time for the 1997 economic censuses. In the commodity area he said that selected product groups that would be in the economic censuses such as the high tech industries and major sections of classification such as health care will have a system of products for that section of services, but how much they will have done for the 1997 economic censuses is questionable.

Dennis said that the SIC subcommittees will be dealing directly with their counterparts in Canada and Mexico to facilitate the NAICS. After the subcommittees complete their work (summer 1995), the Interpretation, Administration and Manual Preparation subcommittee will address changes to the system on an ongoing basis instead of waiting another five years.

Alan Pisarski - Consultant

Alan Pisarski asked how the coordination with systems outside North America would be handled (ISIC, etc.). Dennis was not aware of any commitment other than the guidance to be comparable with ISIC at the 2-digit level.

Alan said in closing that this is a very difficult subject and gets involved in international politics. EUROSTAT often comes to international meetings with a block of 12 countries in agreement on a subject, and that makes it very difficult to change what they have decided. They exercise a default leadership. The fact that this industrial revision will represent a North American agreement will rebalance this.

Concordances, Bob Crowther, (BOC)

Bob circulated descriptions of three concordances that the Commodity Flow Survey is using for editing and comparison with other data sources. He mentioned that he had presented a similar talk at last spring's meetings with Canada, and this was an update.

The first concordance, Standard Transportation Commodity Code (STCC) to SIC Product Class (at the 5-digit level of detail), was completed late last fall by Jim Kristoff's group at the BOC. This allows the CFS which is collected on a 5-digit STCC basis to be compared with data collected in the economic censuses.

The second concordance is the SIC to Harmonized System (HS) at the 7-digit level of detail. This concordance is done by Jim Kristoff's group. They are required to provide this concordance for those products collected in Industry Division's Current Industrial Reports (CIR) series so that imports of the same products can be shown. However, they rarely get around to completing this concordance for the non-CIR products due to other priorities. With the SIC and product revision facing them, it is not likely that this will be completed any time soon. However, the entire concordance between SIC and HS is available at the 5-digit level.

The third concordance is between the STCC and the HS at the 7-digit level and was produced by the Association of American Railroads (AAR). Bob said that this was just recently completed and that he had only received a preliminary computer file copy. The file is only coded and is not easily usable in its present form. Mike Rossetti has looked at it and found a few glitches, probably due to the newness and lack of close review.

United States Bus Statistics, Arthur (Pat) Webster II, EXP Associates, Inc.

Pat distributed some statistics he had assembled on buses. Pat said that he and Alan Pisarski had done a study for the American Bus Association several years ago and that had triggered an interest in the issue of school buses. Pat feels that bus statistics in the United States are deplorable. The fact that a lot of buses are owned by various units of government limits the amount of available data. Only eight states report information on buses owned by government. Pat has spent three years researching bus statistics and trying to plug in estimates of data that do not exist. School busing is a massive portion of the total busing picture.

Annual Busing Survey, Tom Zabelsky (BOC)

This is a survey that the BOC has referred to as Charter, Rural, and Intercity Bus Survey (CRIBS) and has been proposed in the past, but never conducted due to lack of funding or problems with the OMB over mandatory authority for collection. It would be an annual survey of firms with one or more establishments engaged in providing intercity and rural bus transportation, charter service, and terminal and service facilities for motor vehicle passenger transportation. Local and suburban passenger transportation, including local bus line operations, sightseeing buses, and school buses would all be excluded.

A sample of 450 establishments would be selected from a universe of about 2,000. The survey would produce detailed breakouts of revenue and expenses, as well as the number, and miles traveled, of buses owned or leased without drivers. Our time schedule is to mail by March 1995, collecting data for 1993 and 1994, and to publish by December 1995.

American Travel Survey, Alan Pisarski, (DOT) Consultant

Alan Pisarski provided information on the American Travel Survey (ATS) since Phil Fulton could not attend. The ATS is being designed as a telephone survey to be conducted for the DOT by the BOC. It will not be a random digit dialing, but rather a household survey drawn from the census files. It will use a large sample size and CATI (Computer-Assisted Telephone Interviewing) data collection. It will oversample the major corridors, and will measure trips of 75 miles or longer, using a recall period of three months. It will pick up side trips done in conjunction with a major trip. Purpose of the trip and activities done will be asked.

It is hoped that this survey will be in the field by January 1995 in conjunction with National Personal Travel Survey (NPTS). The survey will

ask for all of the modes of transportation used for the trips, including access modes. David Dodds said that when SC conducted a travel survey, they found a three month recall was too long and did a one month recall. Alan said that the BOC originally wanted to use a four month recall, but reduced it to three months. Because this survey is really a panel, they will be going back to each of the households each quarter of 1995. If a sample household moves they will drop that family, and pick up whoever moves into the same residence. In the future we may use some type of transponder to record most of the data for a survey like this.

There was some discussion about the possibility of the United States and Canada exchanging information about trips made to each other's country, as we exchange foreign trade data. Also, the United States Travel and Tourism Administration (USTTA) has changed their survey to include not just non-U.S. residents exiting the country, but all residents exiting.

Canadian Bus and Urban Transit Surveys, Andrea Mathieson, (SC)

Andrea explained that there is a redesign underway for the survey program. Statistics Canada currently conducts a monthly survey of bus and urban transit to get some indicators for the national accounts from about 23 intercity carriers and 80 urban transit carriers above a threshold, using a fairly abbreviated questionnaire. They ask distance, passengers carried, fuel consumed and a couple of other variables. It comes out 45 days after the end of the month. The annual survey goes to all carriers earning over $500,000 a year. It includes about the same number of urban carriers, but they do not contact them directly as they get the information from the Canadian Urban Transit Association. They also canvas about 500 intercity charter carriers. Also included are the school bus operators over $500,000, which means that many are not covered. They are looking at going to the school boards for data on school buses.

Statistics Canada has had some meetings with users and with carriers showing them a draft questionnaire. Statistics Canada is still not set on the frequency of the new survey but they have a requirement for monthly data, but among the respondents a quarterly survey seems popular for revenues, expenses and employment. For the annual they would collect balance sheet data, vehicle counts by type, by use and by age, kilometers traveled, passengers carried, and bus days. They would like to start the new survey in the first quarter of 1995. Pat Webster said that he would like to see SC's definitions of large bus, small bus, transit bus, highway bus, etc.

Andrea said that a difference between SC and CRIBS is that SC asks about all of the companies rolling stock (trams, trollies, light rail, etc.).

Adjourn for the day -

THURSDAY MORNING

The group expressed its appreciation to the Aanestads for hosting the evening get together.

III. Summaries of Breakout Sessions

Session 1

Michel Cloutier (SC)

Most of the marine discussions had to do with specifics of the data exchange that Canada and the United States want to put in place for manifest (marine) data. They talked about timing of the exchanges and settled on monthly exchanges about 45 days after the month. They talked about some of the extra programming and development work needed to accommodate the exchanges. Statistics Canada now knows what is expected and will come up with a plan and will need further discussions -- possibly by FAX -- before the next meeting. All agreed to continue exchanging documents and vessel movement files. A lot of the problems have to do with using trade data instead of transportation data and this necessitates a lot of reconciliation work, mostly by SC.

Tom Zabelsky (BOC)

Ruth Bramblett described the planned survey of water transportation. The BOC is planning a sample survey of about 1,000 firms, covering passenger and freight transportation on the deep sea, St. Lawrence Seaway, Great Lakes, coastal and inland waterways as well as services incidental to water transportation. Ruth distributed and discussed a draft questionnaire for the survey and requested comments on it. The BOC hopes to contact various agencies and individual companies that would be involved with the survey by August of this year. They plan to submit the questionnaire to the OMB for approval in September, but do not know yet whether they will have funding for the survey and may not know for some time. The BEA conducts a survey of carriers which would duplicate the proposed survey to a small degree. The agencies need to research this overlap in data. [See ATTACHMENT 10 for more information.]

Bob Christensen, MARAD (DOT)

MARAD will be publishing some very useful statistics on U.S. goods transshipped through Canadian ports. About five percent of U.S. liner cargo is moving through the port of Montreal.

NAFTA-related Statistics

Jim Aanestad (BOC)

The BOC has had some examples of requests for data to monitor the NAFTA. There is no doubt that there will be many more such requests in the future. Data producing agencies will modify existing data sets to better describe effects of the NAFTA, but some new statistics will need to be collected. User agencies usually don't give us much notice when they want such data. Existing customs data can be misleading if used to measure actual flows of commodities. For example, the U.S. trucks some apples across the border into Canada, and they are counted as exports to Canada. In reality, the apples are merely trucked across the border to be loaded onto ships headed for Mexico. Only transportation statistics can address these issues.

Joel Palley (DOT)

Joel has had requests for data from carriers, consultants, and universities asking about the rail share of exports to Canada and the major commodities moved by rail into Canada or Mexico. Some of these data are easy to get.

Arlene Dietz (Army Corps)

From a policy point of view, it is critical to understand those movements that are actually headed for a different final destination but are exported through Canada or Mexico.

Norm Tague (BOC)

A short study revealed that significant trade flows from the United States to northern Europe, through the port of Montreal.

Rolf Schmitt (DOT)

The NAFTA agreement calls for an evaluation in years three and six; do we know what data they are planning to use? Who will do the evaluation?

Jim Cain (SC)

Statistics Canada is trying to use transportation data to add some dimensions to foreign trade data to see if they can, at least for the water movements, indicate the undercount of Canadian exports.

1997 SIC REVISION

David Dodds (SC)

This session looked at how the reorganization of the 1997 SIC is going to work.

Dennis Shoemaker (BOC)

The product development committee on goods and services is running parallel to the central committee. The central committee is working with Canadian counterparts and focusing on capital equipment areas. High tech, emerging and service industries will also receive special attention.

Rolf Schmitt (DOT)

We need a revised commodity classification system for the 1997 CFS. The STCC, used for the 1993 survey, was the major source of respondent negative reaction to the survey and a major increase in respondent burden. The DOT (the Volpe Center) will start looking at commodity classification and work with Canadian and Mexican counterparts to see if we can find a system that works better than STCC. Could we use an existing system or a modified existing system? It must be done for CFS, especially if the SIC becomes process, rather than product-oriented. This could mean a complete break with the SIC-based commodity classification system used in the past. The new system must be linkable to other classification systems (rail waybill, foreign trade, etc.) and hierarchical. We must also maintain some link to 1993 data.

Mike Rossetti (DOT)

The Volpe Center will look at several existing classification systems as to their ease of use, etc, to replace STCC for the 1997 CFS. Transportation is their main emphasis, but the system must be linkable to other systems, such as the Harmonized System, and with the 1993 system.

Arlene Dietz, (Army Corps)

We must also try to link to the international HAZMAT classification system, particularly in the area of chemicals.

Travel Survey - David Dodds (SC)

Statistics Canada is planning a National Private Vehicle Use Survey to measure fuel consumption. It is also planning to do another travel-to-work survey, in conjunction with the BOC Place-of-Work coding to provide better information on commuting (for all modes).

Bus Surveys

Pat Webster - Consultant

The 1992 Census will provide, for the first time, U.S. commercial bus industry revenues by service and bus fleet statistics, which will fill in the gap for about 22 percent of the total bus service in the United States. The BOC also has a proposed survey of SIC's 4131, 4141, 4142 and 4193, which are mostly intercity regular route and charter buses and bus terminals. The BOC doesn't know if the survey will be approved. It would provide financial, vehicle, and mileage information, which are not provided on the 1992 census.

Pat presented his national estimates of 1991 revenues, vehicle, employment, and driver statistics for commercial, private, and governmental bus systems. He also described the lack of good state bus registration data. He feels that more work needs to be done on physical statistics, including bus classification definitions, performance measures, bus usage, and fuel use. None of these are covered in the proposed survey or the 1992 census. Both the census and the proposed survey, however, are major steps forward. Pat discussed possibly including some items on school buses in the census of governments.

The 1992 census has expenditure information for a broad set of categories, but doesn't cover school buses. Public school buses are a major portion of the bus service in the United States, about 20% of the total. There is no information on private sector buses (own account buses), including buses operated by private schools, airport shuttle buses, etc., which account for about 1-7% of the total. The TIUS survey could expand to cover own account buses. [See Attachment 11 for more details.]

Andrea Mathieson (SC)

Canadian update - Andrea described a project to update the Canadian bus and urban transit surveys. She had a draft of the proposed questionnaire. Statistics Canada is covering the SIC's that Pat Webster mentioned above. It could be a monthly, quarterly or annual, or a quarterly survey with an annual component. School buses are operated by various types of groups, which makes it hard to measure all of this activity.

Rolf Schmitt (DOT)

If mass transit is one-half of total busing, where do we begin counting the other half without double counting? Busing activity is very disaggregated across the economy.

Tom Zabelsky (BOC)

Pat Webster's analysis puts the proposed CRIBS (Charter, Rural, and Intercity Bus Survey) into perspective. It looks like CRIBS would capture about $3 billion in annual revenues, out of $31 billion total busing. Some schools also use their buses and drivers as motor coaches. The charter activity done by school buses appears to be larger than that done by local charter services and larger than intercity charter activity also. After the 1992 census picks up information on the various busing categories, we could revise the sample and coverage of CRIBS to take advantage of that new information.

Our Relationship with Mexico - Rolf Schmitt (DOT)

Mexico has support at the ministerial level to work closely with the U.S. and Canada to take our North American Transportation Statistics publication and make it a truly trilateral publication. This would be a good initial target for our cooperation. We might be best able to start a dialogue with Mexico in that country, using the publication as a focus point. We could put together a small group (BOC, SC, BTS, TC) to go to Mexico City or Agua Caliente to begin discussions. We will write this suggestion in a follow-up letter to the North American Transportation Summit, held in April.

We might expect some support for transportation financial data from Mexican corporations. We would contact SEC, INEGI, and Banco de Mexico, and possibly some individual Mexican states, to start the process.

ADDITIONAL TOPICS OF INTEREST - FUTURE MEETINGS

Pat Webster - Consultant

Very few data are available on recreational boating and general aviation, beyond sales of boats and planes and some maintenance and services data. We don't have data on operating costs or passenger miles. A TIUS type survey, based on vehicle registrations, might work.

Rolf Schmitt (DOT)

Surveys in these and other transportation areas could also include issues of safety, and infrastructure and facilities.

PRIVATE TRUCKING

Bill Bostic (BOC)

A forum was held in February at the National Private Truck Council's headquarters to discuss private truck issues such as definitions, data needs, data gaps and attributes of existing data sets. Bill will give a presentation at one of their educational sessions at the organization's National Conference in May on the Truck Inventory and Use Survey, and the Commodity Flow Survey programs.

Rolf Schmitt (DOT)

The American Trucking Association, Trucking Research Institute is studying the for-hire industry and looking at how to define and measure it. The National Private Truck Council, Private Fleet Management Institute is looking at how to measure and define the private trucking industry. As the two studies are completed, we may get a look at the entire trucking industry.

Andrea Mathieson (SC)

Statistics Canada has a couple of approaches on how to identify and measure private carriers that don't advertise.

Arlene Dietz (Army Corps)

What we don't have is information on available commercial facilities. Intermodalism is an issue of great interest.

Norm Tague (BOC)

Although less than about 1% of the total weight of U.S. exports goes by air, it represents about 30% of the total value. This holds true for imports also. Last month there were about 230 carriers that were engaged in U.S. exports. We are trying to identify them and we have a new program from the DOT and the BEA to try and clean up the file of export carriers. We estimate that we are missing about 30% of the value of small package service just from DHL, Federal Express, etc., because we use a $2,500 value cut-off. However, when you've got an automated reporting system, you can catch these low-valued shipments on a cost-effective basis.

CONCLUSION

David Dodds and other Canadians thanked Jim and the BOC staff for organizing the proceedings and especially Jim for hosting the usual get-together. Jim thanked all for coming and the BOC support staff for making the session successful and the BTS for taking us all to lunch. Jim asked for everyone's suggestions for the fall agenda.

ATTACHMENTS

1	List of Participants
2	Agenda
3	Andrea Mathieson (SC) Notes on Trucking, Bus, Rail, and Truck Origin and Destination Surveys
4	Joel Palley (DOT) U.S. Mexico, U.S. - Canada Surface Trade
5	Kim Moore (BOC) 1992 TIUS
6	Tom Zabelsky (BOC) Trucking and Warehousing Survey
7	Bill Ebersold (DOT) Customs Modernization
8	Arlene Dietz (Army Corps of Engineers) Great Lakes Waterborne Port Statistics Status
9	Clyde Woodle (Trucking Research Institute) For-Hire Trucking Industry Size Study
10	Ruth Bramblett (BOC) - Annual Water Transportation Survey
11	Arthur Webster - United States Bus Statistics

NORTH AMERICAN

Attachment 1

TRANSPORTATION STATISTICS INTERCHANGE VI

MAY 4-5, 1994 - WASHINGTON (SUITLAND, MD)

List of Participants

Name	Organization	Telephone No
David Dodds	Statistics Canada	(613) 951-8704
Jim Cain	Statistics Canada	(613) 951-0518
Michel Cloutier	Statistics Canada	(613) 951-8699
Andrea Mathieson	Statistics Canada	(613) 951-2493
Garry Tulipan	Transport Canada	(613) 991-6477
Jean Galarneau	Quebec-Min. des Transports	(418) 643-2014
Bob Christensen	Maritime Adm/US DOT	(202) 366-5507
Bill Ebersold	Maritime Adm/US DOT	(202) 366-5802
Robert Knisely	BTS/US DOT	(202) 366-DATA
T. R. Lakshmanan	BTS/US DOT	(202) 366-3282
Joel Palley	Federal RR Admin./US DOT	(202) 366-0348
Rolf Schmitt	BTS US DOT	(202) 366-DATA
George Wiggers	OST/US DOT	(202) 366-5436
Michael Rossetti	US DOT/Volpe Center	(617) 494-2020
Richard Horn	US DOT/Volpe Center	(617) 494-2265
Anthony DiLullo	US Bur. Economic Analysis	(202) 606-9558
David Penick	Army Waterborne Commerce Stat. Center	(504) 862-1404
Arlene Dietz	US Army Corps of Eng/NDC	(703) 355-2071
Alan Pisarski	Consultant	(703) 941-4257
Clyde Woodle	Trucking Research Inst.	(703) 838-1966
Arthur L. Webster	EXP Assoc. Inc.	(301) 469-6340
Jim Aanestad	US Census	(301) 763-7347
Bill Bostic	US Census	(301) 763-7784
Ruth Bramblett	US Census	(301) 763-3990
Bob Crowther	US Census	(301) 763-6275
Wanda Dougherty	US Census	(301) 763-5540
John Fowler	US Census	(301) 763-6087
Howard Hamilton	US Census	(301) 763-7564
Mick Hartz	US Census	(301) 763-6271
Adele Hilton	US Census	(301) 763-7770
Kim Moore	US Census	(301) 763-7784
Dennis Shoemaker	US Census	(301) 763-2662
Norman Tague	US Census	(301) 763-7770
Christine Walker	US Census	(301) 763-2319
Tom Zabelsky	US Census	(301) 763-5528

Attachment 2

NORTH AMERICAN

TRANSPORTATION STATISTICS INTERCHANGE VI

MAY 4-5, 1994 - WASHINGTON (SUITLAND, MD)

Location: Conference Room 2412
Census Bureau - Federal Office Building 3

AGENDA

Wednesday - May 4, 1994

9:30 I. Introduction

Opening Remarks

II. Brief Program Updates

Canadian Programs

- Canadian Truck Carriers in U.S.
- Data Needs Studies - Transport Canada Study

U.S. Programs

- U.S. Truck Carriers Operating in Canada (WATS Data Collection)
- BTS Activities and Volpe Center Projects

Overview of For-Hire Trucking Industry Size Study

III. Discussion of Issues

Previously Raised Topics - We will arrange breakout sessions to discuss issues in detail.

A) - Water Statistics (including modernization of customs data)
   - Transhipments
B) - Intermodal Activities/Transborder
   - NAFTA: Potential Data Requests
C) - 1997 SIC
   - Commodity Linkages/Concordances
D) - Bus Statistics
   - American Travel Survey

Thursday - May 5, 1994

9:00 IV. Reports and Discussion

Reports from the Breakout Sessions
Mexico: Areas of Special Interest
Future Interchange Meetings -- Direction/Opportunities for our Work

There will be a Wednesday evening dinner/social at the Aanestads.

NOTE: To improve/expedite the publication of the minutes, we are requesting presenters to provide abstracts or consolidated versions of their notes - we appreciate it.

FAX message for Mick Hartz, Bureau of the Census
Suitland, MD
301-763-2928

Here is a summary of the comments relating to the Canadian update on Wednesday:

Andrea Mathieson
Truck (financial):

A revised quarterly financial and operating statistics questionnaire is in the field for the first quarter, 1994. This is a new format for the Quarterly Motor Carriers of Freight (QMCF) survey, following a cooperative industry-government development and funding effort.

The principal features of the survey are a sample (rotation to be introduced in 1995), which will allow for SIC detail to be published, and a major respondent relations effort in the provision of data to all companies who report. Those who respond to the survey will receive aggregated data relating to their niche of the industry (geographical or type of service), by facsimile on the day the data are released. A public awareness campaign, including letters to respondents and articles in trade press, is expected to assist in the collection effort.

As part of the QMCF redevelopment, the detailed annual census will now become a sample survey (using the QMCF sample). These companies will receive a "fifth quarter" supplement for details on fleet and balance sheet. The supplement will eventually carry specific ad hoc questions dealing with topics such as technology, training or some other issue of the day.

The present Annual Motor Carriers of Freight (AMCF) survey is being conducted for the last time (reference year 1993). The coverage and procedure for private fleets and small carriers (for-hire carriers and owner-operators earning between $25,000 and $1 million) has not changed for 1993.

Bus:

The passenger bus and urban transit statistics programme is currently under scrutiny by a government-industry working group which met for the first time in December, 1993. This group, which has representation from major carrier associations as well as interested data users, has prepared a set of questions which are now being circulated among responding carriers for comments.

The current program consists of a monthly survey of large intercity and urban transit companies (earning over $1 million annually), which feeds into the Canadian system of National Accounts, as well as a detailed annual survey with broader coverage (all passenger bus and urban transit SIC's, threshold $500,000 annual earnings). While the former is timely (45 days after the reference month), the latter appears in the public domain almost two years after the reference year. The timeliness of the annual data series is currently being improved.

A format similar to the trucking survey (sub-annual component and annual supplement for structural data) is being considered for this survey as well. Carrier meetings and focus group sessions are underway, and a final product is expected for implementation in 1995 (1994 data year).

Rail:
There is no news on the experimental STCC-HS concordance that was sent to Statistics Canada by the AAR. Technical difficulties resulted in two transmissions of the concordance, which has yet to be fully evaluated by Statistics Canada personnel.

National Private Vehicle Use Survey (NaPVUS):
Statistics Canada will conduct a household survey in the fall, under contract to the Canadian department of Natural Resources (formerly Energy, Mines and Resources). The objective of the survey is to measure vehicle use and fuel consumption. Data will be collected via purchasing diaries, with a household "screener" up front. One vehicle per household will be sampled.

The collection begins in the fall and, depending on the client's budget, there will either be quarterly data beginning in the spring of 1995 or an annual estimate to be released later in the fall of 1995. Statistics Canada's special surveys team is designing the survey with the aid of an interdepartmental working group. Transportation Division personnel sit on the steering committee.

Jim Cain
Truck (Origin and Destination)

The trucking Origin/Destination survey is currently conducting a pilot project to collect data via EDI. A number of companies have already been contacted and transmissions are expected in the near future. We have been working with a Value Added Network to facilitate implementation and have also contacted some trucking software companies with EDI modules to integrate our EDI requirements in their software. We expect to have more concrete results by the next interchange.

Part 2 **Statement of Revenues & Expenses**

Part 2.1. **Statement of Revenue**

Urban Transit	contract (i.e. with city)		100
	license (excl. activities covered on other parts of the questionnaire e.g. charters)		101
Demand Response Transportation			155
Intercity (scheduled:)		105	
Parcel Transport		110	
SUB-TOTAL (line 105 + 110)			115
Airport Service			120
Sightseeing Service			125
Schoolbus Contract			130
Schoolbus Charter			135
Contract Transportation (excl urban transit)			140
Chartered Transportation (excl. schoolbus)			145
Other			
TOTAL Transportation Revenue (lines 100 to 155 not including lines 105 & 110)			160
Other Revenue (terminal agency, leasing etc.)			170
TOTAL REVENUE (line 160 +170)			199

Part 2.2 **Statement of Expenses**

Direct Expenses	
Wages & Salaries - Drivers (incl benefits)	200
Repairs and Maintenance	
Fuel in $ (incl fuel tax)	220
Indirect Expenses	
Wages & Salaries - All Others (incl benefits)	210
Depreciation	230
Vehicle Leases	240
Interest	250
Insurance	
Other Expenses	260
TOTAL Expenses	299

Part 3 **Balance Sheet**

Part 3.1 **Assets**

Current Assets		________ 300
Fixed Assets		
Buses	________ 310	
Less accumulated Deprec	________ 320	
Balance Buses		________ 330
Buildings	________	
Other Fixed Assets	________ 340	
Less accumulated Deprec	________ 350	
Balance Buildings and Other Fixed Assets		________ 360
Land		________
Other Assets		________ 370
TOTAL Assets		________ 399

Part 3.2 **Liabilities**

Current liabilities	________ 400	
Long term debt	________ 410	
Other liabilities	________ 420	
TOTAL Liabilities		________ 430

Part 3.3 **Owners' Equity**

Owners' Equity	________ 440
TOTAL Owners Equity & Liability	________ 499

4.2 NUMBER OF EMPLOYEES

	Drivers (a)	Other (b)	Total (a+b)
Full-time employees			
Part-time employees			
Total Employees			

1	Number of vehicles used					4		5	6	
	2 category of vehicles					Kilometers travelled		Number of passengers carried	Bus Days	
Transportation services	Motor Coach 1 & 2	Transit vehicles 3	School bus/ Activity 4 & 5	Mini bus 6	Wheelchair Accessible	Within province	Outside province		Within province	Outside province
Urban transit										
Demand Response										
Intercity										
Airport service										
Sightseeing										
School bus contract										
School bus charter										
Transport by contract										
Public Vehicle Charter										
Other										
Average Age										
Total	A	B	C	D	E					

Total number of vehicles used
(A+B+C+D+E) ☐

* In the case where a vehicles has several uses, assign it to the category in which it is most often used

Attachment 4

U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, April 28, 1994

DOT 61-94
Contact: Roslyn Kaiser
Tel.: (202) 366-5571
Contact: Joel Palley
Tel.: (202) 366-0348

U.S.-MEXICO, U.S.-CANADA SURFACE TRADE INFORMATION TO BE AVAILABLE FROM DOT

Computer information on rail, truck and pipeline trade between the U.S. and Canada and the U.S. and Mexico will soon be available to the public periodically on diskette from the U.S. Department of Transportation.

According to Secretary of Transportation Federico Peña, "This previously unpublished data could serve as a valuable resource to businesses here and abroad, especially those that want to take advantage of the opportunities offered by the North American Free Trade Agreement (NAFTA)."

It is anticipated that information on transborder movement of commodities by mode of transportation will be valuable to shippers and carriers for marketing efforts and to assure adequate supply of equipment. The data also will be important to government planners for evaluation of infrastructure needs at various border crossings. In addition, the data will be used to evaluate the growth of post-NAFTA trade.

Based on December 1993 data, for example, 90 percent of the value of exports to Mexico were transported by truck and 10 percent by rail, while 75 percent of the imports from Mexico were carried by truck and 25 percent by rail. Exports to Canada were carried 88 percent by truck and 12 percent by rail, while imports from Canada were moved 66 percent by truck, 24 percent by rail and 10 percent by pipeline.

-more-

Information on the trade flows for the months of April through December, 1993, will be available by May 16.

The department's Bureau of Transportation Statistics will produce the diskettes. They will include monthly summarized transborder data files with commodity group and geographic information on exports and imports, provided to the department by the U.S. Bureau of the Census. In addition, the diskettes will contain narrative highlights, developed by DOT's Federal Railroad Administration (FRA).

For further information concerning the data, contact Joel Palley, FRA Office of Policy, at (202) 366-0348. To be placed on the mailing list, contact the Bureau of Transportation Statistics at (202) 366-DATA.

# # # # #

May 3, 1994

Surface Trade Flow Data: U.S./Mexico; U.S./Canada
Overview

Background: The Bureau of the Census has entered into a contract with the Department of Transportation's Bureau of Transportation Statistics (BTS) to provide unpublished surface (other than vessel or air) freight flow data for U.S. exports to Canada and Mexico and U.S. imports from Canada and Mexico. For U.S. exports to Mexico, the surface mode of transport and the Mexican state of destination had previously not been in machine-readable form.

After Census processes and summarizes the data, BTS receives these monthly files (starting with April 1993) and will make them publicly available as soon as possible. These files are organized in two ways to satisfy Census' confidentiality regulations: those with commodity emphasis and those with geographic emphasis. See the file named "Tables" for descriptions of each month's eight summary files: two each for U.S. exports to Mexico, U.S. Imports from Mexico, U.S. exports to Canada, and U.S. imports from Canada.

Approximately 95 percent of the import data are collected by the U.S. Customs Service and transmitted to Census through the Automated Broker Interface. This source has increased substantially over the last few years. Another source of import statistics is the Customs entry documents collected by the Customs Service and transmitted to Census. A smaller source involves tapes sent directly to Census covering imports into foreign trade zones.

Export to Mexico data are collected from export documents (Shipper Export Declarations (SED's)) filed with Customs and processed by Census and from automated exporters who file directly with Census in lieu of filing SED's with Customs. Exports to Canada are obtained through the U.S./Canada data exchange, under which the U.S. obtains the data Canada uses for its imports from the U.S.

Data reporting problems: (1) Regulations requiring carriers, exporters, and freight forwarders who file their exports electronically directly with the Census Bureau were not required until 6/1/93 to include the disaggregated surface mode of transport and the Mexican state of destination for their exports to Mexico. The unreported surface mode of transport declined from 50% of the value of the April shipments to 45% in May, 26% in June, and 14% in December. Similarly, unreported Mexican state of destination fell from 49% of value of April shipments to 48% in May, 22% in June, and 16% in December. The modal shares presented in the DOT narratives for each month were computed by deleting the unknown mode category.

(2) Shipments moving in-transit through the U.S., that is, shipments moving through the U.S. which neither originate nor terminate in the U.S., are not included in Census' database. Census does not consider them part of the U.S. merchandise trade, because they are neither a U.S. import nor a U.S. export.

U.S. SURFACE TRANSBORDER TRAFFIC FLOWS: DEC. 1993

(PERCENT OF RECORDS)

	EXPORTS TO MEXICO	IMPORTS FROM MEXICO	EXPORTS TO CANADA	IMPORTS FROM CANADA
TRUCK	94	91	94	89
RAIL	6	9	6	11
PIPELINE	0	0	0	<1
TOTAL	100	100	100	100
TOTAL RECORDS	136,835	117,916	342,889	356,839

U.S. SURFACE TRANSBORDER TRAFFIC FLOWS: DEC. 1993

(PERCENT OF VALUE)

	EXPORTS TO MEXICO	IMPORTS FROM MEXICO	EXPORTS TO CANADA	IMPORTS FROM CANADA
TRUCK	90	75	88	66
RAIL	10	25	12	24
PIPELINE	0	<1	<1	10
TOTAL	100	100	100	100
TOTAL VALUE	$3.13 B	$2.93 B	$9.33 B	$8.25 B

NOTE: FOR MODE SHARE COMPUTATIONS, MODE "OTHER" HAS BEEN EXCLUDED.

SOURCE: U.S. CENSUS/U.S. DOT TRANSBORDER DATA PROJECT

Attachment 2

TRUCK INVENTORY AND USE SURVEY

1992
Census of Transportation

TC92-T-46
Issued January 1994

For more information call (301) 763-2735

Vermont

PURPOSES AND USES OF THE ECONOMIC CENSUS

The economic census is the major source of facts about the structure and functioning of the Nation's economy. It provides essential information for government, business, industry, and the general public.

The economic census furnishes an important part of the framework for such composite measures as the gross domestic product, input/output measures, production and price indexes, and other statistical series that measure short-term changes in economic conditions.

Policymaking agencies of the Federal Government use the data, especially in monitoring economic activity and providing assistance to business.

State and local governments use the data to assess business activities and tax bases within their jurisdictions and to develop programs to attract business.

Trade associations study trends in their own and competing industries and keep their members informed of market changes.

Individual businesses use the data to locate potential markets and to analyze their own production and sales performance relative to industry or area averages.

AUTHORITY AND SCOPE

Title 13 of the United States Code (sections 131, 191, and 224) directs the Census Bureau to take the economic census every 5 years, covering years ending in 2 and 7. The 1992 Economic Census consists of the following eight censuses:

- Census of Retail Trade
- Census of Wholesale Trade
- Census of Service Industries
- Census of Finance, Insurance, and Real Estate Industries
- Census of Transportation, Communications, and Utilities
- Census of Manufactures
- Census of Mineral Industries
- Census of Construction Industries

Special programs also cover enterprise statistics and minority-owned and women-owned businesses. (The 1992 Census of Agriculture and 1992 Census of Governments are conducted separately.) The next economic census is scheduled to be taken in 1998 covering the year 1997.

AVAILABILITY OF THE DATA

The results of the economic census are available in printed reports for sale by the U.S. Government Printing Office and on compact discs for sale by the Census Bureau. Order forms for all types of products are available on request from Customer Services, Bureau of the Census, Washington, DC 20233-8300. A more complete description of publications being issued from this census is on the inside back cover of this document.

Census facts are also widely disseminated by trade associations, business journals, and newspapers. Volumes containing census statistics are available in most major public and college libraries. Finally, State Data Centers in every State as well as business and industry data centers in many States also supply economic census statistics.

WHAT'S NEW IN 1992

The 1992 Economic Census covers more of the economy than any previous census. New for 1992 are data on communications, utilities, finance, insurance, and real estate,

U.S. Department of Commerce
Economics and Statistics Administration
BUREAU OF THE CENSUS

For sale by Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

as well as coverage of more transportation industries. The economic, agriculture, and governments censuses now collectively cover nearly 98 percent of all economic activity.

Among other changes, new 1992 definitions affect the boundaries of about a third of all metropolitan areas. Also, the Survey of Women-Owned Businesses has now been expanded to include "C" corporations.

HISTORICAL INFORMATION

The economic census has been taken as an integrated program at 5-year intervals since 1967 and before that for 1963, 1958, and 1954. Prior to that time, the individual subcomponents of the economic census were taken separately at varying intervals.

The economic census traces its beginnings to the 1810 Decennial Census, when questions on manufacturing were included with those for population. Coverage of economic activities was expanded for 1840 and subsequent censuses to include mining and some commercial activities. In 1902, Congress established a permanent Census Bureau and directed that a census of manufactures be taken every 5 years. The 1905 Manufactures Census was the first time a census was taken apart from the regular every-10-year population census.

The first census of business was taken in 1930, covering 1929. Initially it covered retail and wholesale trade and construction industries, but it was broadened in 1933 to include some of the service trades.

The 1954 Economic Census was the first census to be fully integrated—providing comparable census data across economic sectors, using consistent time periods, concepts, definitions, classifications, and reporting units. It was the first census to be taken by mail, using lists of firms provided by the administrative records of other Federal agencies. Since 1963, administrative records also have been used to provide basic statistics for very small firms, reducing or eliminating the need to send them census questionnaires. The Enterprise Statistics Program, which publishes combined data from the economic census, was made possible with the implementation of the integrated census program in 1954.

The range of industries covered in the economic censuses has continued to expand. The census of construction industries began on a regular basis in 1967, and the scope of service industries was broadened in 1967, 1977, and 1987. The census of transportation began in 1963 as a set of surveys covering travel, transportation of commodities, and trucks, but expanded in 1987 to cover business establishments in several transportation industries. For 1992, these statistics are incorporated into a broadened census of transportation, communications, and utilities. Also new for 1992 is the census of financial, insurance, and real estate industries. This is part of a gradual expansion in coverage of industries previously subjected to government regulation.

The Survey of Minority-Owned Business Enterprises was first conducted as a special project in 1969 and was incorporated into the economic census in 1972 along with the Survey of Women-Owned Businesses.

An economic census has also been taken in Puerto Rico since 1909, in the Virgin Islands of the United States and Guam since 1958, and in the Commonwealth of the Northern Mariana Islands since 1982.

Statistical reports from the 1987 and earlier censuses provide historical figures for the study of long-term time series and are available in some large libraries. All of the census data published since 1967 are still available for sale on microfiche from the Census Bureau.

AVAILABILITY OF MORE FREQUENT ECONOMIC DATA

While the census provides complete enumerations every 5 years, there are many needs for more frequent data as well. The Census Bureau conducts a number of monthly, quarterly, and annual surveys, with the results appearing in publication series such as Current Business Reports (retail and wholesale trade and service industries), the Annual Survey of Manufactures, Current Industrial Reports, and the Quarterly Financial Report. Most of these surveys, while providing more frequent observations, yield less kind-of-business and geographic detail than the census. The County Business Patterns program offers annual statistics on the number of establishments, employment, and payroll classified by industry within each county.

SOURCES FOR MORE INFORMATION

More information about the scope, coverage, classification system, data items, and publications for each of the economic censuses and related surveys is published in the *Guide to the 1992 Economic Census and Related Statistics*. More information on the methodology, procedures, and history of the censuses will be published in the *History of the 1992 Economic Census*. Contact Customer Services for information on availability.

TRUCK INVENTORY AND USE SURVEY, 1992 CENSUS OF TRANSPORTATION

The Truck Inventory and Use Survey (TIUS) provides data on the physical and operational characteristics of the Nation's truck population. It is based on a probability sample of private and commercial trucks registered (or licensed) in each State during 1992. A sample of over 150,000 trucks were surveyed to measure the universe of over 60 million trucks.

The following types of vehicles were excluded from this survey: those owned by Federal, State, and local governments, ambulances, buses, and motor homes. A small number of the vehicles sampled were determined to be

"out-of-scope" of the survey. These cases include but are not limited to: farm tractors, unpowered trailer units, and trucks reported to have been sold, junked, or wrecked prior to the registration year.

Many States allow pickups, small vans, and utility-type vehicles to be registered as either cars or trucks. The passenger car files were searched and any such trucks were included in the universe of trucks from which the sample was selected. Some vehicles such as "off-highway" trucks used exclusively on private property do not have to be registered. These vehicles were not included in the universe and had no chance of being selected.

USES OF THE TRUCK INVENTORY AND USE SURVEY

TIUS information is of considerable value to Federal, State, and local transportation agencies in planning highway cost allocations, road improvements, truck size and weight issues, user fees of commercial and private vehicles, energy consumption, and other aspects of improving transportation services for shippers and carriers. The Federal Government also uses these data as an important framework for the national investment and personal consumption expenditures component of the Gross Domestic Product (GDP), input-output tables, economic development evaluation, maintenance of vital statistics for prediction of future economic and transportation trends, logistical requirements, and regulatory impact analysis.

Industry, business, academia, and the general public need these data to assess the truck population's involvement with intermodal use, conduct market studies and evaluate market strategies, assess the utility and cost of certain types of equipment, calculate the longevity of products, determine fuel demands and needs for fuel efficiency, and assess the effects of deregulation on the restructuring of the transportation industries. TIUS data are egularly used to link to and more accurately utilize other data sets representing limited segments of the truck universe.

UNPUBLISHED DATA

Mileage estimates will not be shown separately in individual State reports for 1992 as they were in past TIUS State reports. State mileage estimates do not represent mileage activity within the State. Mileage estimates will be hown in the U.S. Summary Report for the Nation's truck population. Other physical and operational characteristics estimates not shown separately in this report are produced s a by product of the published statistics. These additi-onal data have not been published because of their high ampling variability, poor response quality, or other factors hat resulted in their failure to meet Census Bureau stan-ards for publication.

The Bureau of the Census, upon written request, will release such figures for individual use. It should be noted hat some unpublished figures can be derived from this report by subtracting published data from their respective totals. However, such figures would be subject to the high sampling variability described previously. These unpublished estimates are for your internal use only.

VEHICLE REGISTRATIONS

The annual vehicle registration date varies among the States. A few States use the calendar year for registering all vehicles. Most States register their vehicle on a staggered basis to permit a distribution of the renewal workload thoughout all months. Most States allow preregistration or permit "grace periods" to better distribute the annual registration workload.

In order to present vehicle registration data uniformly for all States, the data are shown as nearly as possible on a 1992 calendar-year basis.

Registration practices for commercial vehicles differ greatly among the States. Some States register a tractor-semitrailer combination as a single unit; others register the tractor and the semitrailer separately. For either, only the power units are included in the registered truck counts.

TRUCK CHARACTERISTICS

The estimated number of trucks that were within the scope of the TIUS and registered in the State during 1992 was 157.0 thousand, a 20.2 percent increase from 1987.

The Federal Highway Administration (FHWA) estimate of the number of private and commercial trucks registered in the State as of December 31, 1992, was 111.5 thousand. This estimate is based on a calendar year summary report from each State. It reflects differences in truck definitions used by each State for vehicle registration from those used in the TIUS.

COMPARABILITY WITH PREVIOUS SURVEYS

Although the basic purpose and scope of the previous Truck Inventory and Use Surveys were essentially the same as this one, some new items were introduced in 1992 as well as some changes that may affect specific items in this report.

New items introduced in 1992:

1. **Empty weight of pickups, vans, minivans, utility-type vehicles, and station wagons on truck chassis.** Respondents who received the TC-9501 questionnaire were asked to report the empty weight (vehicle weight minus cargo weight) of the vehicle as it was usually operated.

2. **Number of weeks operated.** Respondents were asked to report the number of weeks during 1992 the vehicle was operated.

3. **No home base.** Respondents were asked to report if the vehicle or vehicle/trailer(s) combination was used

Attachment 6

Annual Transportation Survey (Trucking and Warehousing)

Year Started: FY 1986 covering survey years 1984 and 1985

Frequency: Annually

Reporting Authority: Mandatory (under 13 USC 131, 182, 224 and 225)

Industries Included:

Firms primarily engaged in providing commercial motor freight transportation and warehousing services (Standard Industrial Classification (SIC) 42). The report covers firms furnishing local and long-distance trucking; courier services, except by air; and public warehousing and storage, including farm product, refrigerated, general, and special warehousing and storage. Independent owner-operators with no paid employees and private fleets operated as auxiliary establishments to nontransportation companies are excluded.

Respondent Universe and Sample Size:

Sample of approximately 2500 firms with one or more inscope establishments representing a universe of approximately 110,000 establishments.

Sample Design:

The survey consists of a probability sample of all employer businesses that make Social Security payments for employees under the Federal Insurance Contributions Act (FICA). The sample is updated quarterly to account for new employer businesses and employers that go out of business.

Data Items:

The survey collects detailed financial data for revenue and expenses. We also collect inventories of revenue generating equipment.

1993 Survey Year:

Initial Mailout:	March
Final Mail Follow-up:	June
Data Analysis and Review:	March-October
Press Release:	December
Publication:	December

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1994 ANNUAL TRANSPORTATION SURVEY
COVERAGE AND REPORTING INSTRUCTIONS

SPECIFIC SURVEY COVERAGE

- **Local Trucking** — Locations primarily engaged in furnishing trucking or transfer services, with or without storage, within a city, town, or other local area including adjoining municipalities or suburban areas. Includes garbage and trash collection and dump trucking.
- **Long-Distance Trucking** — Locations primarily engaged in furnishing "over-the-road" trucking services either as common carriers or under special or individual contracts or agreements. Also included are locations primarily engaged in providing long-distance trucking to other locations of the same enterprise.
- **Courier Services, Except by Air** — Locations primarily engaged in the delivery of individually addressed letters, parcels, and packages (generally under 100 pounds), and made by street or highway within a local area or between cities, except by means of air transportation or by the United States Postal Service.
- **Public Warehousing** — Locations primarily engaged in the storage of farm products; perishable goods under refrigeration; household goods; a general line of goods; or special goods such as automobile dead storage, furs for the trade, textiles, whiskey, or goods at foreign trade zones. Mini-warehouses and self-service storage facilities are also included.
- **Terminal and Joint Terminal Maintenance Facilities for Motor Freight Transportation** — Locations primarily engaged in the operation of terminal facilities used by highway-type property carrying vehicles operated by others.

Exclude subsidiaries or operating units which are requested to submit separate 1994 Annual Transportation Survey, (Trucking and Warehousing) reports to the Bureau of the Census.

If your activities do not appear to be covered by this survey, please describe your kind of business in the "Remarks" section on page 4 of this form.

REPORTING INSTRUCTIONS

Please retain a copy of the completed form for your records.

Please read all instructions and complete all items in this report. This will save on costly and time-consuming follow-up.

- Report only for those locations primarily engaged in the activities defined in the coverage section above.
- For locations sold or acquired during 1994, report only for the period that the locations were operated under the Federal Employer Identification Number (EIN) shown in the address label (or as corrected in item 1A).
- Report data for calendar year 1994. If calendar year records are not available, data for the latest fiscal year are acceptable. Indicate the period covered in item 8. Please note, however, that estimates for calendar year 1994 are preferable to book figures covering a different time period.
- Report dollar values in whole dollars (omit cents).
- If book figures are not available, carefully prepared estimates are acceptable.

Item 4 — OPERATING REVENUE

- Report all charges or billings for services rendered and any sales of merchandise during 1994, even though payments may be received at a later date. Do not deduct allowances for uncollectable accounts. **Exclude** revenue collected on behalf of another company and nonoperating revenue such as income from investments, the sale of securities or real estate, etc. **Exclude** revenue from a domestic parent organization (intracompany transfers), except for locations primarily engaged in providing long-distance trucking to other locations of the same enterprise. **Exclude** in item 4 sales taxes and other taxes collected from customers and paid directly to a taxing authority.
- Prorate revenue derived from services provided on a contractual basis according to the work accomplished. (Only include the amounts applicable to the report period.)

Line a — Report all revenue from the transportation of property by motor vehicles. Include revenue from furnishing vehicles **with** drivers to other carriers under lease or similar arrangement.

Line b — Report revenue from the storage of shipments in your warehouses pending further instructions by the shipper; from the permanent storage of household goods on a paid-on-delivery basis, commercial goods, or records storage; and from packing and crating, handling , providing labor to carriers for loading and unloading, and other accessory services. Include rental revenue from the operation of mini-warehouses and self-service storage facilities. **Exclude** revenue from the subleasing of warehousing space to others.

Line c — Report other operating revenue including sales from the operation of lunchrooms, restaurants, etc.; revenue from the parking and storage of vehicles; revenue from snowplow work; revenue from amounts received from other carriers for the use of terminal facilities operated by this firm, including amounts billed separately for repair services; revenue from the short-term rental or extended-term operating leases (with or without maintenance) of trucks, truck-tractors, or trailers, **without** drivers; fair sales value of merchandise marketed under capital, finance, or "full payout" leases; and commissions for providing brokerage services, making payroll deductions, collecting freight charges for other carriers; etc.

Exclude revenue from other operating units of this firm; the value of used equipment or vehicles sold; revenue from installment payments from leasing vehicles, equipment, tools, etc. marketed under capital, finance, or "full payout" leases; and nonoperating revenue such as income from investments, the sale of securities, real estate, etc.

Line d — Report the sum of items 4a through 4c.

Item 5 — ANALYSIS OF MOTOR CARRIER OPERATIONS

NOTE — Percentage items should be rounded to the nearest whole percent.

Line a — Report in line 1(a) the percentage of this company's motor carrier revenue (reported in item 4a) from trucking or transfer services provided within a city, town, or other local area including adjoining municipalities or surburban areas. Report in line 1(b) the percentage of motor carrier revenue from long-distance trucking services either as a common carrier or under special or individual contract or agreement. **NOTE — The sum of lines 1(a) and 1(b) should equal 100 percent.**

Line b — Report in line 1(a) the percentage of this company's motor carrier revenue (reported in item 4a) from handling shipments with an actual weight less than 10,000 pounds (less-than-truckload). Report in line 1(b) the percentage of motor carrier revenue from handling shipments with an actual weight of 10,000 pounds or more (truckload). **NOTE — The sum of lines 1(a) and 1(b) should equal 100 percent.**

Line c — Report the percentage of this company's motor carrier revenue (reported in item 4a) derived from handling each of the following commodities. **NOTE — The sum of lines 1(a) through 1(j) should equal 100 percent.**

(a) **Agricultural and food products** — Includes live animals (cattle, horses, poultry, hogs, etc.), seafood, fresh farm products (grain, flowers, nursing stocks, raw milk, etc.), and processed food and tobacco products (canned goods, prepared meats, frozen foods, beverages, cigarettes, etc.)

(b) **Mining products, unrefined** — Includes crude oil, coal, and metal ores.

(c) **Building materials** — Includes gravel, sand, concrete, flat glass, etc. **Excludes** cut lumber.

(d) **Forestry, wood, and paper products** — Includes logs and forest products, lumber and fabricated wood products (except furniture), paper, and paper products.

(e) **Chemicals and allied products (except petroleum)** — Includes chemicals and drugs (fertilizers, pesticides, cosmetics, paints, etc.), plastics, and rubber products.

(f) **Petroleum and petroleum products** — Includes paving and roofing materials.

(g) **Metals and metal products** — Includes primary metal products (pipes, ingots, billets, sheets, etc.); fabricated metal products; machinery; and transportation equipment, vehicles, and parts.

Item 5 — Continued

Line c — Continued

(h) **Household goods** — Includes household and office furniture from homes, offices, etc.

(i) **Other manufactured products** — Includes furniture and hardware (not involved in household moving), glass products, textiles and apparels (fibers, leather products, carpets, clothing, etc.) and miscellaneous manufactured products (photographic goods, watches, clocks, jewelry, toys, etc.).

(j) **Other** — Includes scrap, garbage, trash, septic tank waste, industrial water, mixed cargo (including delivery of small packages), etc. Please specify the primary commodity handled in this category.

Item 6 — PAYROLL AND OTHER OPERATING EXPENSES

- Report costs incurred during 1994, even though payments may be made at a later date. **Exclude** interest on loans, as well as sales taxes or other taxes collected from customers and paid directly to a taxing authority.

Line a — Report on a cash basis, the gross earnings paid to employees prior to such deductions as employees' Social Security contributions, withholding taxes, group insurance premiums, union dues, savings bonds, etc. Include all wages, salaries, commissions to own employees, dismissal pay, paid bonuses, vacation and sick leave pay, and the cash equivalent of compensation paid in kind. If a corporation, include salaries of officers; if an unincorporated concern, **exclude** payments to proprietors or partners.

- Definitions for annual payroll are the same as those used on the Employer's Quarterly Federal Tax Return, Treasury Form 941.

Line b — Report on a cash basis in line b(1) employer's cost for legally required programs, such as Social Security and Medicare (FICA), worker's compensation insurance, unemployment tax, and State disability insurance programs. Report on a cash basis in line b(2) employer's cost for programs not required by law, such as pension plans, stock purchase plans, union-negotiated benefits, life insurance benefits and insurance premiums for hospital and medical plans. Report in line b(1) and line b(2) the amounts actually contributed.

Line c — Report in line c(1) the cost of gasoline and other fuels, including all applicable Federal and State gasoline, diesel fuel, and oil taxes. Report in line c(2) the cost of purchased fuels consumed for heat, power, or generating electricity. **Exclude** the cost of purchased utilities including electricity, water, sewer, etc. Report these costs in line k.

Line d — Report in line d(1) payments to other carriers for the rental of motor vehicles (trucks, truck-tractors, or trailers) **with** drivers for the exclusive use and control of this firm. Report in line d(2) payments made to other carriers for the rental of motor vehicles **without** drivers for this firm's exclusive use and control. Report in line d(3) the cost of other purchased transportation, including payments for the transportation of individual shipments and part loads in the vehicles of another carrier, when the hauling carrier retains control of the vehicle and driver; payments to railroads, water carriers, airlines and others for the transportation of this company's loaded or empty motor vehicles and containers; and payments for the delivery of small shipments by parcel post or messenger.

Line e — Report in line e(1) the cost of renting or leasing buildings, offices, and structures. Report in line e(2) the cost of renting or leasing machinery and equipment (other than motor vehicles). **Exclude** payments by your firm to the parent company or organization, or any of its subsidiaries for use of assets owned by them; and installment payments for assets obtained by your company through capital lease agreements. **Exclude** leasing of trucks, truck-tractors, and trailers. Report these costs in lines d(1) and d(2).

Line f — Report in line f(1) the cost of commercial insurance to protect the company against liability for deaths or injuries of persons and damages to property of others resulting from the operation of owned and leased vehicles. **Exclude** worker's compensation premiums. Report these costs in line b(1). Report in line f(2) the cost of commercial insurance to protect the company against liability for claims resulting from loss of, or damage to, or delay of property entrusted to it for transportation or storage; and losses from fire, theft or collision damage to owned or leased vehicles. Deduct from lines f(1) and f(2) premiums received as commissions from other motor carriers as part of a contractual hauling agreement. Report in line f(3) the cost of commercial insurance to protect the company against loss of, or damage to, buildings, offices, structures, machinery and equipment (other than trucks and other motor vehicles) caused by fire, flood, wind, boiler explosion, or any other cause.

Line g — Report in line g(1) the amount paid for tires and tubes, and parts used in repairs to company owned or leased vehicles performed by company personnel. Report in line g(2) the cost of purchased repairs to company owned or leased vehicles (include charges for parts and labor). Report in line g(3) the cost of purchased repairs (including charges for parts and labor) to buildings, offices, and structures. Report in line g(4) purchased repairs to machinery and equipment (other than motor vehicles). **Exclude** repair costs included as part of a lease or rental agreement, and improvements for which depreciation accounts are maintained.

Line h — Report in line h(1) the amount of depreciation and amortization charges against trucks, truck-tractors, trailers, and other motor vehicles. Report in line h(2) the amount of depreciation and amortization charges against buildings, offices, and structures owned by your firm. Report in line h(3) the amount of depreciation and amortization charges against machinery and equipment (other than motor vehicles). Include depreciation on assets rented or leased to others by you under an operating lease agreement. Include depreciation on assets owned and used by your firm within leaseholds, and assets obtained through capital lease agreements. **Exclude** depreciation on intangible assets and assets leased to others by you under a capital lease agreement. Do not adjust for the value of depreciable assets sold or traded for replacement purposes.

Line i — Report payments to Federal, State, and local governments for vehicle licensing and registration, tolls, and other vehicle use taxes. Include personal property and real estate taxes. **Exclude** income, sales, payroll, excise taxes, other taxes collected from customers and paid to local, State, or Federal Government agencies. Report the costs for all gasoline, diesel fuel, and oil taxes in line c(1).

Line j — Report the amount paid for testing employees for drugs and alcohol. Include related rehabilitation costs for employer sponsored programs.

Lines k and l

- **Total operating expenses** — Will not match to the company's income statement due to the cash and accrual methods requested for this survey. As a guide, compute total operating expenses as follows:

  Total operating expenses (from income statement)

  \+ Taxes — *If not included in operating expenses, see item 6i on page 3.*

  \+ [Annual payroll (cash basis) + Employer contributions (cash basis)]

  – [Annual payroll (accrual basis) + Employer contributions (accrual basis)]

  = **TOTAL OPERATING EXPENSES** — *Place in item 6l*

- **Other operating expenses** — If other operating expenses are unavailable, calculate them as follows:

  TOTAL OPERATING EXPENSES FOR SURVEY
  (as calculated above)

  – (Items 6a through 6j on survey report form)

  = **OTHER OPERATING EXPENSES** — *Place in item 6k*

Other operating expenses include booking commissions, landfill expense, the cost of purchased utilities (including electricity, water, sewer, etc.), communication services, advertising, office supplies, losses by damage or theft not covered by insurance, bad debt losses, etc. **Exclude** interest on loans as well as sales taxes and other taxes collected directly from customers and paid directly to a taxing authority.

B-515

OMB No. 0607-0510: Approval Expires 12/31/94

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-25-94)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS

1994 ANNUAL TRANSPORTATION SURVEY

TRUCKING AND WAREHOUSING

Public reporting burden for this collection of information is estimated to average 1.5 hours per response, including the time for assembling data from existing records and completing the form. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Associate Director for Management Services, Paperwork Reduction Project 0607-0510, Room 2027, Bureau of the Census, Washington, DC 20233-0001; and to the Office of Management and Budget, Paperwork Reduction Project 0607-0510, Washington, DC 20503. *PLEASE INCLUDE FORM NAME AND NUMBER IN ALL CORRESPONDENCE.*

PENALTY FOR FAILURE TO REPORT

DUE DATE: 30 Days after receipt of form

NOTICE — Response to this inquiry is required by law (title 13, U.S. Code). By the same law, your report to the Census Bureau is **confidential**. It may be seen only by sworn Census employees and may be used only for statistical purposes. The law also provides that copies retained in your files are immune from legal process.

In correspondence pertaining to this report, please refer to the IDENTIFICATION NUMBER shown below.

CENSUS USE	
1.	2.

DRAFT

(Please correct any error in name, address, and ZIP Code)

ETURN O

BUREAU OF THE CENSUS
1201 East 10th Street
Jeffersonville, IN 47132-0001

Any questions call: 1-800-253-1882

BEFORE COMPLETING YOUR REPORT

Read ALL instructions carefully including the survey coverage below. Instructions accompanying each item number are abbreviated. For complete detail, see the "COVERAGE AND REPORTING INSTRUCTIONS" ON THE THIRD PANEL OF THE FORM. If book figures are not available, carefully prepared estimates are acceptable.

SURVEY COVERAGE

This report covers all **domestic locations** primarily engaged in providing commercial trucking (such as local trucking, long-distance trucking, courier services, and garbage haulers) or public warehousing services (including mini storage and self storage) that report payroll under the Federal Employer Identification Number (EIN) shown in the address label (or as corrected in item 1A). For specific survey coverage, see the attached "Coverage and Reporting Instructions" sheet.

If your activities do not appear to be covered by this survey, please describe your kind of business in the "Remarks" section on page 4 of this form.

Item 1A **FEDERAL EMPLOYER IDENTIFICATION NUMBER (EIN)**

Is the Federal Employer Identification Number (EIN) printed in the upper left of the address label the same as that used for this firm on its latest Employer's Quarterly Federal Tax Return, Treasury Form 941?

1 ☐ Yes — *SKIP to item 1B*
2 ☐ No — *Enter current EIN* ⟶ ☐☐ – ☐☐☐☐☐☐☐

When did you start reporting payroll under this EIN? ⟶ Month ____ Year 19____

Item 1B **NUMBER OF LOCATIONS**

	Key code	1994 Number
Enter the total number of motor freight transportation and warehousing locations operated under the Federal Employer Identification Number (EIN) shown in the address label (or as corrected in item 1A) as of December 31, 1994. A location is defined as an establishment with paid company personnel. ⟶	501	

Item 2 **ORGANIZATIONAL STATUS** — *Mark (X) the ONE box which best describes this company during 1994.*

0 ☐ Corporation
1 ☐ Individual proprietorship
2 ☐ Partnership
5 ☐ Governmental — *Specify* ↙ ____________________
9 ☐ Other — *Specify* ↙ ____________________

Item 3 **CLASSIFICATION OF CARRIER** *(FOR MOTOR CARRIERS ONLY. ALL OTHERS SKIP TO ITEM 4.)*

General freight carriers are capable of handling a wide variety of commodities including all or some of those listed under specialty freight carriers below.

Specialty freight carriers are limited to transporting articles which, because of size, shape, weight, or other inherent characteristics, require special equipment for loading, unloading, or transporting. These commodities include: household goods, heavy machinery, refrigerated products, motor vehicles, and hazardous materials.

Mark (X) the ONE box which best describes the commodities handled that accounted for the greatest percentage of this company's motor carrier revenue in 1994.

1 ☐ General freight
2 ☐ Specialty freight including household goods

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Item 4 **OPERATING REVENUE**

ee the attached "Coverage and Reporting structions" sheet before completing this ection.

nter "0" in items where applicable. Do not ombine data for two or more detail lines.

OTE – If the amount reported on line c greater than 50 percent of the total perating revenue reported in line d, ndicate the source of this revenue, in the Remarks" section on page 4 of this form.

Estimates are acceptable if book figures are not available.	**Key code**	**1994** Bil.	Mil.	Thou.	Hund.
a. Motor carrier revenue	502				
b. Warehousing, storage, and handling revenue	501				
c. Other operating revenue	505				
d. **TOTAL OPERATING REVENUE** ⟶	506				

Item 5 **ANALYSIS OF MOTOR CARRIER OPERATIONS**

Companies reporting motor carrier revenue in item 4a above, complete item 5. ALL OTHERS skip to item 6.

See the attached "Coverage and Reporting Instructions" sheet before completing this section.

Enter "0" in items where applicable. Do not combine data for two or more detail lines.

NOTE — Percentage items should be rounded to the nearest whole percent.

Line a.2 – Include miles traveled by vehicles operated by other motor carriers (including owner-operators) performing services on your behalf. **Exclude** the distance traveled by maintenance vehicles.

Line b.2 – Include the weight of shipments or deliveries of other motor carriers (including owner-operators) performing services on your behalf.

stimates are acceptable if book igures are not available.	**Key code**	**1994 Percent**
. Distance traveled 1. Percentage of motor carrier revenue from:		
(a) Local trucking	507	%
(b) Long-distance trucking (over-the-road)	508	%
TOTAL		**100%**
	Key code	**1994**
2. Total distance traveled in miles (both empty and loaded) for owned and leased vehicles.	625	Miles
3. Percentage of total miles traveled by:	**Key code**	**1994 Percent**
(a) Loaded or partially loaded vehicles	626	%
(b) Empty vehicles	627	%
TOTAL		**100%**
. Weight	**Key code**	**1994 Percent**
1. Percentage of motor carrier revenue from:		
(a) Less-than-truckload shipments (less than 10,000 lbs.)	509	%
(b) Truckload shipments (10,000 lbs. or more)	510	%
TOTAL		**100%**
	Key code	**1994**
2. Total weight in tons for shipments or deliveries	628	Tons

c. Commodities 1. Percentage of motor carrier revenue from:	**Key code**	**1994 Percent**
(a) Agricultural and food products	511	%
(b) Mining products, unrefined	512	%
(c) Building materials	513	%
(d) Forestry, wood, and paper products	514	%
(e) Chemicals and allied products (except petroleum)	515	%
(f) Petroleum and petroleum products	516	%
(g) Metals and metal products	517	%
(h) Household goods	518	%
(i) Other manufactured products	519	%
(j) Other — *Specify* ↙ [700]	520	%
TOTAL		**100%**

d. Percentage of revenue by origin and destination of shipments

Did domestic locations of this firm have shipments or deliveries that originated from, or were destined to, locations outside the United States?

1☐ Yes — *Continue* 2☐ No — *Skip to item 6*

Percentage of motor carrier revenue from shipments or deliveries that originated from, and were destined to, each of the following countries.

Country of origin	1994 percentage of motor carrier revenue from shipments or deliveries destined for:					
	Key code	U.S.	**Key code**	Canada	**Key code**	Mexico
U.S.	629	%	632	%	635	%
Canada	630	%	633	%	636	%
Mexico	631	%	634	%	637	%

DRAFT

Item 6 **PAYROLL AND OTHER OPERATING EXPENSES**

See the attached "Coverage and Reporting nstructions" sheet before completing this ection.

Enter "0" in items where applicable. Do ot combine data for two or more detail ines.

Line a — Report on a cash basis, the gross arnings paid to employees prior to deductions. If an unincorporated concern, xclude payments to proprietors or partners.

Line b — Report on a cash basis in line b(1) mployer's cost for legally required programs. Report on a cash basis in line b(2) employer's cost for programs not required by law. Report n line b(1) and line b(2) the amounts actually contributed.

Line c(2) — **Exclude** the cost of purchased tilities including electricity, water, sewer, etc. Report these costs in line k.

Line d — Report in line d(1) payments to other arriers for the rental of motor vehicles (trucks, ruck-tractors, trailers) **with** drivers. Report in ne d(2) payments made to other carriers for he rental of motor vehicles **without** drivers. Report in line d(3) the cost of other purchased ransportation.

Line e — **Exclude** payments by your firm to he parent company or organization, or any of s subsidiaries, for use of assets owned by hem; and installment payments for assets obtained through capital lease agreements. Exclude leasing of trucks, truck-tractors, and railers. Report these costs in lines d(1) and (2).

Line f(1) — **Exclude** worker's compensation remiums. Report these costs in line b(1).

Line g — **Exclude** repair costs included as art of a lease or rental agreement, and mprovements for which depreciation accounts re maintained.

Line h — **Exclude** depreciation on intangible ssets and assets leased to others by you nder a capital lease agreement. Do not adjust or the value of depreciable assets sold or raded for replacement purposes.

Line i — **Exclude** income, sales, payroll, xcise taxes, other taxes collected from ustomers and paid to local, State, or Federal Government agencies. Report the costs for all asoline, diesel fuel, and oil taxes in line c(1).

Lines k and l — ***See the attached "Coverage nd Reporting Instructions" sheet to calculate Other Operating Expenses and Total Operating Expenses as they pertain to this survey. NOTE — If the amount reported on line k s greater than 50 percent of the total perating expense reported in line L, ndicate the source of this expense in the "Remarks" section on page 4 of this form.***

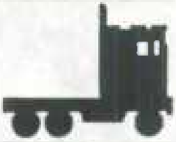
Estimates are acceptable if book figures are not available.	Key code	1994			
		Bil.	Mil.	Thou.	Hund.
a. Annual payroll	523				
b. Employer contributions to employee benefit plans					
(1) Plans required under Federal and State legislation (including Social Security and Medicare (FICA), worker's compensation insurance, etc.)	524				
(2) Other fringe benefit plans (including medical insurance, life insurance, etc.)	525				
c. Cost of purchased fuels					
(1) Trucks, truck-tractors, and other motor vehicles	526				
(2) Heat, power, and generating electricity	527				
d. Cost of purchased transportation					
(1) Trucks, truck-tractors, trailers, and other motor vehicles rented or leased **with** drivers	528				
(2) Trucks, truck-tractors, trailers, and other motor vehicles rented or leased **without** drivers	529				
(3) Transportation purchased from railroads, airlines, water, and other motor carriers	530				
e. Lease and rental costs					
(1) Buildings, offices, and structures	531				
(2) Machinery and equipment (other than motor vehicles)	532				
f. Cost of insurance					
(1) Public liability and property damage insurance	533				
(2) Insurance for loss of, or damage to, motor vehicles and their cargos	534				
(3) Insurance for buildings, offices, structures, and machinery and equipment (other than trucks and other motor vehicles)	535				
g. Cost of maintenance and repair					
(1) Motor vehicle parts for self-repair (including tires and tubes)	536				
(2) Trucks, truck-tractors, trailers, and other motor vehicles	537				
(3) Buildings, offices, and structures	538				
(4) Machinery and equipment (other than motor vehicles)	539				
h. Depreciation and amortization charges					
(1) Trucks, truck-tractors, trailers, and other motor vehicles	540				
(2) Buildings, offices, and structures	541				
(3) Machinery and equipment (other than motor vehicles)	542				
i. Taxes and licenses	543				
j. Drug and alcohol testing and rehabilitation programs	544				
k. Other operating expenses	545				
l. TOTAL OPERATING EXPENSES ⟶	546				

tem 7 **INVENTORIES OF REVENUE GENERATING EQUIPMENT — DECEMBER 31, 1994**

DRAFT

FOR MOTOR CARRIERS ONLY.
LL OTHERS SKIP TO ITEM 8.)

eport the **number** of vehicles used or
eld for use in motor carrier operations
n December 31, 1994. Report in line a the
umber owned and/or leased to others
vith drivers. Includes inventory obtained
hrough capital lease agreements.
xclude vehicles that you own that were
eased **without** drivers to others. Report
 line b the number leased from others
vithout drivers. Report in line c the sum
f a and b.

	DECEMBER 31, 1994 INVENTORY					
						
	Key code	Trucks (1)	**Key code**	Truck-tractors (2)	**Key code**	Trailers (full and semi) (3)
994 INVENTORY						
. Number owned	**547**		**548**		**549**	
. Number leased, **WITHOUT** drivers	**550**		**601**		**602**	
. **TOTAL 1994 INVENTORY** →	**603**		**604**		**605**	

tem 8 **REPORT PERIOD**

lark (X) the one box which best describes the
eriod covered by your report. If the data
eported in items 4 through 6 are for a period
ther than the "calendar year," please enter the
eginning and ending dates.

1 ☐ Calendar year — *Go to item 9*
2 ☐ Fiscal year
3 ☐ Less than 12 months →

	Key code	**1994** Month	Day	Year
From	**648**			
To	**649**			

tem 9 **OWNERSHIP OR CONTROL**

oes another company own more than
) percent of the voting stock or have
e power to control the management
nd policies of this company?

1 ☐ YES →
2 ☐ NO — *Continue with item 10*

Name of owning or controlling company

Number and street

City, State, and ZIP Code

EIN → ☐☐ – ☐☐☐☐☐☐☐

EMARKS — *To reduce the need for costly telephone follow-up, please explain any significant change in your prior year reported data.*

CENSUS USE

em 10 **CERTIFICATION** — This report is substantially accurate and was prepared in accordance with instructions.

me of person to contact regarding this report	Address *(Number and street, city, State, ZIP Code)*	Telephone Area code | Number | Extension
gnature of authorized person		FAX Area code | Number
le	Date	

Attachment 7

CUSTOMS MODERNIZATION

TITLE VI OF H.R. 3450

PURPOSE OF TITLE VI

The primary purpose of Title VI is to streamline and automate the commercial operations of the U.S. Customs Service. This title is also intended to improve compliance with the customs laws and provide safeguards, uniformity and due process rights for importers. Customs laws are antiquated; and therefore, Customs needs a strong statutory foundation to expand automation.

The modernization bill greatly enhances the ability of the Customs Service to implement and enforce the NAFTA, as implemented through H.R. 3450 and under Customs Service regulations, as well as other customs laws.

SUMMARY OF SUBTITLES

Subtitle A - "Improvements to Customs Enforcement" - contains improvements in Customs enforcement and revisions required by the transition to electronic processing. This subtitle addresses electronic transmission to Customs of false or altered documents; Customs procedures with regard to detentions, seizures, publication of rulings, examinations of books and witnesses, and handling of protests and appeals; accreditation of laboratories; recordkeeping responsibilities and requirements; and penalty provisions for importing controlled substances and non-compliance with manifest and recordkeeping requirements.

The new penalty provisions in Subtitle A will enable Customs to better enforce the NAFTA provisions to assure compliance by importers, exporters, and producers..

Subtitle B - "National Customs Automation Program" - authorizes the Secretary of the Treasury to establish the National Customs Automation Program (NCAP), an automated and electronic system for the processing of commercial imports. For the first time, filing of entry information from a remote location is authorized. The subtitle establishes the ability of an importer to file entries and pay duties on a periodic basis. This subtitle also provides for electronic transmission of drawback claims, manifests, invoices and other documentation used for merchandise entry processing, and establishes the admissibility of electronically transmitted information in administrative and judicial proceedings.

The new electronic procedures in Subtitle B will enable Customs to increase its productivity which is essential in order for Customs to handle the increased trade between the United States, Canada, and Mexico.

Subtitle C - "Miscellaneous Amendments to the Tariff Act of 1930" - contains miscellaneous amendments to the Tariff Act of 1930. These include provisions which facilitate Customs collection of duties, enable Customs to dispose of seized or unclaimed merchandise more efficiently, authorize Customs to reimburse claims for damage of privately-owned property, provide for reimbursement of Customs for the costs incurred in collecting fees on behalf of other agencies, and authorize Customs to contract with private collection agencies to recover money owed to the U.S. Government. In addition, the subtitle addresses vessel entry and clearance requirements.

The new provisions in Subtitle C will permit Customs to operate more efficiently in its daily operations which, in turn, means Customs will be able to devote its resources to implement NAFTA.

Subtitle D - "Miscellaneous Provisions and Consequential and Conforming Amendments to Other Laws" - addresses numerous conforming amendments supportive of the transition to automation. In addition, the title modifies entry requirements for certain transport equipment used as an instrument of international traffic. This subtitle also requires Customs reports to Congress on the antidumping and countervailing duty program, the Customs Compliance Measurement Program and on the level of fees collected by Central Examination Stations.

The new provisions in Subtitle D make conforming changes to the laws which will enable Customs to complete its automation initiative. Subtitle D also requires Customs to make numerous reports to the Congress so that the Congress will be able to monitor that Customs is doing its job to implement the sections of the modernization legislation. This in turn will help assure that Customs does its job to implement the NAFTA provisions successfully.

IMPORTANCE OF CUSTOMS MODERNIZATION LEGISLATION

Enactment of Title VI is of critical importance to Customs and the trade community. We must all modernize the way we do business by taking advantage of electronic processing and automation. This title is a win-win piece of legislation for the trade community and the Government . It is an outstanding example of "GOOD GOVERNMENT". Title VI is a "consensus" piece of legislation which was developed after several years of negotiations between Customs and all segments to the trade community.

For the trade community, the legislation promoted facilitation by permitting more efficient and faster processing: promotes competitiveness and reduces costs of operations: and promotes flexibility because of the new voluntary procedures provided that are available to the trade community to conduct its business.

For Customs, the legislation improves worker productivity; promotes uniformity throughout the country in Customs operations; and improves the administration and compliance of the trade laws.

Today, Customs is a sinking ship, drowning in paper. Without the modernization bill, Customs will be unable to carry out its current missions much less be able to handle the increased trade between the NAFTA countries.

WHAT IS "INFORMED COMPLIANCE"?

Informed compliance is a term developed by the trade community and adopted by Customs along with the concept of "shared responsibility". Customs' goal is to maximize compliance through voluntary cooperation with the trade community. This concept recognizes that the vast majority of importers are trying to comply with Customs requirements. However, importing and exporting is a very complex business. Many violations occur as a result of the importer and exporter failing to understand what is required of them. Informed compliance represents a commitment by Customs that it has the responsibility to clearly define its requirements to the trade community. Informed compliance also represents a commitment by the trade community that it has the responsibility to act with "reasonable care" in complying with those requirements. Therefore, taken together, "informed compliance" and "reasonable care" place a "shared responsibility" on both Customs and the trade community.

Only with the understanding and commitment between Customs and the trade community of "shared responsibility" will Customs be able to increase its productivity to operate more efficiently, while at the same time, manage the risks and assure compliance associated with that increased volume of trade due to implementing NAFTA.

KEY TO SECTION-BY-SECTION ANALYSIS:

1. AUTOMATION/FACILITATION
2. INFORMED COMPLIANCE
3. COMPLIANCE/ENFORCEMENT
4. ADMINISTRATIVE

1. AUTOMATION/FACILITATION

This section, along with others, will provide Customs with a strong statutory foundation to expand automation. The Customs Service has made substantial investment in automation during the 1990's. However, current law does not permit the Customs Service and the trade community to reap the full benefits of that investment. This section will significantly increase the ability of Customs and the trade community to process entries electronically. In light of the anticipated increase in trade with Canada and Mexico resulting from the NAFTA, electronic processing by Customs will form an essential element of the effective administration and enforcement of NAFTA.

2. INFORMED COMPLIANCE

This section, along with others, imposes an obligation upon Customs to keep the trade community informed of the trade community's responsibilities so that importers and others will be able to act with reasonable care in complying with the Customs laws., regulations, guidelines, and procedures. Both sides will have a shared responsibility. This is the best approach to assure that Customs will be able to implement, administer, and enforce NAFTA.

3. COMPLIANCE/ENFORCEMENT

Section VI will initiate a number of improvements in the enforcement of U.S. customs laws. Current law does not provide Customs with the legal authority needed to fully utilize selectivity techniques as an enforcement tool. This section, along with others, establishes that legal basic by clearing defining that it is the importers' responsibility to classify and value the merchandise correctly, and Customs responsibility to verify that it was done correctly. The assumption by importers of greater legal responsibility in the Customs process will be an important element in permitting Customs to deal effectively with the increased flow of trade that is likely to be generated between the three countries by the NAFTA. Of course, this is predicated upon Customs fulfilling its obligations under Informed Compliance.

Due to budgetary pressures, Customs is tasked to reduce its staff significantly in the next several years. Customs must make even greater use of selectivity to do its job - without the modernization legislation, Customs will not have the necessary legal authority to do that.

4. ADMINISTRATIVE

The modernization legislation represents a fundamental revision of U.S. Customs laws and procedures. This is particularly appropriate and timely in the context of NAFTA implementation. The Customs Service estimates that over 50 percent of its regulations concerning commercial processing will need to be revised to implement Title VI.

This section, along with others, will permit Customs to operate more efficiently in its daily operations, thereby permitting Customs to devote more human and financial resources to the implementation of NAFTA.

Attachment 8

TRANSPORTATION STATISTICS INTERCHANGE VI

May 4-5, 1994

Great Lakes Waterborne Port Statistics Status

Beginning in 1990 with the U.S. - Canadian data exchange, several U.S. problems in coverage and accuracy were identified in the Great Lakes region waterborne cargo statistics. A U.S. shortfall of specific bulk commodity tonnage (in particular coal, iron ore, and limestone) was uncovered in 1992 and ultimately reconciled. This data discrepancy was attributed to disparate definitions of method of transportation, and different data capture and processing systems, all of which contribute to the challenge of obtaining accurate waterborne trade statistics.

In November 1993, StatsCan (Transporation Division) and the U.S. Army Corps of Engineers (Waterborne Commerce Statistics Center, WSCS) in conjunction with the Census Bureau (Transportation Branch) agreed to exchange vessel movement and summarized cargo information as a means to validate 1993 U.S. Great Lakes tonnage data.

The 1993 reconciliation proved faster, more efficient and more accurate using the supplemental Canadian data. The U.S. 1993 annual Great Lakes total tonnage for waterborne bulk cargoes compares within a few percentage points with the Canadian manifest data and comparable Corps data. However, U.S. port tonnage distribution and commodity classification continues to be a source of error.

In order to rectify the port allocation and other associated problems, the Census Bureau has asked Canada Customs to release more detailed manifest data that would provide discrete vessel movements on a monthly basis. This would ensure the validation and correction of Great Lakes cargo data on a more timely (quarterly) basis.

Attachment 9

TRUCKING RESEARCH INSTITUTE
2200 MILL ROAD • ALEXANDRIA, VIRGINIA 22314-4677

Clyde E. Woodle
Executive Director

(703) 838-1966
FAX (703) 838-0291
(Call above numbers for more information)

MEMORANDUM

April 25, 1994

TO: Interested Parties
For-Hire Trucking Industry Size Study
Contract No. DTFH61-93-C-00033

FROM: Clyde Woodle

SUBJECT: Task B Draft Final Report
For-Hire Trucking Industry Size Study

Attached is the draft final report for Task B of the For-Hire Trucking Industry Size Study. The report incorporates a number of comments received from interested parties since the initial draft was distributed in January.

In particular, please note our inclusion of Appendix A UNITS OF OBSERVATION to the report, a detailed discussion of important definitional issues on trucking activity raised by one of the commenters.

The study team is actively engaged in the preparation of the Task C reports on commodity and payload measures, revenue and expenditure measures, employment measures, and establishment, company and transportation capital stock measures. As with the Task B report, we will distribute these reports as soon as they are available for your comments and feedback.

Thank you for your continuing interest in the For-Hire Trucking Industry Size Study.

Attachment

For-Hire Trucking Industry Size Study

Task B

Measuring the Size and Components of the Trucking Industry: General Issues

The For-Hire Trucking Industry Size Study is intended to provide a basis for measuring the extent, size, and activity of carriers involved in for-hire carriage. The study has four key purposes:

1. To build a consensus and establish definitions of the for-hire trucking industry and its components;

2. To identify methods to measure various dimensions of the for-hire industry and its components;

3. To identify data elements, frequencies of collection, and other requirements to support the recommended methods of measurement;

4. To present guidelines or policies/options for users to incorporate this data.

The study will draw upon research, discussions and consultation from an established study group and from a group of interested parties. Four primary tasks are included:

Task A	Identify Interest Groups
Task B	General Issues Concerning Definitions and Measurement
Task C	Define Methods and Data to Implement the Measures
Task D	Feasibility of Data Acquisition from For-Hire Carriers

In this section, Task B, a framework is developed to evaluate the key issues that affect the measurement and the analysis of all trucking activity. Definitions of trucking activity are proposed and discussed. Alternative categorization structures for all trucking, and for individual segments, are evaluated. Criteria are established to assess the most appropriate way to measure operational indicators of trucking activity.

The measurement issues will not be restricted to analysis of the for-hire industry, but will also encompass trucking activity among private and government fleets. In general, the term "trucking industry" will be used to specify activity among firms whose primary economic output is trucking transportation, i.e., for-hire carriers; the broader term "trucking activity" will be used for describing commercial fleet activity for all establishments. Appendix A contains a more detailed discussion of this distinction.

The result of this draft will be to establish a common ground for describing individual segments, to identify the most important

kinds of data that can be used to measure trucking activity, and to begin the process of identifying more appropriate data on this economic segment.

Because there is a great deal of overlap among segments within all trucking, and definitions and boundaries can be elusive, the possible categorization schemes and definitions need to be flexible. For example, truckload and less-than-truckload operations are not mutually exclusive among private and for-hire carriers. The distinction between regulated and non-regulated for-hire carriers can be blurred. Consequently, the overall structure that is put in place (the typology) needs to be tested, evaluated, discussed, and probably changed as this project continues and data sources and needs provide a cleaner picture of the best categorization structure for trucking.

This report is divided into five sections and two appendices:

A. Inventory of existing definitions of trucking activity and major components.

    A.1. Industry Segmentation

    A.2. Employment Measures

    A.3. Industry Definitions

B. Inventory of key variables and methods used to measure activity and major components.

    B.1. Payload Variables

    B.2. Operational Performance Variables

    B.3. Financial Performance Variables

    B.4. Establishment Measures

    B.5. Resource Measures

    B.6. Commodity Classification

    B.7. Employment Measures

C. Assessment of the criteria that should be used to evaluate the reliability and cost-effectiveness of measures and measurement techniques.

D. Discussion of measurement issues that should be resolved through the subsequent tasks of this study.

E. The identification of deficiencies with the existing data systems with an explanation of why they are

deficient, including the uses and need for the data systems.

E.1. Deficiencies of the Data Systems

E.2. Uses of Current Data Systems

E.3. Needs for Particular Data Systems

Appendix A: Trucking Activity -- Units of Observation

Appendix B: Glossary of Terms

This report was developed from primary research by the study team, a general discussion of issues raised at the initial meeting of interested organizations, and follow-up comments provided by attendees to the meeting.

A. Existing Definitions of Trucking Activity and Major Components (Segments)

A.1. Segmentation

The study group chose a segmentation typology that was very broad in its initial definition. The intent was to categorize the entire range of trucking activity in a manner that could be readily identifiable and that offered the best opportunity to provide consistent segments for analysis. All categories of trucking fell under one or more of the subsets defined.

The initial segmentation structure emphasized the administrative and regulatory structures of trucking fleets:

- For Hire
  - Regulated
    - Truckload, Less-than-truckload, Package

  - Not regulated (by Federal Government)
    - Truckload, Less-than-truckload, Package
  - Combined (carrier type undefined)
- Private
- Government
  - Postal Service, Military, State & Local, Other

The typology was refined somewhat to reflect the concerns of the meeting discussion group. In general, the discussants felt that the focus of the categorization should be on the type of operations rather than the type of organization or regulatory structure. The typology described below is a result of that input.

Attachment 10

Annual Transportation Survey (Water)

Initial Survey Year: 1994 (pending budget and OMB approval)

Frequency: Annually

Reporting Authority: Mandatory (under 13 USC 131, 182, 224 and 225)

Industries Included:

Firms with one or more establishments primarily engaged in providing freight and passenger transportation on the deep seas, Great Lakes and St. Lawrence Seaway, intracoastal and inland waters, and establishments furnishing such incidental services as marine cargo handling, lighterage, towing and tugboat services, marinas, and canal operations. Also includes excursion boats, sightseeing boats, and water taxis. (Standard Industrial Classification (SIC) 44.)

Respondent Universe and Sample Size:

Sample of approximately 1000 firms with one or more inscope establishments representing a universe of approximately 8,000 establishments.

Sample Design:

The survey consists of a probability sample of all employer businesses that make Social Security payments for employees under the Federal Insurance Contributions Act (FICA). The sample will be updated quarterly to account for new employer businesses and employers that go out of business.

Data Items:

The survey will produce detailed breakouts of revenue and expenses; domestic and international revenue from the transport of passengers and freight; international passenger and freight revenue between U.S. and Canadian, and U.S. and Mexican ports; and domestic and international freight revenue by major commodity categories.

Preliminary Schedule:

Forms Design:	April - August 1994
OMB Approval:	September - December 1994
Precanvass of Selected Firms:	January - 1995
Initial Mailout:	March
First Mail Follow-up:	April
Second Mail Follow-up:	April
Telephone Follow-up:	May
Final Mail Follow-up:	June
Data Analysis and Review:	March-October
Publication:	December

-532

OMB No. 0000-0000: Approval Expires 00/00/00

RM **B-532**
15-94)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS

1994 ANNUAL TRANSPORTATION SURVEY
WATER

PENALTY FOR FAILURE TO REPORT
UE DATE: 30 Days after receipt of form

NOTICE — Response to this inquiry **is required by law (title 13, U.S. Code)**. By the same law, your report to the Census Bureau is **confidential**. t may be seen only by sworn Census employees and may be used only for statistical purposes. The aw also provides that copies retained in your files re **immune from legal process.**

ETURN O

BUREAU OF THE CENSUS
1201 East 10th Street
Jeffersonville, IN 47132-0001

Any questions call: 1-800-253-1882

Public reporting burden for the collection of information is estimated to average 00 hours per response, including the time for assembling data from existing records and completing the form. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Associate Director for Administration, Paperwork Reduction Project 0607-0510, Room 3104, Bureau of the Census, Washington, DC 20233-0001; and to the Office of Management and Budget, Paperwork Reduction Project 0607-0510, Washington, DC 20503.
PLEASE INCLUDE FORM NAME AND NUMBER IN ALL CORRESPONDENCE.

In correspondence pertaining to this report, please refer to the IDENTIFICATION NUMBER below.

CENSUS USE	
1.	2.

DRAFT

DRAFT

(Please correct any error in name, address, and ZIP Code)

EFORE OMPLETING OUR REPORT

Please read ALL instructions carefully, including the survey coverage below and the "COVERAGE AND REPORTING INSTRUCTIONS" SHEET ON THE THIRD PANEL OF THE FORM. If book figures are not available, carefully prepared estimates are acceptable.

SURVEY COVERAGE

This report covers all **domestic** locations operated by your company and its subsidiaries primarily engaged in providing water transportation services as listed on the attached "Coverage and Reporting Instructions" sheet.

If your activities do not appear to be covered by this survey, please describe your kind of business in the "Remarks" section on page 4 of this form.

em 1 **NUMBER OF LOCATIONS**

	NUMBER OF LOCATIONS			
	Key code	1994 Number	Key code	1993 Number
Enter the total number of locations providing transportation by waterway as of December 31, 1993 and December 31, 1994. A location is defined as an establishment with paid company personnel. →	501		551	

em 2 **ORGANIZATIONAL STATUS**

Mark (X) the ONE box which best describes this company during 1992.

0 ☐ Corporation
1 ☐ Individual proprietorship
2 ☐ Partnership
5 ☐ Government — *Specify* ________________
9 ☐ Other — *Specify* ________________

CONTINUE WITH ITEM 4 ON PAGE 2

1993 –:

Item 3 **OPERATING REVENUE**	**Revenue by type of traffic in 1994**														
	Total					Domestic					International				
	Key code	Bil.	Mil.	Thou.	Hun.	Key code	Bil.	Mil.	Thou.	Hun.	Key code	Bil.	Mil.	Thou.	Hun.
. Revenue from the transport of —															
(1) Passengers	801					801					851				
(2) Military and postal freight	802					802					852				
(3) Other freight	803					803					853				
. Water transport subsidies	805					805					855				
. Towing and tugboat services	809					809					859				
. Marine cargo handling	810					810					860				
. Other water transportation services	812					812					862				
. Pleasure boat dockage, slip rental, launch fees and storage	814					814					864				
. Sales of merchandise	815					815					865				
. Other operating revenue	505					505					555				
. TOTAL REVENUE	506					506					556				

Item 4 **ANALYSIS OF REVENUE**		**1994**			
	a. What percentage of this firm's **domestic** passenger and freight transport service revenue (reported in Item 3A above) was from the following:	Key code	Percent Passenger Revenue in 1994	Key code	Percent Military, Postal, and all other freight revenue (Item 3a(2-3) in 1994
	(1) Deep seas	524	%	573	%
	(2) Great lakes and St. Lawrence Seaway	525	%	574	%
	(3) Inland waterways	817	%	575	%
	(4) Coastwise and intercoastal waterways	527	%	576	%
	b. What percentage of this firm's international passenger and freight transport revenue reported in item 3a above was between –				
	(1) U.S. and Canadian ports	820	%	868	%
	(2) U.S. and Mexican ports	821	%	868	%
	(3) U.S. and other foreign ports	823	%	869	%
	(4) Foreign to foreign ports	826	%	870	%
	c. What percent of total domestic international freight revenue (reported in Item 3A 2–3) was from the following:			Key code	1994 Percent
	(1) Agriculture and food products			573	%
	(2) Mining products			574	%
	(3) Building materials			575	%

tem 4 **ANALYSIS OF REVENUE – Continued**

ee the attached "Coverage nd Reporting Instructions" heet before completing this ection.

nter "0" in items where pplicable. Do not combine ata for two or more detail nes.

c. – Continued	Key code	1994 Percent
(4) Forestry, wood, and paper products	576	%
(5) Chemicals and allied products	868	%
(6) Petroleum and petroleum products	868	%
(7) Metal and metal products	869	%
(8) Ordinance and accessories	870	%
(9) Petroleum and petroleum products	868	%
(10) Metal and metal products	869	%
(11) Ordinance and accessories	870	%
(12) Other freight – *Specify*	870	%

tem 5 **PAYROLL AND OTHER OPERATING EXPENSES**

stimates are acceptable if ook values are not available.

ine a — Report on a cash asis, the gross earnings paid o employees prior to eductions. If an nincorporated concern, **xclude** payments to roprietors or partners.

ine b — Report on a cash asis in line b(1) employer's ost for legally required rograms. Report on a cash asis in line b(2) employer's ost for programs not required y law. Report in line b(1) and ne b(2) the amounts actually ontributed.

ine c — **Exclude** the cost of urchased utilities including lectricity, water, sewer, etc.

	← 1994					1993				
	Key code	Bil.	Mil.	Thou.	Hun.	Key code	Bil.	Mil.	Thou.	Hun.
a. Annual payroll	523					573				
b. Employer contributions to employee benefit plans										
(1) Plans required under Federal and State legislation (including Social Security and Medicare (FICA), worker's compensation insurance, etc.	524					574				
(2) Other fringe benefit plans (including medical insurance, life insurance, etc.	525					575				
c. Cost of purchased fuels										
(1) Vessels										
(2) Heat, power, and generating selectricity	527					577				
d. Substance and allowance										
e. Cost of maintenance and repairs										
f. Substance and allowance										
(1) Vessels										
(2) Cargo insurance										
(3) Buildings, offices, structures and terminals										
g. Cost of insurance										
(1) Vessels										
(2) Cargo insurance										
(3) Public liability and other property damage insurance for buildings, offices, structures, and terminals										
h. Cost of insurance										
(1) Land transport costs										
(2) Pilotage										
(3) Chartering, towing and tugage										

tem 5 **PAYROLL AND OTHER OPERATING EXPENSES – Continued**

timates are acceptable if ook values are not available.

	1994					1993				
	Key code	Bil.	Mil.	Thou.	Hun.	Key code	Bil.	Mil.	Thou.	Hun.
i. Port services	532					582				
j. Depreciation and amortization charges (1) Vessel										
(2) Cargo insurance										
(3) Buildings, offices, structures, and terminals										
k. Inactive vessel expenses										
l. Taxes and licenses	543					543				
m. Other operating expenses	545					595				
n. Total operating expenses	546					596				

tem 7 **REPORT PERIOD**

ark (X) the one box which best describes the riod(s) covered by your report. If the data reported items 3 through 6 are for a period other than the lendar year, please enter the beginning and ding dates.

1 ☐ Calendar year — *Go to item 8*

2 ☐ Fiscal year

3 ☐ Less than 12 months →

	1992				1991			
	Key code	Month	Day	Year	Key code	Month	Day	Year
From	606				656			
To	607				657			

em 8 **OWNERSHIP OR CONTROL**

Does another company own more than 50 percent of the voting stock or have the power to control the management and policies of this company?

1 ☐ Yes — *Specify below* 2 ☐ No — *Continue with item 8b*

Name of owning or controlling company

Number and street

City, State, and ZIP Code

EIN ☐☐ – ☐☐☐☐☐☐☐

b. Did this company acquire or merge with another company during 1991 or 1992?

1 ☐ Yes — *Specify below* 2 ☐ No — *Continue with item 9*

Name of owning or controlling company

Number and street

City, State, and ZIP Code

Date of merger or acquisition → Month/Year

EIN ☐☐ – ☐☐☐☐☐☐☐

MARKS — *To reduce the need for costly telephone follow-up, please explain any significant year-to-year change in your reported data.*

CENSUS USE

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United States Bus Statisitics

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May 1994 Canada-U.S. Transportation Statistics Interchange VI

Caveate

The preponderance of my presentation is based on personal, unfunded analysis and summarization of statistics from many Federal, and private sector sources. Some of the private sources are unpublished, and some are based on small, unscientific surveys.

Objective

Be able to describe the nation's bus activities collectively exhaustively without double counting, encompassing the variables likely to be relevant to national transportation policy.

Problems

In my opinion the state-of-the art in bus statistics is very poor. The set of definitions is incomplete, and those there are often overlap. There is a derth of information except for governmentally subsidized transit buses. There is almost no information on private buses (business, private school, etc.). Gaps exist in physical performance measures for a large share of bus service.

Prospects

Two sources of improvements are underway.

The 1992 Economic Census, when published in 1995, will provide information on commercial revenues, employment, and payroll. A supplement publication is expected to provide information on services, and buses in 1996.

Bus Fleet Magazine has sent out a questionaire on school bus fuel use.

Relevant Variables

I offer the following list of some possibly relevant variables. The blanks show gaps.

Variables

Institutional	Commc'l	Private	Transit St & Lcl	Sch. Bus St & Lcl	Federal
Industry firms	Some	■	Sec 15	■	■
Private entities	■		■	■	■
Governments	■	■	Sec 15	SBFlt	GSA
Fiscal					
Revenues		■	Sec 15		■
Expenditures	ICC Cl I		Sec 15	SBFlt	GSA
Federal subsidy	DoT		Sec 15		■
State subsidy			Sec 15	■	■
Local subsidy			Sec 15	■	■
Equip. depreciation			Sec 15		
Government rev.			Sec 15		■
Inventory					
Buses by type	Part, SBFlt		Sec 15	SBFlt	GSA
Points or areas	part RG		Sec 15		■
Fleet age or cond.			Sec 15		■
Facilities by type			Sec 15		■
Productivity					
Passenger-miles			Sec 15		
Passengers	ICC Cl I		Sec 15	SBFlt	
Ton or Value-miles		■	■	■	■
Vehicle-miles			Sec 15	SBFlt	GSA
Time in travel,speeds	part RG		Sec 15		
Externalities					
Air pollutants by type					
CO			APTA		
CO2					
NOx			APTA		
VoC			APTA		
Particulates					
Noise					
Fuel Consumption					
Diesel			Sec 15		GSA
Gasoline			Sec 15		
Gasohol			Sec 15		
LNG or propane			Sec 15		
Electricity			Sec 15		
Safety					
Accidents	DoT	DoT	Sec 15	DoT	DoT
Fatalities	DoT	DoT	Sec 15	DoT	DoT
Injuries	DoT	DoT	Sec 15	DoT	DoT
Employment					
Drivers	part BR		Sec 15	some SBFlt	
Employees	SIC BLS,BoC		Sec 15	some SBFlt	
Payroll	SIC BLS				
Approx. % Expenditures	23%	1%	55%	18%	3%

Sources: ICC=Interstate Commerce Commission Class I bus companies (about 30 firms). DoT= U.S. Department of Transportation. SBFlt=School Bus Fleet magazine published by Bobit Publishing Co. RG=Russell's Official Motor Coach Guide. BR=Busride, Bus Industr Directory by Friendship Publications. BLS= Employment and Wages published by the Bure of Labor Statistics, U.S. Department of Labor. Section 15=Summary of Transit statistics published by the Federal Transit Administration of the U.S. Department of Transportation. APTA=1992 Transit Fact Book by the American Public Transit Association. GSA=Federal Motor Vehicle Fleet Report by the U.S. General Services Administration.

Variables (White Background = Improvements from prospects)

	Commc'l	Private	Transit St & Lcl	Sch. Bus St & Lcl	Federal
Institutional					
Industry firms	BoC		Sec 15		
Private entities					
Governments			Sec 15	SBFlt	GSA
Fiscal					
Revenues	BoC		Sec 15		
Expenditures	ICC Cl I		Sec 15	SBFlt	GSA
Federal subsidy	DoT		Sec 15		
State subsidy	SIC BoC		Sec 15		
Local subsidy			Sec 15		
Equip. depreciation			Sec 15		
Government rev.			Sec 15		
Inventory					
Buses by type	Part BoC , SBFlt		Sec 15	SBFlt	GSA
Points or areas	part RG		Sec 15		
Fleet age or cond.			Sec 15		
Facilities by type			Sec 15		
Productivity					
Passenger-miles			Sec 15		
Passengers	ICC Cl I		Sec 15	SBFlt	
Ton or Value-miles					
Vehicle-miles			Sec 15	SBFlt	GSA
Time in travel,speeds	part RG		Sec 15		
Externalities					
Air pollutants by type					
CO			APTA		
CO2					
NOx			APTA		
VoC			APTA		
Particulates					
Noise					
Fuel Consumption					
Diesel			Sec 15	Some SBFlt	GSA
Gasoline			Sec 15	Some SBFlt	
Gasohol			Sec 15	Some SBFlt	
LNG or propane			Sec 15	Some SBFlt	
Electricity			Sec 15		
Safety					
Accidents	DoT	DoT	Sec 15	DoT	DoT
Fatalities	DoT	DoT	Sec 15	DoT	DoT
Injuries	DoT	DoT	Sec 15	DoT	DoT
Employment					
Drivers	part BR			Some SBFlt	
Employees	SIC BLS,BoC		Sec 15	Some SBFlt	
Payroll	SIC BLS, BoC				
Approx. % Expenditures	23%	1%	55%	18%	3%

Note: Thick box outline indicates sum of all items outlined.

1991 Costs

The table below shows my rough estimates, based on a broad variety of sources, of 1991 revenues or expenditures (the greater of the two) for bus activities. It appears expenditures for bus transportation were: equivalent to about one half of one percent of the GNP, accounted for roughly 3.4 percent of all national domestic vehicular transportation expenditures (including passenger and freight transportation), and more than half the amount spent on domestic air passenger travel (including general aviation).

Apparently, bus transit expenditures account for about 56 percent of the total. The 1992 Economic Census should provide better numbers for all the Commercial Sector variables decribed on pages 1 and 3. The Commercial Sector apparently accounts for roughly a quarter of the total national bus bill.

Because of the derth of private sector bus statistics, the Business and Private figures may be greatly in error (for example, about 10 percent of the nation's kindergarten through 12th grade pupils attend private schools. If all were transported by their schools, at the same rates as public school students are transported, it would more than triple the Private and Business figures. However, an unknown part of these may be served by publicly owned school buses and contractor).

Grand Total	$31,396,307,542	100.00%
Commercial		
SubTotal	$7,090,458,476	22.58%
4111-4119	$1,548,699,247	4.93%
4131	$1,544,587,364	4.92%
4141	$323,306,751	1.03%
4142	$864,748,280	2.75%
4151	$2,746,157,335	8.75%
4173	$62,959,500	0.20%
Business and Private		
Subtotal	$364,768,800	1.16%
Business	$298,632,510	0.95%
School Bus	$66,136,290	0.21%
State and Local Government		
Subtotal	$23,071,000,000	73.48%
Transit	$16,004,000,000	50.97%
School Bus	$7,067,000,000	22.51%
Other Bus	Unknown	0.00%
Federal Government		
Subtotal	$870,080,267	2.77%
Civil	$330,518,755	1.05%
Military	$539,561,512	1.72%

Commercial Bus
Standard Industrial Classifications

4111	Bus service part of Local and Suburban Transit
4119	Sightseeing part of Local Passenger Transportation, NEC
4131	Intercity and Rural Regular Route Scheduled Service
4141	Local Bus Charter Services
4142	Non-local Charter and Special Service Busing
4151	Commercial School Busing
4173	Bus Terminal and Service Facilities

1991 Estimates of employees and drivers.

Note: all driver, and all employee estimates other than in the Commercial sector are based on commercial industry experience for individual vehicle types.

	Employees	Drivers	Payroll	c./Census Drvr. Occ
Grand Total	611,209	462,631		468,000
Commercial Bus Industry				
Subtotal	201,619	141,674	$3,635,773,763	
4111-4119	36,024	17,292	$723,682,279	
4131	24,035	11,489	$506,795,358	
4141	5,850	4,343	$101,591,303	
4142	16,645	12,900	$283,059,740	
4151 b./	115,086	95,651	$1,912,237,083	
4173	3,979		$108,408,000	
Business and Private				
Subtotal	7,637	6,598		
Business	4,033	3,670		
School Bus	3,604	2,927		
State and Local Government				
Subtotal	390,203	303,666		
Transit	95,414	64,217		
School Bus	294,789	239,448		
Other Bus	a.	a.		
Federal Government				
Subtotal	11,751	10,694		
Civil	4,464	4,062		
Military	7,287	6,632		

a. Prison, police, and fire department buses and buses used to transport other government employees.

b. Employees are average annuals. Some school bus employees are part-time and school bus employment is much less during the summer vacation months. During the 1991 school year, the peak 4151 employment was 130,200 in October. School bus drivers are the largest share of school bus employment, thus one would expect the same seasonal pattern for them (peak of about 108,212 drivers ---somewhat less than number 4151 school buses).

c. BLS publishes estimates of employment professions based on household sample surveys. The number shown is the number shown is the number that self-identified themselves as bus drivers in 1991. It is possible that because of the part-time nature of school bus activity, some school bus drivers, may not report school bus driving their primary profession.

1991 Estimates of Buses

	Total	Motor Coach	Transit Bus	Small Bus	School Bus	Van
Grand Total c./	497,543	26,688	52,757	22,510	395,587	
Commercial Bus Industry Vehicles						
Subtotals	155,621	26,088	7,906	5,893	115,733	6,579
4111-4119	13,707	5,425	6,826	1,178	278	2,559
4131	8,231	7,945	0	116	170	53
4141	3,270	1,343	133	277	1,517	535
4142	8,963	6,829	511	452	1,170	521
4151	121,450	4,546	436	3,870	112,598	2,911
4173						
Business and Private						
Subtotal	6,400			3,100	3,300	
Business	3,100			3,100		
School Bus	3,300				3,300	
State and Local Government						
Subtotal	326,490	600	44,851	4,485	276,554	
Transit	49,936	600	44,851	4,485		
School Bus	276,554				276,554	
Other Bus	Unknown					
Federal Government						
Subtotal	9,032			9,032		
Civil	3,431			3,431		
Military	5,601			5,601		

Notes:

a. Shaded areas are based on inadequate samples.

b. Heavy box outline indicates span of columns included.

c. Total does not include vans.

1991 SICs vs Service Classes

The Commercial Bus Industry does not tend to view itself in SIC terms. It tends to view itself in terms of types of services provided. Some of the terms used are:

Intercity Regular Route	Airport
Charter, Contract, Special Service	School Bus
Local, Commuter, Transit	Tour Bus
Sightseeing	Elderly and Handicapped

I developed the table below to show the relationships between SICs and the industry definitions. The 1992 Economic Census should permit a more accurate rendition of the Commercial sector relationships.

Grand Total $31,396,307,542

Commercial	Total	Intercity Reg. Rt.	Charter, Contract	Local, Commuter	Sightseeing	School Busing	Tours
SubTotal	$7,090,458,476	$1,668,064,894	$1,591,923,590	$889,845,623	$439,505,630	$2,103,196,734	$334,962,505
4111-4119	$1,548,699,247		$259,706,421	$724,316,195	$409,806,707		$154,869,925
4131	$1,544,587,364	$1,412,986,824	$118,348,044	$3,596,212	$342,964	$2,333,108	$6,980,212
4141	$323,306,751	$15,787,502	$216,791,535	$28,043,367	$14,879,097	$29,645,684	$18,159,565
4142	$864,748,280	$103,553,893	$614,186,988	$12,907,206	$11,520,058	$22,797,796	$99,782,340
4151	$2,746,157,335	$135,736,675	$382,890,603	$120,982,643	$2,956,804	$2,048,420,146	$55,170,464
4173	$62,959,500						
Business and Private							
Subtotal	$364,768,800			$298,632,510		$66,136,290	
Business	$298,632,510			$298,632,510			
School Bus	$66,136,290					$66,136,290	
State and Local Government							
Subtotal	$23,071,000,000			$16,004,000,000		$7,067,000,000	
Transit	$16,004,000,000			$16,004,000,000			
School Bus	$7,067,000,000					$7,067,000,000	
Other Bus	Unknown						
Federal Government							
Subtotal	$870,080,267						
Civil	$330,518,755						
Military	$539,561,512						

Notes: Heavy line boxes indicated inclustion of columns within the box. Shaded areas represent estimates made with inadequate samples or information.