



FIGURE 2: CRUDE OIL FLOWS PRE- AND POST-SHALE



Agriculture: Agricultural products represented almost a third of all goods moving across all modes in the U.S. by ton-miles. These products rely on our highway system, as well as our rail and inland waterway systems, to move from American farms to domestic and international markets.



Energy: Oil and gas products are primarily moved by pipeline. The rapid growth of domestic fuel production over the past decade has led to the construction of pipelines to connect emerging production areas to refineries and export and storage facilities. Where pipelines are not available as a transport option, oil producers rely on rail, trucks, barges, and tankers. The majority of coal shipments by tonnage are made by rail.



Natural resources: These include metals, timber, gravel, and sands, as well as chemicals and fertilizers. The Nation's iron and steel industry relies heavily on railroads and barges to transport materials. The lumber industry, on the other hand, depends on trucks to transport logs to mills, although milled lumber, wood particle, and paper products are more likely to be transported by rail. Trucks moved approximately half of chemicals and fertilizers by tonnage, while rail accounted for about a third of tonnage, and waterways and pipelines accounted for the remainder.



Manufacturing and retail: These commodities include many of high value goods, such as electronics, motorized vehicles, and machinery. Modern manufacturing systems rely on advanced logistics systems, precise timing of shipments, and international supply chains. Intermodal transportation of containerized goods is important for the manufacturing and retail sectors, as imported and exported containerized goods move to and from major intermodal ports, rail hubs, and distribution centers.