

Transportation Energy Data Book

Stacy C. Davis • Susan W. Diegel



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TABLE OF CONTENTS

FOREWORD	<i>xv</i>
ACKNOWLEDGMENTS	<i>xvii</i>
ABSTRACT	<i>xix</i>
INTRODUCTION	<i>xxi</i>
CHAPTER 1 PETROLEUM	<i>1-1</i>
Table 1.1	World Fossil Fuel Potential	1-2
<i>Figure 1.1</i>	<i>World Fossil Fuel Potential</i>	<i>1-2</i>
Table 1.2	World Crude Oil Production, 1960–2006	1-3
Table 1.3	World Petroleum Production, 1973–2005	1-4
Table 1.4	World Petroleum Consumption, 1960–2006	1-5
<i>Figure 1.2</i>	<i>World Oil Reserves, Production and Consumption, 2005</i>	<i>1-6</i>
Table 1.5	World Oil Reserves, Production and Consumption, 2005	1-6
<i>Figure 1.3</i>	<i>World Natural Gas Reserves, Production and Consumption, 2004</i>	<i>1-7</i>
Table 1.6	World Natural Gas Reserves, Production and Consumption, 2004	1-7
Table 1.7	U.S. Petroleum Imports by World Region of Origin, 1960–2006	1-8
<i>Figure 1.4</i>	<i>Oil Price and Economic Growth, 1970–2004</i>	<i>1-9</i>
Table 1.8	Summary of Military Expenditures for Defending Oil Supplies from the Middle East	1-10
<i>Figure 1.5</i>	<i>Refinery Gross Output by World Region, 2005</i>	<i>1-11</i>
Table 1.9	U.S. Refinery Input of Crude Oil and Petroleum Products, 1987–2005	1-12
Table 1.10	Refinery Yield of Petroleum Products from a Barrel of Crude Oil, 1978–2005	1-13
Table 1.11	United States Petroleum Production, Imports and Exports, 1950–2006	1-14
Table 1.12	Petroleum Production and Consumption and Some Important Percent Shares, 1950–2006	1-15
<i>Figure 1.6</i>	<i>United States Petroleum Production and Consumption, 1970–2030</i>	<i>1-16</i>

TABLE OF CONTENTS (Continued)

Table 1.13	Consumption of Petroleum by End-Use Sector, 1973–2006	1–17
Table 1.14	Ton-Miles of Petroleum and Petroleum Products in the U.S. by Mode, 1975–2004	1–18
CHAPTER 2	ENERGY	2–1
<i>Figure 2.1</i>	<i>World Consumption of Primary Energy, 2004</i>	<i>2–2</i>
Table 2.1	U. S. Consumption of Total Energy by End-Use Sector, 1973–2006	2–3
Table 2.2	Distribution of Energy Consumption by Source, 1973 and 2006	2–4
Table 2.3	Alternative Fuel and Oxygenate Consumption, 1995–2004	2–5
Table 2.4	Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2004	2–6
Table 2.5	Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2005	2–7
Table 2.6	Transportation Energy Use by Mode, 2004–2005	2–8
Table 2.7	Highway Transportation Energy Consumption by Mode, 1970–2005	2–9
Table 2.8	Nonhighway Transportation Energy Consumption by Mode, 1970–2005	2–10
Table 2.9	Off-highway Transportation-related Fuel Consumption, 1997 and 2001	2–11
Table 2.10	Fuel Consumption from Lawn and Garden Equipment, 2005	2–12
Table 2.11	Highway Usage of Gasoline and Special Fuels, 1973–2005	2–13
Table 2.12	Passenger Travel and Energy Use, 2004	2–14
Table 2.13	Energy Intensities of Highway Passenger Modes, 1970–2005	2–15
Table 2.14	Energy Intensities of Nonhighway Passenger Modes, 1970–2005	2–16
Table 2.15	Intercity Freight Movement and Energy Use in the United States, 2004 and 2005	2–17
Table 2.16	Energy Intensities of Freight Modes, 1970–2005	2–18
CHAPTER 3	ALL HIGHWAY VEHICLES AND CHARACTERISTICS	3–1
Table 3.1	Car Registrations for Selected Countries, 1950–2005	3–2
Table 3.2	Truck and Bus Registrations for Selected Countries, 1950–2005	3–3

TABLE OF CONTENTS (Continued)

Table 3.3	U.S. Cars and Trucks in Use, 1970–2005	3–5
Figure 3.1	<i>Vehicles per Thousand People: U.S. (Over Time) Compared to Other Countries (in 1994 and 2005)</i>	3–6
Table 3.4	Shares of Highway Vehicle-Miles Traveled by Vehicle Type, 1970–2005	3–8
Table 3.5	Cars in Operation and Vehicle Travel by Age, 1970 and 2001	3–9
Table 3.6	Trucks in Operation and Vehicle Travel by Age, 1970 and 2001	3–10
Table 3.7	Median Age of Cars and Trucks in Use, 1970–2006	3–11
Figure 3.2	<i>Median Age and Registrations of Cars and Trucks, 1970–2006</i>	3–12
Table 3.8	Car Scrappage and Survival Rates 1970, 1980 and 1990 Model Years	3–13
Figure 3.3	<i>Car Survival Rates</i>	3–14
Table 3.9	Light Truck Scrappage and Survival Rates	3–15
Figure 3.4	<i>Light Truck Survival Rates</i>	3–16
Table 3.10	Heavy Truck Scrappage and Survival Rates	3–17
Figure 3.5	<i>Heavy Truck Survival Rates</i>	3–18
CHAPTER 4	LIGHT VEHICLES AND CHARACTERISTICS	4–1
Table 4.1	Summary Statistics for Cars, 1970–2005	4–2
Table 4.2	Summary Statistics for Two-Axle, Four-Tire Trucks, 1970–2005	4–3
Table 4.3	Summary Statistics on Class 1, Class 2a, and Class 2b Light Trucks	4–4
Table 4.4	Sales Estimates of Class 1, Class 2a, and Class 2b Light Trucks, 1989–1999 . . .	4–4
Table 4.5	New Retail Car Sales in the United States, 1970–2005	4–5
Table 4.6	New Retail Sales of Trucks 10,000 Pounds GVW and Less in the United States, 1970–2005	4–6
Table 4.7	Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Cars, Selected Model Years 1975–2006	4–7
Table 4.8	Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Light Trucks, Model Years 1975–2006	4–8
Table 4.9	Light Vehicle Market Shares by Size Class, Model Years 1975–2006	4–9

TABLE OF CONTENTS (Continued)

<i>Figure 4.1</i>	<i>Light Vehicle Market Shares, Model Years 1975–2006</i>	4–10
Table 4.10	Sales-Weighted Engine Size of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4–11
Table 4.11	Sales-Weighted Engine Size of New Domestic and Import Light Trucks by Size Class, Model Years 1975–2006	4–12
Table 4.12	Sales-Weighted Curb Weight of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4–13
Table 4.13	Sales-Weighted Interior Space of New Domestic and Import Cars by Size Class, Model Years 1977–2006	4–14
Table 4.14	Average Material Consumption for a Domestic Car, 1977, 1990, and 2004	4–15
Table 4.15	New Light Vehicle Dealerships and Sales, 1970–2005	4–16
Table 4.16	Conventional Refueling Stations, 1993–2005	4–17
Table 4.17	Car Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4–18
Table 4.18	Light Truck Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4–19
Table 4.19	Corporate Average Fuel Economy (CAFE) Fines Collected, 1983–2004	4–20
Table 4.20	The Gas Guzzler Tax on New Cars	4–21
Table 4.21	Tax Receipts from the Sale of Gas Guzzlers, 1980–2005	4–22
<i>Figure 4.2</i>	<i>Fuel Economy by Speed, 1973, 1984, and 1997 Studies</i>	4–23
Table 4.22	Fuel Economy by Speed, 1973, 1984, and 1997 Studies	4–24
Table 4.23	Vehicle Specifications for Vehicles Tested in the 1997 Study	4–25
Table 4.24	Steady Speed Fuel Economy for Vehicles Tested in the 1997 Study	4–26
Table 4.25	Driving Cycle Attributes	4–27
<i>Figure 4.3</i>	<i>Urban Driving Cycle</i>	4–28
<i>Figure 4.4</i>	<i>Highway Driving Cycle</i>	4–28
<i>Figure 4.5</i>	<i>Air Conditioning Driving Cycle</i>	4–29

TABLE OF CONTENTS (Continued)

<i>Figure 4.6</i>	<i>Cold Temperature Driving Cycle</i>	4-29
<i>Figure 4.7</i>	<i>High Speed (US06) Driving Cycle</i>	4-30
<i>Figure 4.8</i>	<i>New York City Driving Cycle</i>	4-31
<i>Figure 4.9</i>	<i>Representative Number Five Driving Cycle</i>	4-31
Table 4.26	Projected Fuel Economies from U.S., European, and Japanese Driving Cycles .	4-32
Table 4.27	Comparison of U.S., European, and Japanese Driving Cycles	4-33
Table 4.28	Occupant Fatalities by Vehicle Type and Nonoccupant Fatalities, 1975–2005 .	4-34
Table 4.29	Light Vehicle Occupant Safety Data, 1975–2005	4-35
Table 4.30	Crashes by Crash Severity, Crash Type, and Vehicle Type, 2005	4-36
<i>Figure 4.10</i>	<i>Percent Rollover Occurrence in Fatal Crashes by Vehicle Type, 2005</i>	4-37
Table 4.31	Summary Statistics on Light Transit Vehicles, 1994–2005	4-38
CHAPTER 5	HEAVY VEHICLES AND CHARACTERISTICS	5-1
Table 5.1	Summary Statistics for Heavy Single-Unit Trucks, 1970–2005	5-2
Table 5.2	Summary Statistics for Combination Trucks, 1970–2005	5-3
Table 5.3	New Retail Truck Sales by Gross Vehicle Weight, 1970–2005	5-4
Table 5.4	Truck Statistics by Gross Vehicle Weight Class, 2002	5-6
Table 5.5	Truck Harmonic Mean Fuel Economy by Size Class, 1992, 1997, and 2002	5-6
Table 5.6	Truck Statistics by Size, 2002	5-7
Table 5.7	Percentage of Trucks by Size Ranked by Major Use, 2002	5-8
Table 5.8	Percentage of Trucks by Fleet Size and Primary Fueling Facility, 2002	5-9
Table 5.9	Share of Trucks by Major Use and Primary Fueling Facility, 2002	5-10
<i>Figure 5.1</i>	<i>Distribution of Trucks over 26,000 lbs. Less than Two Years Old by Vehicle Miles Traveled</i>	5-11
<i>Figure 5.2</i>	<i>Share of Heavy Trucks with Selected Electronic Features, 2002</i>	5-12
Table 5.10	Growth of Freight in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5-14

TABLE OF CONTENTS (Continued)

Table 5.11	Growth of Freight Miles in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5–15
Table 5.12	Summary Statistics on Transit Buses and Trolleybuses, 1994–2005	5–16
CHAPTER 6	ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY VEHICLES AND CHARACTERISTICS	6–1
Table 6.1	Estimates of Alternative Fuel Vehicles in Use, 1995–2004	6–3
Table 6.2	Estimates of Alternative Fuel Vehicles by Ownership, 2002 and 2004	6–4
Table 6.3	Alternative Fuel Vehicles Available by Manufacturer, Model Year 2006	6–5
Table 6.4	Number of Alternative Refuel Sites by State and Fuel Type, 2007	6–6
<i>Figure 6.1</i>	<i>Clean Cities Coalitions</i>	<i>6–7</i>
Table 6.5	U.S. and World Hydrogen Consumption by End-Use Category, 1999	6–10
Table 6.6	U.S. Hydrogen Fueling Stations	6–11
Table 6.7	Properties of Conventional and Alternative Fuels	6–13
CHAPTER 7	FLEET VEHICLES AND CHARACTERISTICS	7–1
<i>Figure 7.1</i>	<i>Fleet Vehicles in Service as of June 1, 2006</i>	<i>7–2</i>
Table 7.1	New Light Fleet Vehicle Purchases by Vehicle Type, 2005	7–3
Table 7.2	Average Length of Time Business Fleet Vehicles are in Service, 2005	7–4
Table 7.3	Average Annual Vehicle-Miles of Travel for Business Fleet Vehicles, 2005 ...	7–4
<i>Figure 7.2</i>	<i>Average Miles per Domestic Federal Vehicle by Vehicle Type, 2005</i>	<i>7–5</i>
Table 7.4	Federal Government Vehicles by Year	7–6
Table 7.5	Federal Fleet Vehicle Acquisitions by Fuel Type, FY 2002– 2006	7–7
Table 7.6	Fuel Consumed by Federal Government Fleets, FY 2000–2006	7–7
CHAPTER 8	HOUSEHOLD VEHICLES AND CHARACTERISTICS	8–1
Table 8.1	Population and Vehicle Profile, 1950–2005	8–2
Table 8.2	Vehicles and Vehicle-Miles per Capita, 1950–2005	8–3
Table 8.3	Average Annual Expenditures of Households by Income, 2005	8–4

TABLE OF CONTENTS (Continued)

Table 8.4	Household Vehicle Ownership, 1960–2000 Census	8–6
Table 8.5	Demographic Statistics from the 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS	8–7
Table 8.6	Average Annual Vehicle-Miles, Vehicle Trips and Trip Length per Household 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS	8–8
Table 8.7	Average Number of Vehicles and Vehicle Travel per Household, 1990 NPTS and 2001 NHTS	8–9
Table 8.8	Trip Statistics by Trip Purpose, 2001 NHTS	8–10
Figure 8.1	<i>Average Vehicle Occupancy by Vehicle Type, 1995 NPTS and 2001 NHTS</i>	8–11
Figure 8.2	<i>Average Vehicle Occupancy by Trip Purpose, 1977 NPTS and 2001 NHTS</i>	8–12
Table 8.9	Average Annual Miles per Household Vehicle by Vehicle Age	8–13
Table 8.10	Self-Reported vs. Odometer Average Annual Miles, 1995 NPTS and 2001 NHTS	8–14
Table 8.11	Household Vehicle Trips, 2001 NHTS	8–15
Figure 8.3	<i>Average Daily Miles Driven (per Driver), 2001 NHTS</i>	8–15
Table 8.12	Daily Vehicle Miles of Travel (per Vehicle) by Number of Vehicles in the Household, 2001 NHTS	8–16
Table 8.13	Daily and Annual Vehicle Miles of Travel and Average Age for Each Vehicle in a Household, 2001 NHTS	8–16
Figure 8.4	<i>Daily Vehicle Miles of Travel for Each Vehicle in a Household, 2001 NHTS . .</i>	8–17
Figure 8.5	<i>Annual Vehicle Miles of Travel for Each Vehicle in a Household, 2001 NHTS .</i>	8–17
Table 8.14	Means of Transportation to Work, 1980, 1990 and 2000 Census	8–18
Table 8.15	Workers by Commute Time, 1990 and 2000 Census	8–19
Table 8.16	Bicycle Sales, 1981-2005	8–20
Figure 8.6	<i>Walk and Bike Trips by Trip Purpose, 2001 NHTS</i>	8–21
Table 8.17	Long-Distance Trip Characteristics, 2001 NHTS	8–23

TABLE OF CONTENTS (Continued)

CHAPTER 9	NONHIGHWAY MODES	9-1
Table 9.1	Nonhighway Energy Use Shares, 1970–2005	9-2
Table 9.2	Summary Statistics for U.S. Domestic and International Certificated Route Air Carriers (Combined Totals), 1970–2005	9-3
Table 9.3	Summary Statistics for General Aviation, 1970–2005	9-4
Table 9.4	Tonnage Statistics for Domestic and International Waterborne Commerce, 1970–2004	9-5
Table 9.5	Summary Statistics for Domestic Waterborne Commerce, 1970–2004	9-6
Table 9.6	Recreational Boat Energy Use, 1970–2005	9-7
Table 9.7	Class I Railroad Freight Systems in the United States Ranked by Revenue Ton–Miles, 2005	9-8
Table 9.8	Summary Statistics for Class I Freight Railroads, 1970–2005	9-9
Table 9.9	Intermodal Rail Traffic, 1965–2005	9-10
Table 9.10	Summary Statistics for the National Railroad Passenger Corporation (Amtrak), 1971–2005	9-11
Table 9.11	Summary Statistics for Commuter Rail Operations, 1984–2005	9-12
Table 9.12	Summary Statistics for Rail Transit Operations, 1970–2005	9-13
CHAPTER 10	TRANSPORTATION AND THE ECONOMY	10-1
Table 10.1	Gasoline Prices for Selected Countries, 1990–2005	10-2
Table 10.2	Diesel Fuel Prices for Selected Countries, 1998–2005	10-3
<i>Figure 10.1</i>	<i>Gasoline Prices for Selected Countries, 1990 and 2003</i>	<i>10-4</i>
<i>Figure 10.2</i>	<i>Diesel Prices for Selected Countries, 1990 and 2003</i>	<i>10-5</i>
Table 10.3	Prices for a Barrel of Crude Oil and a Gallon of Gasoline, 1978–2006	10-6
Table 10.4	Retail Prices for Motor Fuel, 1978–2006	10-7
Table 10.5	Refiner Sales Prices for Propane and No. 2 Diesel, 1978–2006	10-8
Table 10.6	Refiner Sales Prices for Aviation Gasoline and Jet Fuel, 1978–2006	10-9
Table 10.7	State Tax Exemptions for Gasohol, 2005	10-10

TABLE OF CONTENTS (Continued)

Table 10.8	Federal Excise Taxes on Motor Fuels, 2005	10–10
Table 10.9	Federal and State Alternative Fuel Incentives, 2005	10–11
Table 10.10	Average Price of a New Car, 1970–2005	10–12
Table 10.11	Car Operating Cost per Mile, 1985–2006	10–13
Table 10.12	Fixed Car Operating Costs per Year, 1975–2006	10–14
Table 10.13	Personal Consumption Expenditures, 1970–2006	10–15
Table 10.14	Consumer Price Indices, 1970–2006	10–15
Table 10.15	Transportation-related Employment, 1996 and 2006	10–16
CHAPTER 11 GREENHOUSE GAS EMISSIONS		11–1
Table 11.1	World Carbon Dioxide Emissions, 1990 and 2003	11–2
Table 11.2	Numerical Estimates of Global Warming Potentials Compared with Carbon Dioxide	11–3
Table 11.3	Estimated U.S. Emissions of Greenhouse Gases, 1990–2004	11–4
Table 11.4	U.S. Carbon Emissions from Fossil Energy Consumption by End-Use Sector, 1990–2005	11–5
Table 11.5	U.S. Carbon Emissions from Energy Use in the Transportation Sector, 1990–2004	11–6
<i>Figure 11.1</i>	<i>GREET Model</i>	11–7
<i>Figure 11.2</i>	<i>GREET Model Feedstocks and Fuels</i>	11–8
CHAPTER 12 CRITERIA AIR POLLUTANTS		12–1
Table 12.1	Total National Emissions of the Criteria Air Pollutants by Sector, 2002	12–2
Table 12.2	Total National Emissions of Carbon Monoxide, 1970–2002	12–3
Table 12.3	Emissions of Carbon Monoxide from Highway Vehicles, 1970–2002	12–4
Table 12.4	Total National Emissions of Nitrogen Oxides, 1970–2002	12–5
Table 12.5	Emissions of Nitrogen Oxides from Highway Vehicles, 1970–2002	12–6

TABLE OF CONTENTS (Continued)

Table 12.6	Total National Emissions of Volatile Organic Compounds, 1970–2002	12–7
Table 12.7	Emissions of Volatile Organic Compounds from Highway Vehicles, 1970–2002	12–8
Table 12.8	Total National Emissions of Particulate Matter (PM–10), 1970–2002	12–9
Table 12.9	Emissions of Particulate Matter (PM–10) from Highway Vehicles, 1970–2002	12–10
Table 12.10	Total National Emissions of Particulate Matter (PM–2.5), 1990–2002	12–11
Table 12.11	Emissions of Particulate Matter (PM–2.5) from Highway Vehicles, 1990–2002	12–12
Table 12.12	U.S. Tier 2 Emission Standards for Cars and Light Trucks Effective for 2004–2009 Model Years	12–13
Table 12.13	Light Vehicle Exhaust Emission Standards in Effect in 2009 when U.S. Tier 2 Standards are Final	12–14
Table 12.14	California Passenger Cars and Light Truck Emission Certification Standards for Model Years 2001–2006	12–15
APPENDIX A. SOURCES & METHODOLOGIES		A–1
APPENDIX B. CONVERSIONS		B–1
APPENDIX C. MAPS		C–1
GLOSSARY		G–1
INDEX		I–1

FOREWORD

Welcome to this 26th Edition of the Transportation Energy Data Book. Over half of these editions have been produced by Stacy Davis. DOE is grateful for her dedication and the skill she has brought to this effort.

I would like to bring to your attention some of the data that is new or of particular interest:

The U.S. share of world oil consumption reached its lowest value in 2006. The U.S. share of 24.2% is much lower than the share in 1970 of 31.4%. (Table 1.4)

The transportation share of U.S. energy use reached 28.4% in 2006 which is the highest share recorded since 1970. (Table 2.1)

New data on the fuel use of lawn and garden equipment are presented in Table 2.10; these data are from EPA's NONROAD2005 model.

The Energy Information Administration has not published new data on alternative fuels and alternative fuel vehicles in the last two years. (Tables 2.3, 6.1, and 6.2)

Due to more stringent data restrictions imposed by R.L. Polk, the latest number of vehicles by age that we are allowed to publish is 2001. (Tables 3.5 & 3.6)

The American Metals Market discontinued the survey which collected information on the average materials in a domestic car; therefore, the 2003 data are the latest available. (Table 4.14)

New data on the travel of heavy trucks less than two years old is presented in Figure 5.1.

The Census Bureau has discontinued the Vehicle Inventory and Use Survey; the 2002 data are therefore the latest data available. (Tables 5.4–5.9)

New data are presented on the additional driving cycles which will be used by the Environmental Protection Agency (EPA) beginning with model year 2008 to determine the fuel economy ratings for new vehicles. (Table 4.25 & Figures 4.5–4.7)

New data on daily travel of household vehicles are presented in Tables 8.11–8.13 and Figures 8.3–8.5.

The Department of Transportation has discontinued the National Household Travel Survey; therefore, the 2001 data are the latest data available. (Tables 8.5–8.13 & 8.17)

The EPA has not published new data from the National Emissions Inventory since the 2002 data; thus, Tables 12.1–12.11 remain unchanged.

The amount of data on hydrogen and hydrogen vehicles has been reduced in this edition of the book; we would like readers to use the newly available Hydrogen Data Book (hydrogen.pnl.gov/cocoon/morf/hydrogen/article/103) for up-to-date data and information in this area.

I hope you find value in this data book. We welcome suggestions on how to improve it. As you can see from the above, several data sources will no longer provide periodic updates. This is unfortunate.

Philip D. Patterson

ACKNOWLEDGMENTS

The authors would like to express their gratitude to the many individuals who assisted in the preparation of this document. First, we would like to thank Phil Patterson, Randy Steer, and the Energy Efficiency and Renewable Energy staff for their continued support of the Transportation Energy Data Book project. We would also like to thank Patricia Hu of Oak Ridge National Laboratory (ORNL) for her guidance and mentoring; Jamie Payne, ORNL, who designed the cover; and Bob Boundy, Roltek, Inc., who assisted with so many tasks we can't name them all. Finally, this book would not have been possible without the dedication of Debbie Bain, who masterfully prepared the manuscript.

ABSTRACT

The *Transportation Energy Data Book: Edition 26* is a statistical compendium prepared and published by Oak Ridge National Laboratory (ORNL) under contract with the Office of Planning, Budget Formulation, and Analysis, under the Energy Efficiency and Renewable Energy (EERE) program in the Department of Energy (DOE). Designed for use as a desk-top reference, the data book represents an assembly and display of statistics and information that characterize transportation activity, and presents data on other factors that influence transportation energy use. The purpose of this document is to present relevant statistical data in the form of tables and graphs. The latest editions of the Data Book are available to a larger audience via the Internet (cta.ornl.gov/data).

This edition of the Data Book has 12 chapters which focus on various aspects of the transportation industry. Chapter 1 focuses on petroleum; Chapter 2 – energy; Chapter 3 – highway vehicles; Chapter 4 – light vehicles; Chapter 5 – heavy vehicles; Chapter 6 – alternative fuel vehicles; Chapter 7 – fleet vehicles; Chapter 8 – household vehicles; and Chapter 9– nonhighway modes; Chapter 10 – transportation and the economy; Chapter 11 – greenhouse gas emissions; and Chapter 12 – criteria pollutant emissions. The sources used represent the latest available data. There are also three appendices which include detailed source information for some tables, measures of conversion, and the definition of Census divisions and regions. A glossary of terms and a title index are also included for the readers convenience.

INTRODUCTION

In January 1976, the Transportation Energy Conservation (TEC) Division of the Energy Research and Development Administration contracted with Oak Ridge National Laboratory (ORNL) to prepare a Transportation Energy Conservation Data Book to be used by TEC staff in their evaluation of current and proposed conservation strategies. The major purposes of the data book were to draw together, under one cover, transportation data from diverse sources, to resolve data conflicts and inconsistencies, and to produce a comprehensive document. The first edition of the TEC Data Book was published in October 1976. With the passage of the Department of Energy (DOE) Organization Act, the work being conducted by the former Transportation Energy Conservation Division fell under the purview of the DOE's Office of Transportation Programs, then to the Office of Transportation Technologies. DOE, through the Office of Transportation Technologies, has supported the compilation of Editions 3 through 21. In the most recent DOE organization, Editions 22 through 26 fall under the purview of the Office of Planning, Budget, and Analysis in the Office of Energy Efficiency and Renewable Energy.

Policymakers and analysts need to be well-informed about activity in the transportation sector. The organization and scope of the data book reflect the need for different kinds of information. For this reason, Edition 26 updates much of the same type of data that is found in previous editions.

In any attempt to compile a comprehensive set of statistics on transportation activity, numerous instances of inadequacies and inaccuracies in the basic data are encountered. Where such problems occur, estimates are developed by ORNL. To minimize the misuse of these statistics, an appendix (Appendix A) is included to document the estimation procedures. The attempt is to provide sufficient information for the conscientious user to evaluate the estimates and to form their own opinions as to their utility. Clearly, the accuracy of the estimates cannot exceed the accuracy of the primary data, an accuracy which in most instances is unknown. In cases where data accuracy is known or substantial errors are strongly suspected in the data, the reader is alerted. In all cases it should be recognized that the estimates are not precise.

The majority of the statistics contained in the data book are taken directly from published sources, although these data may be reformatted for presentation by ORNL. Consequently, neither ORNL nor DOE endorses the validity of these data.

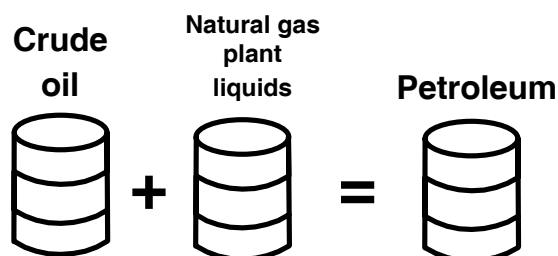
Chapter 1

Petroleum

Summary Statistics from Tables/Figures in this Chapter

Source																				
Table 1.3	World Petroleum Production, 2005 (million barrels per day)	81.27																		
	<i>U.S. Production (million barrels per day)</i>	6.83																		
	<i>U.S. Share</i>	8.4%																		
Table 1.4	World Petroleum Consumption, 2006 (million barrels per day)	85.01																		
	<i>U.S. Consumption (million barrels per day)</i>	20.59																		
	<i>U.S. Share</i>	24.2%																		
Figure 1.5	Average refinery yield, 2005	<table> <tr> <th></th><th>OECD Europe</th><th>North America</th></tr> <tr> <td><i>Gasoline</i></td><td>20.3%</td><td>41.6%</td></tr> <tr> <td><i>Diesel oil</i></td><td>36.6%</td><td>24.0%</td></tr> <tr> <td><i>Residual fuel</i></td><td>15.8%</td><td>6.3%</td></tr> <tr> <td><i>Kerosene</i></td><td>6.2%</td><td>8.3%</td></tr> <tr> <td><i>Other</i></td><td>21.1%</td><td>19.8%</td></tr> </table>		OECD Europe	North America	<i>Gasoline</i>	20.3%	41.6%	<i>Diesel oil</i>	36.6%	24.0%	<i>Residual fuel</i>	15.8%	6.3%	<i>Kerosene</i>	6.2%	8.3%	<i>Other</i>	21.1%	19.8%
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<i>Other</i>	21.1%	19.8%																		
Table 1.12	U.S. transportation petroleum use as a percent of U.S. petroleum production, 2006	203.4%																		
Table 1.12	Net imports as a percentage of U.S. petroleum consumption, 2006	59.6%																		
Table 1.13	Transportation share of U.S. petroleum consumption, 2006	68.0%																		

In this document, petroleum is defined as crude oil (including lease condensate) and natural gas plant liquids.



Although the world has consumed about 40% of estimated conventional oil resources, the total fossil fuel potential is huge. Methane hydrates—a potential source of natural gas—are included in the “additional occurrences” of unconventional natural gas, and constitute the largest resource.

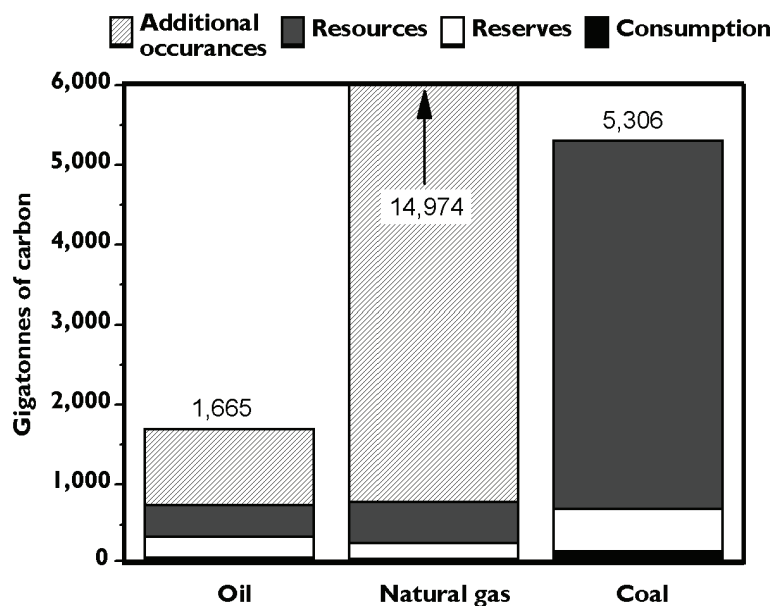
Table 1.1
World Fossil Fuel Potential
(gigatonnes of carbon)

	Consumption (1860–1998)	Reserves	Resources	Additional occurrences
<i>Oil</i>				
Conventional	97	120	121	0
Unconventional	6	102	305	914
<i>Natural Gas</i>				
Conventional	36	83	170	0
Unconventional	1	144	364	14,176 ^a
<i>Coal</i>	155	533	4,618	

Source:

Rogner, H.H., *World Energy Assessment: Energy and the Challenge of Sustainability, Part II*, Chapter 5, 2000, p. 149.

Figure 1.1. World Fossil Fuel Potential



Source:

See Table 1.1.

^a Data are not available.



In 2006, OPEC accounted for more than 40% of world oil production. Responding to low oil prices in early 2000, Mexico, Norway, Russia, and Oman joined OPEC in cutting production. This group of oil countries, referred to here as OPEC+, account for more than 60% of world oil production.

Table 1.2
World Crude Oil Production, 1960-2006^a
(million barrels per day)

Year	United States	U.S. share	Total OPEC ^b	OPEC share	OPEC + ^c	OPEC + ^c share	Total non-OPEC	Persian Gulf nations ^d	Persian Gulf ^d share	World
1960	7.04	33.5%	8.70	41.4%	12.25	58.3%	12.29	5.27	25.1%	20.99
1965	7.80	25.7%	14.35	47.3%	19.83	65.4%	15.98	8.37	27.6%	30.33
1970	9.64	21.0%	23.30	50.8%	31.12	67.8%	22.59	13.39	29.2%	45.89
1975	8.37	15.8%	26.77	50.7%	37.53	71.0%	26.06	18.93	35.8%	52.83
1980	8.60	14.4%	26.61	44.6%	41.07	68.9%	32.99	17.96	30.1%	59.60
1985	8.97	16.6%	16.18	30.0%	31.81	58.9%	37.80	9.63	17.8%	53.98
1986	8.68	15.4%	18.28	32.5%	34.05	60.6%	37.95	11.70	20.8%	56.23
1987	8.35	14.7%	18.52	32.7%	34.72	61.3%	38.15	12.10	21.4%	56.67
1988	8.14	13.9%	20.32	34.6%	36.66	62.4%	38.42	13.46	22.9%	58.74
1989	7.61	12.7%	22.07	36.9%	38.50	64.3%	37.79	14.84	24.8%	59.86
1990	7.36	12.2%	23.20	38.3%	39.12	64.6%	37.37	15.28	25.2%	60.57
1991	7.42	12.3%	23.27	38.6%	38.53	64.0%	36.94	14.74	24.5%	60.21
1992	7.17	11.9%	24.40	40.5%	37.67	62.6%	35.81	15.97	26.5%	60.21
1993	6.85	11.4%	25.12	41.7%	37.65	62.5%	35.12	16.71	27.7%	60.24
1994	6.66	10.9%	25.51	41.8%	37.67	61.8%	35.48	16.96	27.8%	60.99
1995	6.56	10.5%	26.00	41.7%	38.24	61.4%	36.33	17.21	27.6%	62.33
1996	6.46	10.1%	26.46	41.5%	39.15	61.5%	37.25	17.37	27.3%	63.71
1997	6.45	9.8%	27.71	42.2%	40.69	61.9%	37.98	18.10	27.6%	65.69
1998	6.25	9.3%	28.77	43.0%	41.61	62.2%	38.15	19.34	28.9%	66.92
1999	5.88	8.9%	27.58	41.9%	40.50	61.5%	38.27	18.67	28.4%	65.85
2000	5.82	8.5%	29.27	42.8%	42.93	62.8%	39.10	19.89	29.1%	68.37
2001	5.80	8.5%	28.34	41.7%	42.53	62.6%	39.64	19.10	28.1%	67.98
2002	5.75	8.6%	26.35	39.3%	40.97	61.2%	40.62	17.79	26.6%	66.98
2003	5.68	8.2%	27.82	40.2%	43.18	62.4%	41.42	19.06	27.5%	69.24
2004	5.42	7.5%	29.92	41.4%	45.81	63.4%	42.30	20.79	28.8%	72.22
2005	5.18	7.0%	31.16	42.3%	46.98	63.8%	42.50	21.50	29.2%	73.65
2006	5.14	7.0%	30.66	41.7%	45.66	62.2%	42.79	21.23	28.9%	73.45
<i>Average annual percentage change</i>										
1960–2006	-0.7%		2.8%		2.9%		2.7%	3.1%		2.8%
1970–2006	-1.7%		0.8%		1.1%		1.8%	1.3%		1.3%
1996–2006	-2.3%		1.5%		1.6%		1.7%	2.0%		1.4%

Source:

U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, March 2007, Washington, DC, 2007, Table 11.1a and 11.1b. (Additional resources: www.eia.doe.gov)

^a Includes lease condensate. Excludes natural gas plant liquids.

^b Organization of Petroleum Exporting Countries. See Glossary for membership.

^c OPEC+ includes all OPEC nations plus Russia, Mexico, Norway and Oman.

^d See Glossary for Persian Gulf Nations.



This table shows petroleum production, which includes both crude oil and natural gas plant liquids. The U.S. was responsible for 8.4% of the world's petroleum production in 2005, but only 7.0% of the world's crude oil production (Table 1.2).

Table 1.3
World Petroleum Production, 1973-2005^a
(million barrels per day)

Year	United States	U.S. share	Total OPEC ^b	OPEC share	Total non-OPEC	Non-OPEC share	Persian Gulf nations ^c	Persian Gulf ^c share	World
1973	10.95	18.7%	30.95	52.9%	27.51	47.1%	20.86	35.7%	58.47
1974	10.44	17.8%	30.70	52.5%	27.81	47.5%	21.41	36.6%	58.51
1975	10.00	18.0%	27.14	48.8%	28.48	51.2%	19.18	34.5%	55.62
1976	9.73	16.2%	30.77	51.1%	29.43	48.9%	21.80	36.2%	60.21
1977	9.86	15.7%	31.37	50.0%	31.32	50.0%	22.07	35.2%	62.69
1978	10.28	16.3%	30.03	47.5%	33.21	52.5%	21.02	33.2%	63.24
1979	10.13	15.4%	31.22	47.3%	37.74	52.7%	21.53	32.6%	65.96
1980	10.17	16.1%	27.34	43.4%	35.70	56.6%	18.49	29.3%	63.05
1981	10.18	17.0%	23.31	39.0%	36.41	61.0%	15.85	26.5%	59.71
1982	10.20	17.9%	19.62	34.4%	37.49	65.6%	12.77	22.4%	57.11
1983	10.25	18.0%	18.28	32.1%	38.62	67.9%	11.63	20.4%	56.90
1984	10.51	18.0%	18.31	31.4%	40.06	68.6%	11.38	19.5%	58.37
1985	10.58	18.3%	17.07	29.5%	40.86	70.5%	10.28	17.7%	57.93
1986	10.23	16.9%	19.25	31.9%	41.14	68.1%	12.40	20.5%	60.39
1987	9.95	16.3%	19.53	32.0%	41.44	68.0%	12.82	21.0%	60.97
1988	9.77	15.4%	21.40	33.8%	41.83	66.2%	14.27	22.6%	63.23
1989	9.16	14.2%	23.26	36.1%	41.12	63.9%	15.69	24.4%	64.37
1990	8.92	13.7%	24.48	37.5%	40.73	62.5%	16.21	24.9%	65.21
1991	9.08	14.0%	24.57	37.8%	40.46	62.2%	15.67	24.1%	65.03
1992	8.87	13.6%	25.76	39.5%	39.41	60.5%	16.97	26.0%	65.18
1993	8.59	13.1%	26.56	40.6%	38.86	59.4%	17.75	27.1%	65.42
1994	8.39	12.6%	27.23	40.9%	39.33	59.1%	18.28	27.5%	66.56
1995	8.32	12.2%	27.77	40.8%	40.31	59.2%	18.58	27.3%	67.08
1996	8.29	11.9%	28.23	40.6%	41.35	59.4%	18.72	26.9%	69.58
1997	8.27	11.5%	29.57	41.2%	42.13	58.8%	19.52	27.2%	71.70
1998	8.01	11.0%	30.70	42.0%	42.41	58.0%	20.83	28.5%	73.07
1999	7.73	10.7%	29.57	41.0%	42.64	59.0%	20.13	27.9%	71.21
2000	7.73	10.3%	31.37	41.8%	43.61	58.2%	21.41	28.6%	74.98
2001	7.67	10.2%	30.64	40.9%	44.23	59.1%	20.78	27.8%	74.88
2002	7.63	10.3%	28.75	38.9%	45.25	61.1%	19.55	26.4%	74.00
2003	7.40	9.7%	30.37	39.7%	46.20	60.3%	21.00	27.4%	76.57
2004	7.23	9.1%	32.62	40.9%	47.23	59.1%	22.85	28.6%	79.85
2005	6.83	8.4%	34.03	41.9%	47.24	58.1%	23.73	29.2%	81.27
<i>Average annual percentage change</i>									
1973-2005	-1.5%		0.3%		1.7%		0.4%		1.0%
1995-2005	-2.0%		2.1%		1.6%		2.5%		1.9%

Source:

U.S. Department of Energy, Energy Information Administration, *International Petroleum Monthly*, Tables 4.1 and 4.3. (Additional resources: www.eia.doe.gov)

^a Includes natural gas plant liquids, crude oil and lease condensate. Does not account for all inputs or refinery processing gain.

^b Organization of Petroleum Exporting Countries. See Glossary for membership.

^c See Glossary for Persian Gulf Nations.



The United States has accounted for approximately one-quarter of the world's petroleum consumption for the last two decades.

Table 1.4
World Petroleum Consumption, 1960–2006
 (million barrels per day)

Year	United States	U.S. share	Total OECD ^a	Total non-OECD	World
1960	9.80	45.9%	15.78	5.56	21.34
1965	11.51	37.0%	22.81	8.33	31.14
1970	14.70	31.4%	34.69	12.12	46.81
1975	16.32	29.0%	39.14	17.06	56.20
1976	17.46	29.3%	41.72	17.95	59.67
1977	18.43	29.8%	42.78	19.05	61.83
1978	18.85	29.4%	43.98	20.18	64.16
1979	18.51	28.4%	44.39	20.84	65.22
1980	17.06	27.0%	41.76	21.35	63.11
1981	16.06	26.4%	39.49	21.45	60.94
1982	15.30	25.7%	37.77	21.78	59.54
1983	15.23	25.9%	36.91	21.87	58.78
1984	15.73	26.3%	37.69	22.12	59.82
1985	15.73	26.2%	37.48	22.60	60.09
1986	16.28	26.3%	38.60	23.21	61.81
1987	16.67	26.4%	39.34	23.75	63.10
1988	17.28	26.6%	40.65	24.31	64.97
1989	17.33	26.2%	41.33	24.75	66.08
1990	16.99	25.5%	41.52	25.03	66.55
1991	16.71	24.9%	41.93	25.20	67.13
1992	17.03	25.3%	42.95	24.41	67.36
1993	17.24	25.6%	43.26	24.20	67.46
1994	17.72	25.8%	44.43	24.34	68.77
1995	17.73	25.3%	44.82	25.16	69.98
1996	18.31	25.6%	45.90	25.64	71.54
1997	18.62	25.4%	46.65	26.65	73.29
1998	18.92	25.6%	46.82	27.13	73.95
1999	19.52	25.8%	47.74	27.85	75.60
2000	19.70	25.7%	47.84	28.78	76.62
2001	19.65	25.4%	47.92	29.49	77.41
2002	19.76	25.3%	47.88	30.21	78.08
2003	20.03	25.1%	48.60	31.14	79.74
2004	20.73	25.1%	49.35	33.09	82.44
2005	20.80	24.8%	49.08	34.42	84.04
2006	20.59	24.2%	49.08	35.93	85.01
<i>Average annual percentage change</i>					
1960–2006	1.6%		2.5%	4.1%	3.1%
1970–2006	0.9%		1.0%	3.1%	1.7%
1996–2006	1.2%		0.7%	3.4%	1.7%

Source:

U.S. Department of Energy, Energy Information Administration, *International Petroleum Monthly*, March 2007. (Additional resources: www.eia.doe.gov)

^a Organization for Economic Cooperation and Development. See Glossary for membership.



Figure 1.2. World Oil Reserves, Production and Consumption, 2005

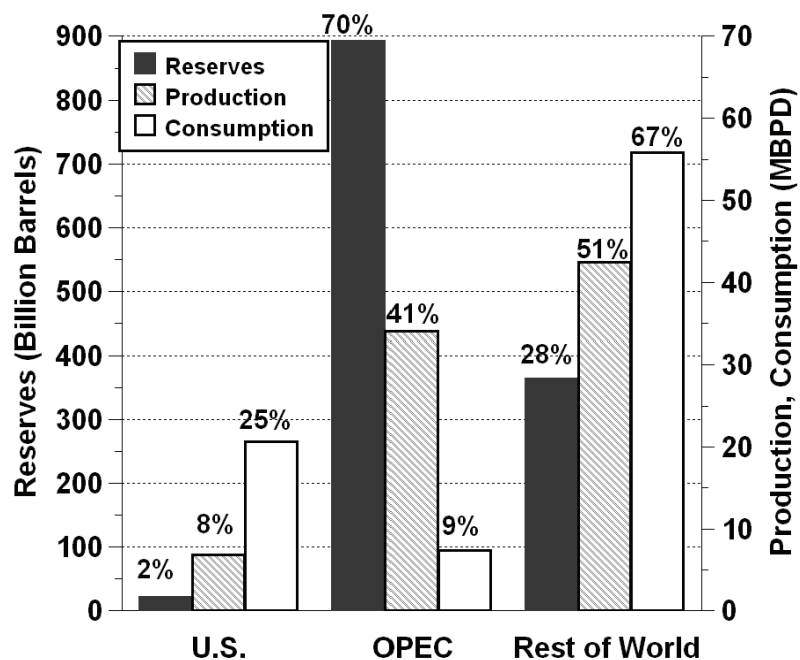


Table 1.5
World Oil Reserves, Production and Consumption, 2005

	Crude oil reserves (billion barrels)	Reserve share	Petroleum production (million barrels per day)	Production share	Petroleum consumption (million barrels per day)	Consumption share
U.S.	21.4	2%	6.8	8%	20.7	25%
OPEC	892.3	70%	34.0	41%	7.4	9%
Rest of world	363.5	28%	42.4	51%	55.8	67%

Sources:Reserves – Energy Information Administration, *International Energy Annual 2004*, Table 8.1.Production – Energy Information Administration, *International Petroleum Monthly*, July 2006, Tables 4.1a – 4.1c and 4.3Consumption – Energy Information Administration, *International Energy Annual*, May 2006, Table 1.2.OPEC consumption (2004 data) – Energy Information Administration, *International Energy Annual 2004*, Table 1.2. (Additional resources: www.eia.doe.gov)

Note: Total consumption is higher than total production due to refinery gains including alcohol and liquid products produced from coal and other sources. OPEC countries include Venezuela, Iran, Iraq, Kuwait, Qatar, Saudi Arabia, United Arab Emirates, Algeria, Libya, Nigeria, Indonesia, Gabon, and Ecuador. OPEC consumption data are for 2004.



Figure 1.3. World Natural Gas Reserves, Production, and Consumption, 2004

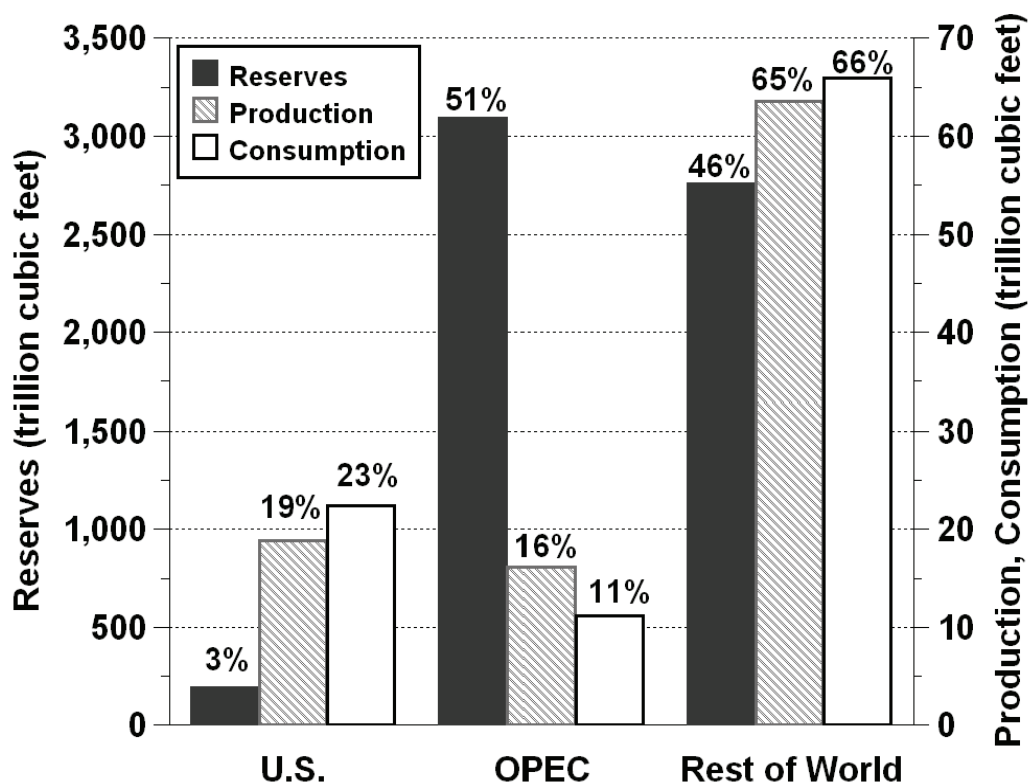


Table 1.6
World Natural Gas Reserves, Production and Consumption, 2004
(trillion cubic feet)

	Natural gas reserves	Reserve share	Natural gas production	Production share	Natural gas consumption	Consumption share
U.S.	192.5	3%	18.8	19%	22.4	23%
OPEC	3,093.9	51%	16.2	16%	11.2	11%
Rest of world	2,757.2	46%	63.6	65%	66.0	66%

Source:

Energy Information Administration, *International Energy Annual 2004*, May 2006, Tables 1.3, 2.4 and 8.1.
(Additional resources: www.eia.doe.gov)

Note: Reserves as of January 1, 2005. Production data are dry gas production.



The share of petroleum imported to the U.S. can be calculated using total imports or net imports. Net imports, which is the preferred data, rose to 50% of U.S. petroleum consumption for the first time in 1998, while total imports reached 50% for the first time in 1993. OPEC share of net imports has been below 50% since 1993, and the Persian Gulf share in 2006 is the lowest since 1988.

Table 1.7
U.S. Petroleum Imports by World Region of Origin, 1960–2006
(million barrels per day)

Year	Net OPEC ^a imports	Net OPEC share	Net Persian Gulf nation ^b imports	Net Persian Gulf share	Net imports	Net imports as a share of U.S. consumption	Total imports
1960	1.31	81.3%	c	c	1.61	c	1.82
1965	1.48	64.7%	c	c	2.28	c	2.47
1970	1.34	42.5%	c	c	3.16	c	3.42
1975	3.60	59.5%	c	c	5.85	35.8%	6.06
1980	4.30	62.2%	c	c	6.36	37.3%	6.91
1981	3.32	55.4%	1.22	20.3%	5.40	33.6%	6.00
1982	2.15	42.0%	0.70	13.5%	4.30	28.1%	5.11
1983	1.86	36.9%	0.44	8.7%	4.31	28.2%	5.05
1984	2.05	37.7%	0.51	9.1%	4.72	29.9%	5.44
1985	1.83	36.1%	0.31	6.1%	4.29	27.3%	5.07
1986	2.84	45.6%	0.91	14.6%	5.44	33.4%	6.22
1987	3.06	45.8%	1.08	16.0%	5.91	35.4%	6.68
1988	3.52	47.6%	1.54	20.6%	6.59	38.0%	7.40
1989	4.14	51.4%	1.86	23.0%	7.20	41.3%	8.06
1990	4.30	53.6%	1.97	24.4%	7.16	42.2%	8.02
1991	4.09	53.7%	1.84	23.9%	6.63	38.9%	7.63
1992	4.09	51.9%	1.78	22.4%	6.94	40.9%	7.89
1993	4.27	49.6%	1.78	20.5%	7.62	44.9%	8.62
1994	4.25	47.2%	1.73	19.1%	8.05	45.7%	9.00
1995	4.00	45.3%	1.57	17.8%	7.89	44.5%	8.83
1996	4.21	44.4%	1.60	16.9%	8.50	46.4%	9.48
1997	4.57	45.0%	1.75	17.3%	9.16	49.2%	10.16
1998	4.91	45.8%	2.14	19.9%	9.76	51.6%	10.71
1999	4.95	45.6%	2.46	22.7%	9.91	50.8%	10.85
2000	5.20	45.4%	2.49	21.7%	10.42	52.9%	11.46
2001	5.53	46.6%	2.76	23.3%	10.90	55.5%	11.87
2002	4.61	39.9%	2.27	19.7%	10.55	53.4%	11.53
2003	5.16	42.1%	2.50	20.4%	11.24	56.1%	12.26
2004	5.70	43.4%	2.49	19.0%	12.10	58.4%	13.15
2005	5.59	40.7%	2.33	17.0%	12.55	60.3%	13.71
2006	5.50	40.4%	2.21	16.2%	12.28	59.6%	13.61
<i>Average annual percentage change</i>							
1960–2006	3.2%		c		4.5%		4.5%
1970–2006	4.0%		c		3.8%		3.9%
1996–2006	2.7%		3.3%		3.7%		3.7%

Source:

U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, Washington, DC, March 2007, Table 1.7. Consumption: *Transportation Energy Databook*, Table 1.13.

^a Organization of Petroleum Exporting Countries. See Glossary for membership.

^b See Glossary for Persian Gulf Nations.

^c Data are not available.



The Costs of Oil Dependence

In the *Costs of Oil Dependence: A 2000 Update*, authors Greene and Tishchishyna indicate that the oil market upheavals caused by the OPEC cartel over the last 30 years have cost the U.S. in the vicinity of \$7 trillion (present value 1998 dollars) in total economic costs, which is about as large as the sum total of payment on the national debt over the same period.

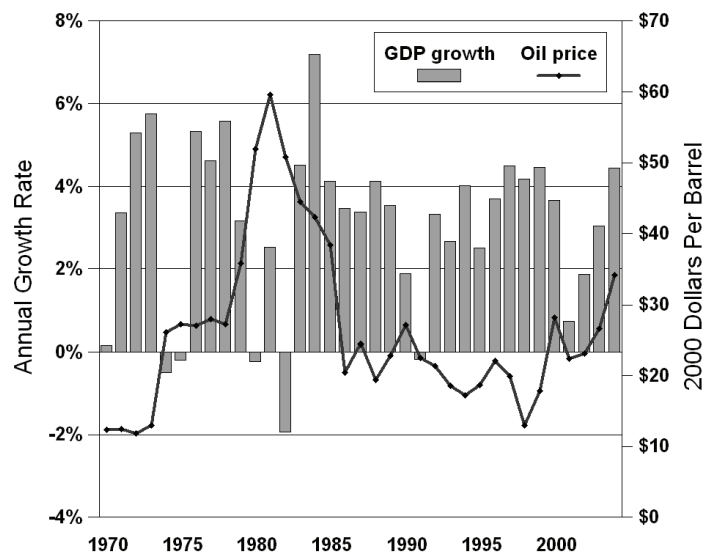
Oil dependence is the product of (1) a noncompetitive world oil market strongly influenced by the OPEC cartel, (2) high levels of U.S. oil imports, (3) oil's critical role in the U.S. economy, and (4) the absence of economical and readily available substitutes for oil. Transportation is key to the problem because transportation vehicles account for 68% of U.S. oil consumption and nearly all of the high-value light products that drive the market.

Oil consuming economies incur three types of costs when monopoly power is used to raise prices above competitive market levels:

- *Loss of potential gross domestic product (GDP)* - the economy's ability to produce is reduced because a key factor of production is more expensive;
- *Macroeconomic Adjustment Costs* - sudden changes in oil prices increase unemployment, further reducing economic output; and
- *Transfer of Wealth* - some of the wealth of oil consuming states is appropriated by foreign oil producers.

Major oil price shocks have disrupted world energy markets four times in the past 30 years (1973-74, 1979-80, 1990-91, 1999-2000). Each of the first three oil price shocks was followed by an economic recession in the U.S.

Figure 1.4. Oil Price and Economic Growth, 1970–2004



Source:

Greene, D.L. and N. I. Tishchishyna, *Costs of Oil Dependence: A 2000 Update*, Oak Ridge National Laboratory, ORNL/TM-2000/152, Oak Ridge, TN, 2000, and data updates, 2007. (Additional resources: www-cta.ornl.gov/publications)



Estimates of military expenditures for defending oil supplies in the Middle East range from \$6 to \$60 billion per year. This wide range in estimates reflects the difficulty in assigning a precise figure to the military cost of defending the U.S. interests in the Middle East. The two main reasons for the difficulty are 1) the Department of Defense does not divide the budget into regional defense sectors and 2) it is difficult to determine how much of the cost is attributable to defending Persian Gulf oil. The latest study, done by the National Defense Council Foundation, puts a price of \$49 billion dollars/year for the defense of oil.

Table 1.8
Summary of Military Expenditures for Defending Oil Supplies from the Middle East

Source	Original estimates (billion dollars)	Year of original estimate
General Accounting Office [1]	\$33	1990
Congressional Research Service [2]	\$6.4	1990
Greene and Leiby [3]	\$14.3	1990
Kaufmann and Steinbruner [4]	\$64.5	1990
Ravenal [5]	\$50	1992
Delucchi and Murphy ^a [6]	\$20–40	1996
National Defense Council Foundation [7]	\$49.1	2003

- [1] U.S. General Accounting Offices, *Southwest Asia: Cost of Protecting U.S. Interests*, GAO/NSIAD-91-250, Washington, DC, August 1991.
- [2] Congressional Research Service, *The External Costs of Oil Used in Transportation*, prepared for the U.S. Alternative Fuels Council, Washington, DC, June 1992.
- [3] Greene, D.L., and P. Leiby, *The Social Costs to the U.S. of Monopolization of the World Oil Market, 1972-1991*, ORNL-6744, Oak Ridge National Laboratory, Oak Ridge, TN, March 1993.
- [4] Kaufmann, W.W., and J.D. Steinbruner, *Decisions for Defense: Prospects for a New Order*, The Brookings Institution, Washington, DC, 1991.
- [5] Ravenal, E.C., *Designing Defense for a New World Order: The Military Budget in 1992 and Beyond*, Cato Institute, Washington, DC, 1991.
- [6] Delucchi, M.A., and J. Murphy, *U.S. Military Expenditures to Protect the Use of Persian-Gulf Oil for Motor Vehicles*, UCD-ITS-RR-96-3 (15), University of California, Davis, California, April 1996.
- [7] Copulas, Milton R., *America's Achilles Heel – The Hidden Costs of Imported Oil*, National Defense Council Foundation, Washington, DC, October 2003.

Source:

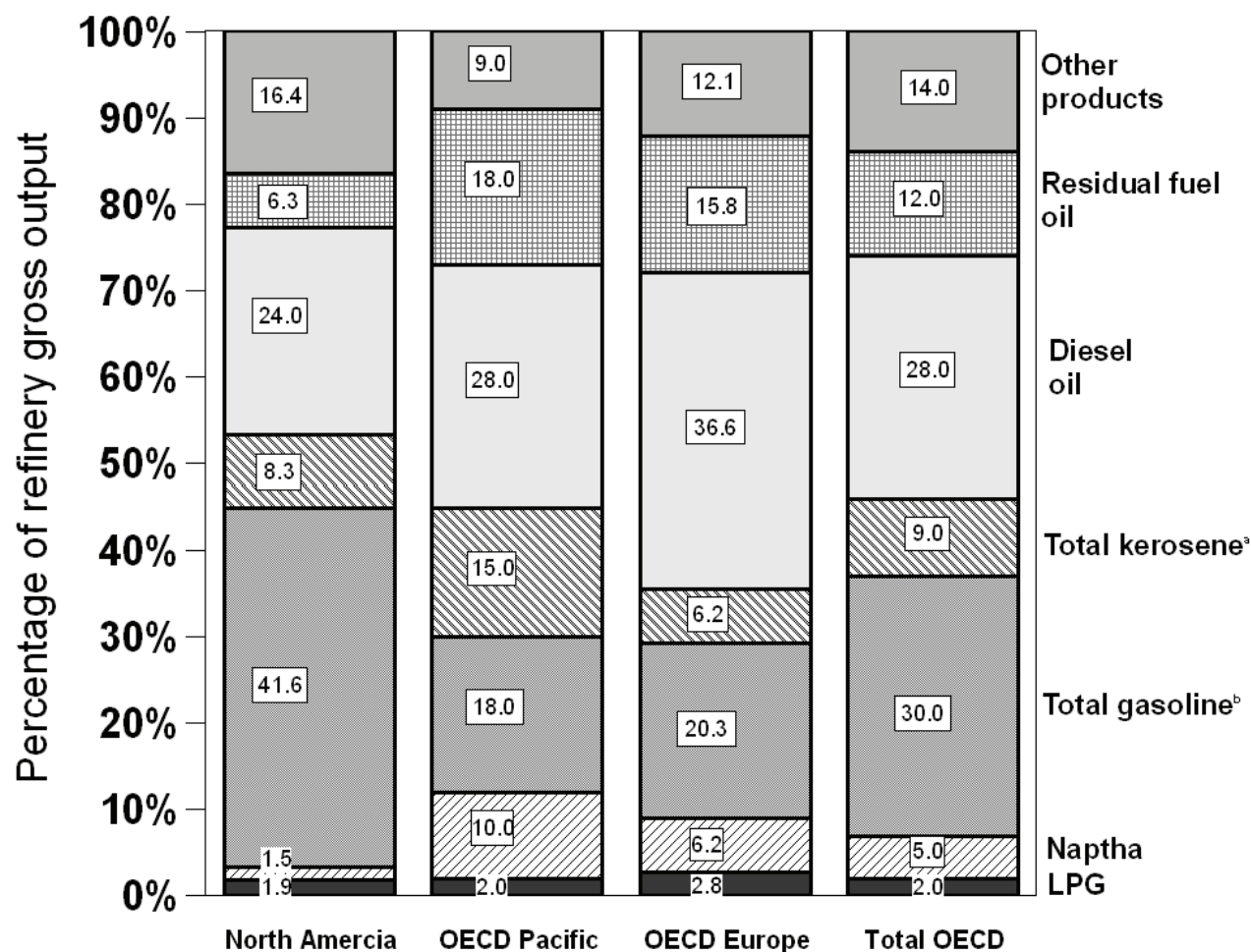
Hu, P.S., "Estimates of 1996 U.S. Military Expenditures on Defending Oil Supplies from the Middle East: A Literature Review," Oak Ridge National Laboratory, Oak Ridge, TN, March 1996.

^a Annual cost to defend all U.S. interests in the Persian Gulf.



Other parts of the world refine crude oil to produce more diesel fuel and less gasoline than does North America. The OECD Pacific countries produce the lowest share of gasoline.

Figure 1.5. Refinery Gross Output by World Region, 2005



Source:

International Energy Agency, *Monthly Oil Survey*, May 2006, Paris, France, Table 7.

(Additional resources: www.iea.org)

^a Includes jet kerosene and other kerosene.

^b Includes motor gasoline, jet gasoline, and aviation gasoline.

^c Organization for Economic Cooperation and Development. See Glossary for membership.



Oxygenate refinery input increased significantly in 1995, most certainly due to the Clean Air Act Amendments of 1990 which mandated the sale of reformulated gasoline in certain areas beginning in January 1995. The use of MTBE is declining in recent years due to some states banning the additive. The other hydrocarbons and liquids category includes unfinished oils, motor gasoline blending components and aviation gasoline blending components. In 2005 the gasoline blending components rose significantly.

Table 1.9
U.S. Refinery Input of Crude Oil and Petroleum Products, 1987–2005
(thousand barrels)

Year	Crude oil	Natural gas liquids	Oxygenates			Other hydrocarbons & liquids	Total input to refineries
			Fuel ethanol	MTBE ^a	Other oxygenates ^b		
1987	4,691,783	280,889	c	c	d	132,720	5,105,392
1988	4,848,175	304,566	c	c	d	105,645	5,258,386
1989	4,891,381	182,109	c	c	d	223,797	5,297,287
1990	4,894,379	170,589	c	c	d	260,108	5,325,076
1991	4,855,016	172,306	c	c	d	280,265	5,307,587
1992	4,908,603	171,701	c	c	d	272,676	5,352,980
1993	4,968,641	179,213	3,351	49,393	1,866	280,074	5,482,538
1994	5,061,111	169,868	3,620	52,937	1,918	193,808	5,483,262
1995	5,100,317	172,026	9,055	79,396	4,122	190,411	5,555,327
1996	5,195,265	164,552	11,156	79,407	3,570	214,282	5,668,232
1997	5,351,466	151,769	11,803	86,240	4,246	201,268	5,806,792
1998	5,434,383	146,921	11,722	89,362	4,038	206,135	5,892,561
1999	5,403,450	135,756	13,735	94,784	4,147	225,779	5,877,651
2000	5,514,395	138,921	15,268	90,288	4,005	201,135	5,964,012
2001	5,521,637	156,479	16,929	87,116	4,544	192,632	5,979,337
2002	5,455,530	155,429	26,320	90,291	2,338	224,567	5,955,475
2003	5,585,875	152,763	55,626	67,592	1,937	163,459	6,027,252
2004	5,663,861	154,356	74,095	47,600	940	194,203	6,135,055
2005	5,555,332	161,037	84,088	39,751	612	295,064	6,135,884
<i>Average annual percentage change</i>							
1987–2005	0.9%	-3.0%	d	d	d	4.5%	1.0%
1995–2005	0.9%	-0.7%	25.0%	-6.7%	-17.4%	4.5%	1.0%

Source:

U.S. Department of Energy, Energy Information Administration, *Petroleum Supply Annual, 2005*, Vol. 1, June 2006, Table 15, and annual. (Additional resources: www.eia.doe.gov)

^a Methyl tertiary butyl ether (MTBE).

^b Includes methanol and other oxygenates.

^c Reported in “Other” category in this year.

^d Data are not available.



When crude oil and other hydrocarbons are processed into products that are, on average, less dense than the input, a processing volume gain occurs. Due to this gain, the product yield from a barrel of crude oil is more than 100%. The processing volume gain has been growing over the years.

Table 1.10
Refinery Yield of Petroleum Products from a Barrel of Crude Oil, 1978–2005
(percentage)

Year	Motor gasoline	Distillate fuel oil	Jet fuel	Liquified petroleum gas	Other ^a	Total ^b
1978	44.1	21.4	6.6	2.3	29.6	104.0
1979	43.0	21.5	6.9	2.3	30.3	104.0
1980	44.5	19.7	7.4	2.4	30.0	104.0
1981	44.8	20.5	7.6	2.4	28.7	104.0
1982	46.4	21.5	8.1	2.2	26.2	104.4
1983	47.6	20.5	8.5	2.7	24.8	104.1
1984	46.7	21.5	9.1	2.9	24.2	104.4
1985	45.6	21.6	9.6	3.1	24.6	104.5
1986	45.7	21.2	9.8	3.2	24.8	104.7
1987	46.4	20.5	10.0	3.4	24.5	104.8
1988	46.0	20.8	10.0	3.6	24.4	104.8
1989	45.7	20.8	10.1	4.0	24.2	104.8
1990	45.6	20.9	10.7	3.6	24.1	104.9
1991	45.7	21.3	10.3	3.8	24.1	105.2
1992	46.0	21.2	9.9	4.3	24.0	105.4
1993	46.1	21.9	10.0	4.1	23.3	105.4
1994	45.5	22.3	10.1	4.2	23.2	105.3
1995	46.4	21.8	9.7	4.5	22.9	105.3
1996	45.7	22.7	10.4	4.5	22.4	105.7
1997	45.7	22.5	10.3	4.6	22.5	105.6
1998	46.2	22.3	10.4	4.4	22.5	105.8
1999	46.5	22.3	10.2	4.5	22.3	105.8
2000	46.2	23.1	10.3	4.5	22.0	106.1
2001	46.2	23.8	9.8	4.3	21.7	105.8
2002	47.3	23.2	9.8	4.3	21.5	106.1
2003	46.9	23.7	9.5	4.2	22.1	106.4
2004	46.8	23.9	9.7	4.0	22.2	106.6
2005	46.2	25.0	9.8	3.6	21.6	106.2

Source:

Department of Energy, Energy Information Administration, *Petroleum Supply Annual 2005*, Vol. 1, October 2006, Table 21 and annual. (Additional resources: www.eia.doe.gov)

^a Includes aviation gasoline (0.1%), kerosene (0.4%), residential fuel oil (4.1%), naphtha and other oils for petrochemical feedstock use (2.9%), special naphthas (0.3%), lubricants (1.1%), waxes (0.1%), petroleum coke (5.2%) asphalt and road oil (3.2%), still gas (4.4%), and miscellaneous products (0.4%).

^b Products sum greater than 100% due to processing gain. The processing gain for years 1978 to 1980 is assumed to be 4 percent.



Most of the petroleum imported by the United States is in the form of crude oil. The U.S. does export small amounts of petroleum, mainly refined petroleum products which go to Canada and Mexico.

Table 1.11
United States Petroleum Production, Imports and Exports, 1950–2006
 (million barrels per day)

	Domestic Production			Net Imports			Exports		
	Crude oil	Natural gas plant liquids	Total ^a	Crude oil	Petroleum products	Total	Crude oil	Petroleum products	Total
1950	5.41	0.50	5.91	0.49	0.22	0.85	0.10	0.21	0.31
1955	6.81	0.77	7.58	0.78	0.46	1.23	0.03	0.34	0.37
1960	7.05	0.93	7.98	1.02	0.80	1.82	0.01	0.19	0.20
1965	7.80	1.21	9.01	1.24	1.23	2.47	0.00	0.18	0.19
1970	9.64	1.66	11.30	1.32	2.10	3.42	0.01	0.25	0.26
1975	8.38	1.63	10.01	4.11	1.95	6.06	0.01	0.20	0.21
1980	8.60	1.57	10.17	5.26	1.65	6.91	0.29	0.26	0.54
1981	8.57	1.61	10.18	4.40	1.60	6.00	0.23	0.37	0.60
1982	8.65	1.55	10.20	3.49	1.63	5.11	0.24	0.58	0.82
1983	8.69	1.56	10.25	3.33	1.72	5.05	0.16	0.58	0.74
1984	8.90	1.63	10.53	3.43	2.01	5.44	0.18	0.54	0.72
1985	8.97	1.61	10.58	3.20	1.87	5.07	0.20	0.58	0.78
1986	8.68	1.55	10.23	4.18	2.05	6.22	0.15	0.63	0.79
1987	8.35	1.60	9.95	4.67	2.00	6.68	0.15	0.61	0.76
1988	8.16	1.63	9.97	5.11	2.30	7.40	0.16	0.66	0.82
1989	7.61	1.55	9.16	5.84	2.22	8.06	0.14	0.72	0.86
1990	7.36	1.56	8.91	5.89	2.12	8.02	0.11	0.75	0.86
1991	7.42	1.66	9.08	5.78	1.84	7.63	0.12	0.88	1.00
1992	7.18	1.70	8.88	6.08	1.81	7.89	0.09	0.86	0.95
1993	6.85	1.74	8.59	6.79	1.83	8.62	0.10	0.90	1.00
1994	6.66	1.73	8.39	7.06	1.93	9.00	0.10	0.84	0.94
1995	6.56	1.76	8.32	7.23	1.61	8.84	0.09	0.86	0.95
1996	6.47	1.83	8.30	7.51	1.97	9.48	0.11	0.87	0.98
1997	6.45	1.82	8.27	8.23	1.94	10.16	0.11	0.90	1.00
1998	6.25	1.76	8.01	8.71	2.00	10.71	0.11	0.84	0.95
1999	5.88	1.85	7.73	8.73	2.12	10.85	0.12	0.82	0.94
2000	5.82	1.91	7.73	9.07	2.39	11.46	0.05	0.99	1.04
2001	5.80	1.87	7.67	9.33	2.54	11.87	0.02	0.95	0.97
2002	5.75	1.88	7.63	9.14	2.39	11.53	0.01	0.98	0.98
2003	5.68	1.72	7.40	9.67	2.60	12.26	0.01	1.01	1.03
2004	5.42	1.81	7.23	10.09	3.06	13.15	0.03	1.02	1.05
2005	5.18	1.71	6.90	10.13	3.59	13.71	0.03	1.13	1.17
2006	5.14	1.74	6.87	10.10	3.52	13.61	0.03	1.31	1.33
<i>Average annual percentage change</i>									
1950–2006	0.1%	2.3%	0.3%	5.6%	5.1%	5.1%	-2.1%	3.3%	2.6%
1970–2006	-1.7%	0.1%	-1.4%	5.8%	1.4%	3.9%	3.1%	4.7%	4.6%
1996–2006	-2.3%	-0.5%	-1.9%	3.0%	6.0%	3.7%	-12.2%	4.2%	3.1%

Source:

U.S. Department of Energy, Energy Information Administration, *Annual Energy Review 2005*, July 2006, Tables 5.3 and 5.5 and *Monthly Energy Review*, March 2007, Tables 3.1a and 3.1b.

^a Total domestic production includes crude oil, natural gas plant liquids and small amounts of other liquids.



The U.S. share of the world's petroleum consumption is approximately one-quarter. The U.S. relies heavily on imported petroleum. Imports accounted for over 59% of U.S. petroleum consumption in 2006.

Table 1.12
Petroleum Production and Consumption and Some Important Percent Shares, 1950–2006

	Domestic petroleum production ^a	Net petroleum imports	Transportation petroleum consumption	U.S. petroleum consumption	World petroleum consumption	Net imports as a share of U.S. consumption	U.S. petroleum consumption as a share of world consumption	Transportation petroleum use as a share of domestic production
	(million barrels per day)							
1950	5.91	0.55	3.36	6.46	^b	8.4%	^b	56.8%
1955	7.58	0.88	4.46	8.46	^b	10.4%	^b	58.8%
1960	7.99	1.62	5.15	9.82	21.34	16.5%	46.0%	64.5%
1965	9.01	2.28	6.04	11.51	31.14	19.8%	37.0%	67.0%
1970	11.30	3.16	7.78	14.70	46.81	21.5%	31.4%	68.9%
1975	10.01	5.85	8.95	16.32	56.20	35.8%	29.0%	89.4%
1980	10.17	6.36	9.57	17.06	63.11	37.3%	27.0%	94.1%
1981	10.18	5.40	9.49	16.06	60.94	33.6%	26.3%	93.2%
1982	10.20	4.30	9.31	15.30	59.54	28.1%	25.7%	91.2%
1983	10.25	4.31	9.41	15.23	58.78	28.3%	25.9%	91.8%
1984	10.51	4.72	9.71	15.73	59.82	30.0%	26.3%	92.4%
1985	10.58	4.29	9.84	15.73	60.09	27.3%	26.2%	93.0%
1986	10.23	5.44	10.19	16.28	61.81	33.4%	26.3%	99.6%
1987	9.94	5.91	10.50	16.67	63.10	35.5%	26.4%	105.7%
1988	9.76	6.59	10.87	17.28	64.97	38.1%	26.6%	111.4%
1989	9.16	7.20	10.93	17.33	66.08	41.6%	26.2%	119.3%
1990	8.91	7.16	10.88	16.99	66.55	42.2%	25.5%	122.1%
1991	9.08	6.63	10.76	16.71	67.13	39.6%	24.9%	118.5%
1992	8.87	6.94	10.91	17.03	67.36	40.8%	25.3%	123.0%
1993	8.58	7.62	11.10	17.24	67.46	44.2%	25.6%	129.3%
1994	8.39	8.05	11.14	17.72	68.77	45.5%	25.8%	132.7%
1995	8.32	7.89	11.66	17.73	68.91	44.5%	25.7%	140.2%
1996	8.30	8.50	11.95	18.31	71.52	46.4%	25.6%	144.0%
1997	8.27	9.16	12.10	18.62	73.33	49.2%	25.4%	146.3%
1998	8.01	9.76	12.42	18.92	73.99	51.6%	25.6%	155.0%
1999	7.73	9.91	12.77	19.52	75.67	50.8%	25.8%	165.2%
2000	7.73	10.42	13.04	19.70	76.69	52.9%	25.7%	168.7%
2001	7.67	10.90	12.94	19.65	77.46	55.5%	25.4%	168.7%
2002	7.63	10.55	13.21	19.76	78.15	53.4%	25.3%	173.1%
2003	7.40	11.24	13.32	20.03	79.79	56.1%	25.1%	180.0%
2004	7.23	12.10	13.75	20.73	82.60	58.4%	25.1%	190.2%
2005	6.89	12.55	13.94	20.80	^b	60.3%	^b	202.4%
2006	6.87	12.28	13.97	20.59	^b	59.6%	^b	203.4%
<i>Average annual percentage change</i>								
1950–2006	0.3%	5.7%	2.6%	2.1%	^b			
1970–2006	-1.4%	3.8%	1.6%	0.9%	1.6% ^c			
1996–2006	-1.9%	3.7%	1.6%	1.2%	1.5% ^c			

Sources:

U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, March 2007, Tables 1.7, 2.5, 3.1a, 3.1b, and A3. (Pre-1973 data from the *Annual Energy Review*). World petroleum consumption - U.S. Department of Energy, Energy Information Administration, *International Energy Annual 2004*, July 2006, Table 1.1, and annual. (Additional resources: www.eia.doe.gov)

^a Total domestic production includes crude oil, natural gas plant liquids and small amounts of other liquids.

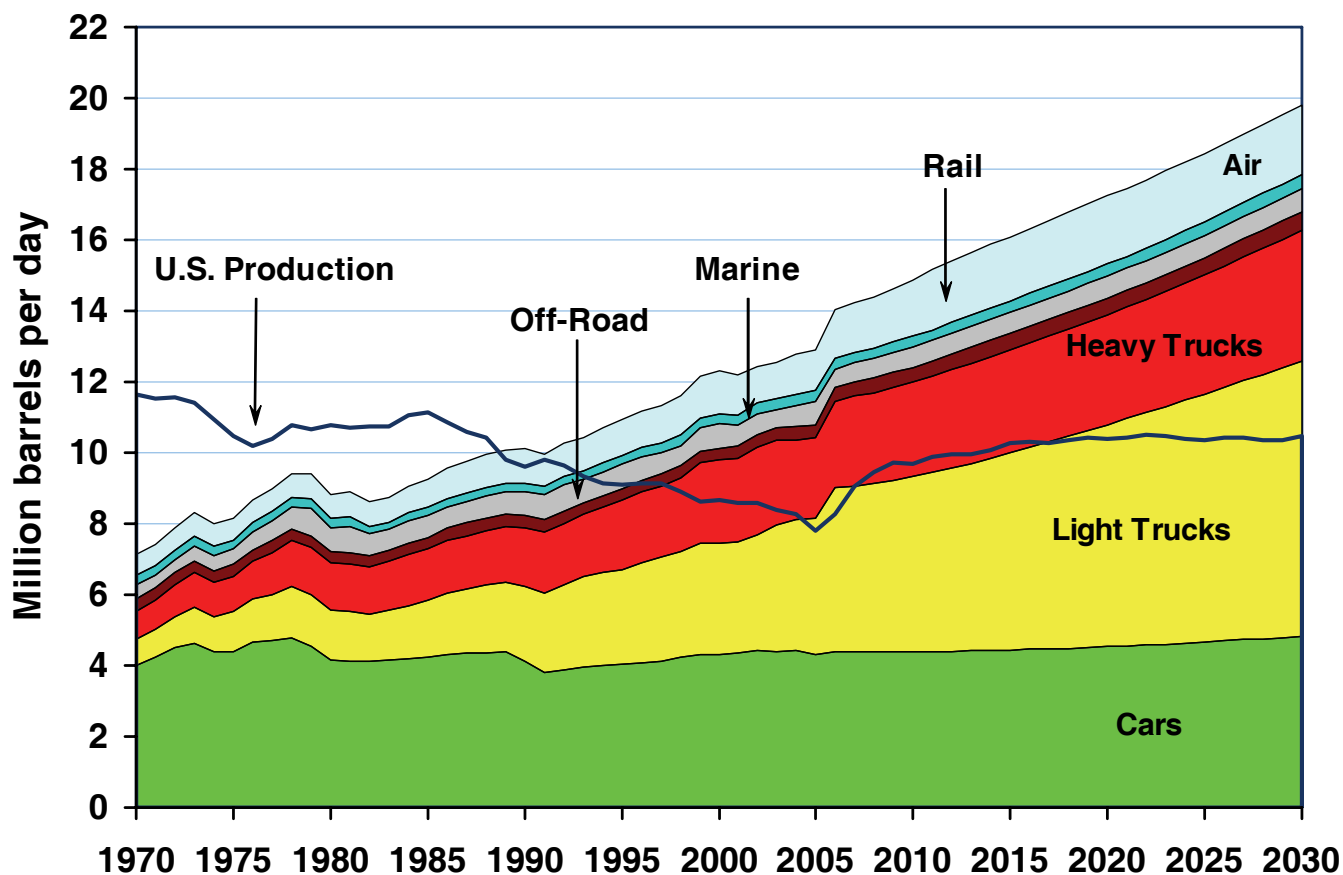
^b Data are not available.

^c Average annual percentage change is to the latest year possible.



The transportation oil gap is the difference between the amount of petroleum the U.S. produces and the amount of petroleum used by the transportation sector. This gap has been getting wider not only due to increasing transportation demand, but also due to decreasing U.S. petroleum production.

Figure 1.6. United States Petroleum Production and Consumption, 1970–2030



Source:

See Tables 1.12 and 2.6. Projections are from the Energy Information Administration, *Annual Energy Outlook 2007*, February 2007.

Notes:

- The sharp increase in values between 2005 and 2006 are caused by the data change from historical to projected values.
- Petroleum production includes crude oil, natural gas plant liquids, refinery gains and other inputs, which include liquids from gas, liquids from coal, and alcohols, ethers, petroleum product stock withdrawals, domestic sources of blending components, other hydrocarbons, and natural gas converted to liquid fuel.



Transportation accounts for about two-thirds of the U.S. petroleum use. Total petroleum consumption has been more than 20 million barrels per day since 2003.

Table 1.13
Consumption of Petroleum by End-Use Sector, 1973–2006
 (million barrels per day)

Year	Transportation	Percentage	Residential	Commercial	Industrial	Electric utilities	Total
1973	9.05	52.3%	1.49	0.75	4.48	1.54	17.31
1974	8.84	53.1%	1.36	0.68	4.30	1.48	16.65
1975	8.95	54.8%	1.32	0.63	4.04	1.39	16.32
1976	9.40	53.7%	1.43	0.70	4.46	1.52	17.51
1977	9.76	53.0%	1.42	0.72	4.82	1.71	18.43
1978	10.16	53.9%	1.38	0.69	4.87	1.75	18.85
1979	10.01	54.0%	1.09	0.63	5.34	1.44	18.51
1980	9.57	56.0%	0.91	0.61	4.86	1.15	17.10
1981	9.49	59.1%	0.81	0.52	4.27	0.96	16.06
1982	9.31	60.9%	0.76	0.48	4.06	0.69	15.30
1983	9.41	61.8%	0.74	0.55	3.85	0.68	15.23
1984	9.62	61.0%	0.78	0.61	4.21	0.56	15.77
1985	9.84	62.6%	0.84	0.50	4.07	0.48	15.72
1986	10.19	62.6%	0.82	0.54	4.09	0.64	16.28
1987	10.50	63.0%	0.87	0.53	4.21	0.55	16.67
1988	10.88	62.7%	0.90	0.52	4.36	0.69	17.34
1989	10.94	62.8%	0.90	0.49	4.33	0.75	17.41
1990	10.89	64.7%	0.77	0.47	4.15	0.57	16.84
1991	10.76	63.2%	0.77	0.44	4.53	0.53	17.03
1992	10.91	64.2%	0.78	0.42	4.45	0.44	17.00
1993	11.12	63.8%	0.80	0.38	4.64	0.50	17.44
1994	11.13	64.2%	0.78	0.39	4.57	0.47	17.33
1995	11.67	65.0%	0.77	0.36	4.83	0.33	17.96
1996	11.95	64.7%	0.84	0.37	4.96	0.36	18.48
1997	12.10	65.3%	0.81	0.35	4.86	0.41	18.53
1998	12.42	65.7%	0.74	0.33	4.84	0.58	18.92
1999	12.76	65.4%	0.85	0.34	5.03	0.53	19.52
2000	13.05	66.1%	0.90	0.38	4.92	0.51	19.76
2001	12.94	65.8%	0.88	0.38	4.89	0.56	19.65
2002	13.21	66.8%	0.85	0.35	4.93	0.43	19.76
2003	13.32	66.5%	0.89	0.39	4.90	0.53	20.04
2004	13.76	66.2%	0.88	0.38	5.24	0.54	20.79
2005	13.94	67.0%	0.82	0.36	5.12	0.55	20.80
2006	13.98	68.0%	0.82	0.36	5.12	0.29	20.57
Average annual percentage change							
1973–2006	1.3%		-1.8%	-2.2%	0.4%	-4.9%	0.5%
1996–2006	1.6%		-0.2%	-0.3%	0.3%	-2.1%	1.1%

Source:

U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, March 2007, Tables 2.2–2.6. Converted to million barrels per day using Table A3. (Additional resources: www.eia.doe.gov)



Pipelines accounted for two-thirds of the domestic movement of petroleum and petroleum products in 2004.

Table 1.14
Ton-Miles of Petroleum and Petroleum Products in the U.S. by Mode, 1975–2004

Year	Pipelines ^a	Water carriers	Motor carriers ^b	Railroads	Total
	(percent)				(billion ton-miles)
1975	59.9%	35.2%	3.3%	1.7%	846.7
1976	59.4%	35.4%	3.8%	1.5%	867.7
1977	59.1%	36.1%	3.2%	1.6%	923.4
1978	50.5%	45.7%	2.7%	1.1%	1,160.2
1979	51.8%	44.5%	2.6%	1.2%	1,174.8
1980	47.2%	49.6%	2.2%	1.0%	1,245.3
1981	46.3%	50.7%	2.0%	1.0%	1,218.4
1982	46.4%	50.6%	1.9%	1.1%	1,218.2
1983	45.5%	51.5%	2.1%	1.0%	1,223.5
1984	48.1%	48.4%	2.5%	1.0%	1,180.2
1985	47.2%	49.4%	2.4%	1.0%	1,195.5
1986	48.7%	47.8%	2.5%	1.0%	1,187.8
1987	49.1%	47.4%	2.5%	1.0%	1,195.8
1988	50.6%	45.8%	2.6%	1.1%	1,188.1
1989	53.4%	42.6%	2.8%	1.2%	1,094.2
1990	54.2%	41.7%	2.8%	1.3%	1,076.8
1991	53.3%	42.8%	2.7%	1.3%	1,086.1
1992	53.9%	42.1%	2.6%	1.4%	1,091.7
1993	57.3%	38.8%	2.4%	1.5%	1,034.6
1994	56.5%	39.3%	2.7%	1.5%	1,046.7
1995	57.5%	38.4%	2.5%	1.6%	1,044.9
1996	60.6%	34.9%	2.9%	1.6%	1,022.2
1997	64.5%	30.9%	2.9%	1.8%	956.5
1998	66.7%	28.5%	3.0%	1.8%	929.8
1999	67.7%	27.1%	3.2%	2.1%	912.9
2000	66.1%	28.0%	3.6%	2.3%	873.3
2001	66.2%	28.1%	3.5%	2.2%	869.8
2002	67.8%	26.3%	3.5%	2.3%	864.6
2003	66.8%	27.2%	3.8%	2.2%	883.3
2004	66.4%	27.4%	3.8%	2.4%	902.5
<i>Average annual percentage change</i>					
1975–2004					0.2%
1994–2004					-1.5%

Source:

Association of Oil Pipelines, *Shifts in Petroleum Transportation*, Washington, DC, June 2006, Table 1. (Additional resources: www.aopl.org)

^a The amounts carried by pipeline are based on ton-miles of crude and petroleum products for Federally regulated pipelines (84 percent) plus an estimated breakdown of crude and petroleum products of the ton-miles for pipelines not Federally regulated (16 percent).

^b The amounts carried by motor carriers are estimated.



Chapter 2

Energy

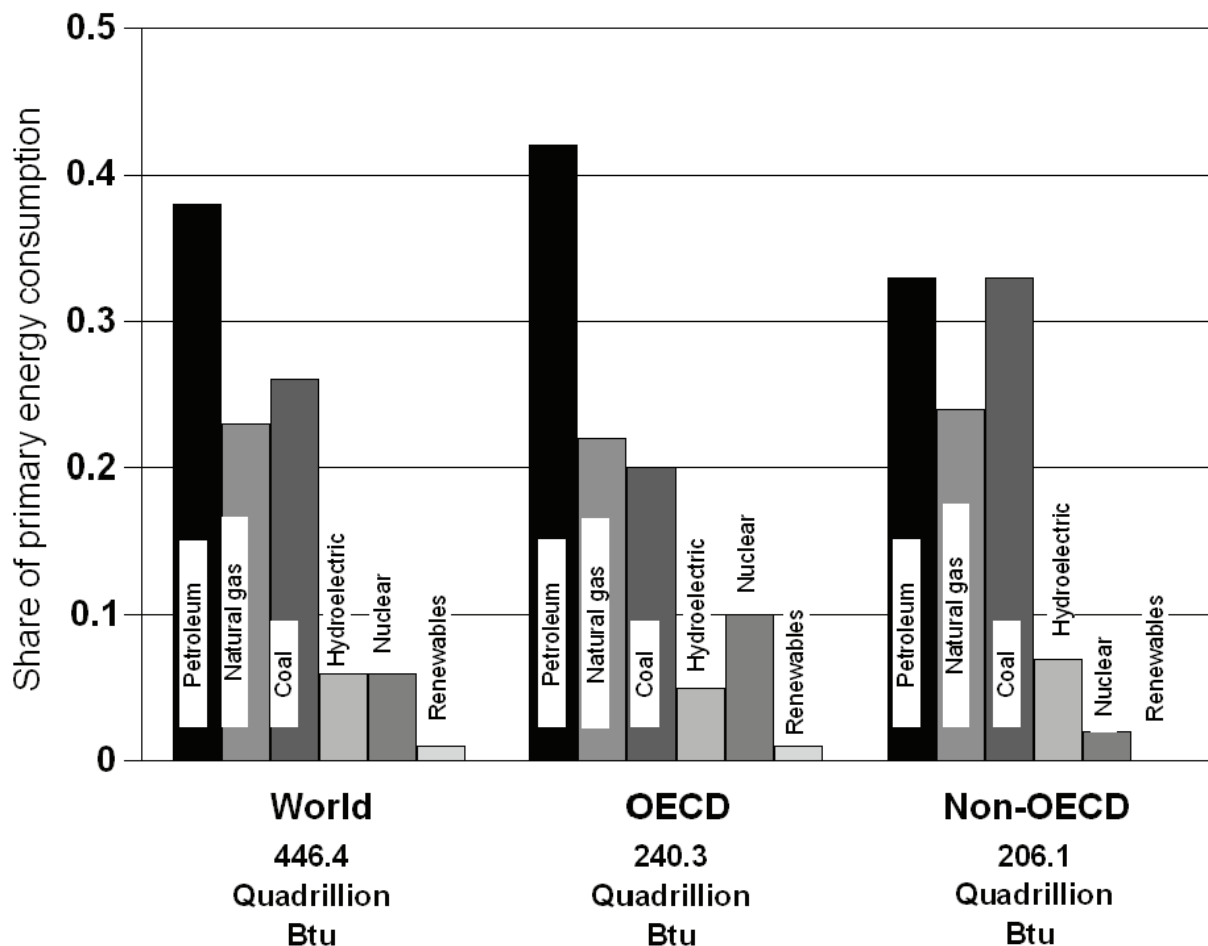
Summary Statistics from Tables in this Chapter

Source		
Table 2.1	Transportation share of U.S. energy consumption, 2006	28.5%
Table 2.2	Petroleum share of transportation energy consumption, 2006	95.9%
Table 2.3	Alternative fuel and oxygenate consumption, 2004	
		(thousand gasoline equivalent gallons) (share)
	<i>MTBE</i>	<i>Not available</i>
	<i>Ethanol in gasohol</i>	2,052,000 82.1%
	<i>Liquified petroleum gas</i>	242,368 9.7%
	<i>Compressed natural gas</i>	159,464 6.4%
	<i>E85/E95</i>	22,405 0.9%
	<i>Electricity</i>	11,836 0.5%
	<i>Liquified natural gas</i>	10,868 0.4%
	<i>M85/M100</i>	257 0.0%
Table 2.5	Transportation energy use by mode, 2005	(trillion Btu) (share)
	<i>Cars</i>	9,140 30.9%
	<i>Light trucks</i>	8,108 27.4%
	<i>Medium/heavy trucks</i>	4,577 15.5%
	<i>Air</i>	2,477 8.4%
	<i>Off-highway</i>	2,203 7.4%
	<i>Water</i>	1,366 4.6%
	<i>Pipeline</i>	842 2.9%
	<i>Rail</i>	663 2.2%
	<i>Buses</i>	191 0.6%



Petroleum accounted for nearly 40% of the world's energy use in 2004. Though petroleum is the dominant energy source for both OECD countries and non-OECD countries, the non-OECD countries rely on coal, natural gas, and hydro-electric power more than OECD countries do.

Figure 2.1. World Consumption of Primary Energy, 2004



Source:

U.S. Department of Energy, Energy Information Administration, *International Energy Annual 2004*, Washington, DC, 2006, Table 1.8. (Additional resources: www.eia.doe.gov)



The Energy Information Administration revised the historical energy data series to include renewable energy in each sector. Also, the residential and commercial sector data are now separated. Total energy use was 99.7 quads in 2006 with transportation using 28.5%.

Table 2.1
U. S. Consumption of Total Energy by End-Use Sector, 1973–2006
(quadrillion Btu)

Year	Transportation	Percentage transportation of total	Industrial	Commercial	Residential	Total
1973	18.6	24.6%	32.7	9.5	14.9	75.7
1974	18.1	24.5%	31.8	9.4	14.7	74.0
1975	18.2	25.3%	29.4	9.5	14.8	72.0
1976	19.1	25.1%	31.4	10.0	15.4	76.0
1977	19.8	25.4%	32.3	10.2	15.7	78.0
1978	20.6	25.8%	32.7	10.5	16.2	80.0
1979	20.5	25.3%	34.0	10.6	15.8	80.9
1980	19.7	25.2%	32.2	10.6	15.8	78.3
1981	19.5	25.6%	30.8	10.6	15.4	76.3
1982	19.1	26.1%	27.7	10.9	15.6	73.3
1983	19.2	26.2%	27.5	11.0	15.5	73.1
1984	19.9	25.9%	29.6	11.5	15.8	76.7
1985	20.1	26.3%	29.0	11.5	16.1	76.6
1986	20.9	27.2%	28.4	11.6	15.9	76.8
1987	21.5	27.2%	29.5	12.0	16.2	79.2
1988	21.4	25.8%	30.8	12.6	17.1	82.8
1989	22.6	26.6%	31.4	13.2	17.8	85.0
1990	22.4	26.4%	31.9	13.3	17.1	84.7
1991	22.2	26.2%	31.5	13.5	17.1	84.6
1992	22.5	26.2%	32.7	13.4	17.4	86.0
1993	22.9	26.1%	32.7	13.8	18.3	87.6
1994	23.5	26.3%	33.6	14.1	18.1	89.3
1995	23.8	26.1%	34.0	14.7	18.6	91.2
1996	24.4	25.9%	35.0	15.2	19.6	94.2
1997	24.8	26.2%	35.3	15.7	19.1	94.8
1998	25.3	26.8%	34.9	16.0	19.1	95.2
1999	26.0	26.8%	34.8	16.4	19.7	96.8
2000	26.6	26.9%	34.7	17.2	20.5	99.0
2001	26.3	27.2%	32.8	17.2	20.1	96.5
2002	26.8	27.6%	32.7	17.4	20.9	97.3
2003	27.0	27.4%	32.5	17.4	21.2	98.8
2004	27.9	27.9%	33.4	17.7	21.2	100.1
2005	28.3	28.2%	32.5	18.0	21.7	99.2
2006	28.4	28.5%	32.1	18.0	21.1	99.7
<i>Average annual percentage change</i>						
1973–2006	1.3%		-0.1%	2.0%	1.1%	0.8%
1996–2006	1.5%		-0.9%	1.7%	0.7%	0.6%

Source:

U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, March 2007, Washington, DC, Table 2.1. (Additional resources: www.eia.doe.gov)

^a Electrical energy losses have been distributed among the sectors.



The Energy Information Administration revised the historical energy data series to include renewable energy in each sector. In transportation, the alcohol fuels blended into gasoline to make gasohol (10% ethanol or less) are now counted under “renewables” and have been taken out of petroleum. The petroleum category, however, still contains other blending agents, such as MTBE, that are not actually petroleum, but are not broken out into a separate category.

Table 2.2
Distribution of Energy Consumption by Source, 1973 and 2006
(percentage)

Energy source	Transportation		Residential		Commercial		Industrial		Electric utilities	
	1973	2006	1973	2006	1973	2006	1973	2006	1973	2006
Petroleum ^a	95.8	95.9	18.9	6.8	16.5	4.0	27.9	30.3	17.8	1.5
Natural gas ^b	4.0	2.2	33.3	21.2	27.9	16.7	31.8	24.8	19.0	15.1
Coal	0.0	0.0	0.6	0.0	1.7	0.5	12.4	6.1	43.9	48.2
Renewable	0.0	1.6	2.4	2.3	0.1	0.7	3.7	5.0	14.6	9.1
Nuclear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6	19.3
Electricity ^c	0.2	0.3	44.7	69.5	53.9	78.2	24.2	33.9	0.0	0.0
Other ^d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source:

U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, March 2007, Washington, DC, pp. 27, 29, 31, 33, 35. (Additional resources: www.eia.doe.gov)

^a In transportation, the petroleum category contains some blending agents which are not petroleum.

^b Includes supplemental gaseous fuels. Transportation sector includes pipeline fuel and natural gas vehicle use.

^c Includes electrical system energy losses.

^d Energy generated from geothermal, wood, waste, wind, photovoltaic, and solar thermal energy sources.



Oxygenates are blended with gasoline to be used in conventional vehicles. The amount of oxygenate use dwarfs the alternative fuel use. Gasoline-equivalent gallons are used in this table to allow comparisons of different fuel types. Note that the Energy Information Administration has not updated these data since 2004.

Table 2.3
Alternative Fuel and Oxygenate Consumption, 1995–2004
(thousand gasoline-equivalent gallons)

Alternative fuel	1995	1998	2000	2001	2002	2003	2004 ^a	2004 Percentage
Liquified petroleum gas	232,701	241,386	212,576	215,876	223,143	230,486	242,368	9.7%
Compressed natural gas	35,162	72,412	86,745	104,496	120,670	141,726	159,464	6.4%
Liquified natural gas	2,759	5,343	7,259	8,921	9,382	10,514	10,868	0.4%
M85 ^b	2,023	1,212	585	439	337	274	257	0.0%
M100	2,150	449	0	0	0	0	0	0.0%
E85 ^b	190	1,727	12,071	14,623	17,783	20,092	22,405	0.9%
E95 ^b	995	59	13	0	0	0	0	0.0%
Electricity ^c	663	1,202	3,058	4,066	7,274	9,633	11,836	0.5%
Subtotal	1,208,638	323,790	322,307	348,421	378,589	412,725	447,198	17.9%
Oxygenates								
MTBE ^d	2,691,200	2,903,400	3,296,100	3,352,200	2,383,000	^e	^e	^e
Ethanol in gasohol	910,700	889,500	1,085,800	1,143,300	1,413,600	1,792,900	2,052,000	82.1%
Total	4,810,538	4,116,690	4,704,207	4,843,921	4,175,189	2,205,625	2,499,198	100.0%

Source:

U.S. Department of Energy, Energy Information Administration, *Alternatives to Traditional Transportation Fuels, 2003*, Washington, DC, February 2004, web site www.eia.doe.gov/cneaf/alternate/page/datatables/atf1-13_00.html, Table 10. (Additional resources: www.eia.doe.gov)

Note: These data were released in February 2004. Please check the source web site for updates which were not available when this document went to press.

^a Based on plans or projections.

^b Consumption includes gasoline portion of the mixture.

^c Vehicle consumption only; does not include power plant inputs.

^d Methyl Tertiary Butyl Ether. This category includes a very small amount of other ethers, primarily Tertiary Amyl Methyl Ether (TAME) and Ethyl Tertiary Butyl Ether (ETBE).

^e Data are not available.



As data about alternative fuel use become available, an attempt is made to incorporate them into this table. Sometimes assumptions must be made in order to use the data. Please see Appendix A for a description of the methodology used to develop these data.

Table 2.4
Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2004^a
(trillion Btu)

	Gasoline	Diesel fuel	Liquified petroleum gas	Jet fuel	Residual fuel oil	Natural gas	Electricity	Total
<u>HIGHWAY</u>	17,228.8	4,638.4	61.4	0.0	0.0	15.6	0.7	21,944.9
Light vehicles	16,766.3	404.1	46.1	0.0	0.0	0.0	0.0	17,216.5
Cars	9,278.3	52.3						9,330.6
Light trucks ^b	7,462.7	351.8	46.1					7,860.6
Motorcycles	25.3							25.3
Buses	6.7	169.8	0.2	0.0	0.0	15.6	0.7	193.0
Transit	0.2	76.3	0.2			15.6	0.7	93.1
Intercity		29.0						29.0
School	6.5	64.5						71.0
Medium/heavy trucks	455.8	4,064.5	15.1	0.0	0.0	0.0	0.0	4,535.4
<u>NONHIGHWAY</u>	237.2	947.9	0.0	2,317.2	731.6	583.7	303.1	5,120.7
Air	30.8	0.0	0.0	2,317.2	0.0	0.0	0.0	2,348.0
General aviation	30.8			145.2				175.9
Domestic air carriers				1,839.1				1,839.1
International air carriers ^c				332.9				332.9
Water	206.4	362.2			731.6			1,300.2
Freight		320.9			731.6			1,052.5
Recreational	206.4	41.3						247.7
Pipeline	0.0	0.0	0.0	0.0	0.0	583.7	238.6	822.4
Rail	0.0	585.7	0.0	0.0	0.0	0.0	64.5	659.0
Freight (Class I)		566.2						566.2
Passenger		19.5					64.5	92.8
Transit		0.0					43.8	43.8
Commuter		10.0					15.0	25.0
Intercity		9.5					5.7	15.2
HWY & NONHWY TOTAL	17,466.0	5,586.3	61.4	2,317.2	731.6	599.3	316.4	27,065.6
<u>OFF-HIGHWAY</u>	733.8	1,469.6	0.0	0.0	0.0	0.0	0.0	2,203.4
Agriculture	42.2	464.9						507.1
Industrial & commercial	216.6	248.9						465.5
Construction	34.2	741.6						775.8
Personal & recreational	440.5	5.8						446.3
Other	0.3	8.4						8.7
TOTAL	18,199.8	7,055.9	61.4	2,317.2	731.6	599.3	307.5	29,269.0

Source:

See Appendix A for Energy Use Sources.

^a Civilian consumption only. Totals may not include all possible uses of fuels for transportation (e.g., snowmobiles).

^b Two-axle, four-tire trucks.

^c One half of fuel used by domestic carriers in international operation.



As data about alternative fuel use become available, an attempt is made to incorporate them into this table. Sometimes assumptions must be made in order to use the data. Please see Appendix A for a description of the methodology used to develop these data.

Table 2.5
Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2005^a
(trillion Btu)

	Gasoline	Diesel fuel	Liquified petroleum gas	Jet fuel	Residual fuel oil	Natural gas	Electricity	Total
<u>HIGHWAY</u>	17,280.0	4,683.5	62.9	0.0	0.0	15.6	0.7	22,042.7
Light vehicles	16,813.5	414.1	47.5	0.0	0.0	0.0	0.0	17,275.1
Cars	9,089.0	51.2						9,140.2
Light trucks ^b	7,697.6	362.9	47.5					8,108.0
Motorcycles	26.9							26.9
Buses	6.5	167.7	0.2	0.0	0.0	15.6	0.7	190.7
Transit	0.2	76.3	0.2			15.6	0.7	93.1
Intercity		28.3						28.3
School	6.3	63.1						69.4
Medium/heavy trucks	460.0	4,101.7	15.2	0.0	0.0	0.0	0.0	4,576.9
<u>NONHIGHWAY</u>	244.1	925.6	0.0	2,437.7	825.8	602.9	316.4	5,352.5
Air	38.9	0.0	0.0	2,437.7	0.0	0.0	0.0	2,476.6
General aviation	38.9			203.5				242.4
Domestic air carriers				1,861.5				1,861.5
International air carriers ^c				372.7				372.7
Water	205.2	335.1			825.8			1,366.1
Freight		292.7			825.8			1,118.5
Recreational	205.2	42.4						247.6
Pipeline	0.0	0.0	0.0	0.0	0.0	602.9	239.5	842.4
Rail	0.0	590.5	0.0	0.0	0.0	0.0	73.1	663.6
Freight (Class I)		571.4						571.4
Passenger		19.1					73.1	92.2
Transit		0.0					44.9	44.9
Commuter		10.6					15.3	26.0
Intercity		9.1					5.5	14.6
HWY & NONHWY TOTAL	17,524.1	5,609.1	62.9	2,437.7	825.8	618.5	317.2	27,384.6
<u>OFF-HIGHWAY</u>	733.8	1,469.6	0.0	0.0	0.0	0.0	0.0	2,203.4
Agriculture	42.2	464.9						507.1
Industrial & commercial	216.6	248.9						465.5
Construction	34.2	741.6						775.8
Personal & recreational	440.5	5.8						446.3
Other	0.3	8.4						8.7
TOTAL	18,257.9	7,078.7	62.9	2,437.7	825.8	618.5	317.2	29,588.0

Source:

See Appendix A for Energy Use Sources.

^a Civilian consumption only. Totals may not include all possible uses of fuels for transportation (e.g., snowmobiles).

^b Two-axle, four-tire trucks.

^c One half of fuel used by domestic carriers in international operation.



Highway vehicles were responsible for about 80% of all transportation energy use in 2005.

Table 2.6
Transportation Energy Use by Mode, 2004–2005^a

	Trillion Btu		Percentage of total based on Btus		Thousand barrels per day crude oil equivalent ^b	
	2004	2005	2004	2005	2004	2005
<u>HIGHWAY</u>	21,944.9	22,042.7	81.1%	80.5%	11,322.8	11,373.2
Light vehicles	17,216.5	17,275.1	63.6%	63.1%	9,068.6	9,100.2
Cars	9,330.6	9,140.2	34.5%	33.4%	4,918.6	4,818.7
Light trucks ^c	7,860.6	8,108.0	29.0%	29.6%	4,136.8	4,267.4
Motorcycles	25.3	26.9	0.1%	0.1%	13.2	14.1
Buses	193.0	190.7	0.7%	0.7%	91.8	90.8
Transit	93.1	93.1	0.3%	0.3%	44.5	44.5
Intercity	29.0	28.3	0.1%	0.1%	13.6	13.3
School	71.0	69.4	0.3%	0.3%	33.7	33.0
Medium/heavy trucks	4,535.4	4,576.9	16.7%	16.7%	2,162.4	2,182.2
<u>NONHIGHWAY</u>	5,120.7	5,341.9	18.9%	19.5%	2,021.0	1,987.1
Air	2,348.0	2,476.6	8.7%	9.0%	1,136.2	2,114.1
General aviation	175.9	242.4	0.6%	0.9%	86.8	119.4
Domestic air carriers	1,839.1	1,861.5	6.8%	6.8%	888.6	899.5
International air	332.9	372.7	1.2%	1.4%	160.8	180.1
Water	1,300.2	1,366.1	4.8%	5.0%	596.8	624.5
Freight	1,052.5	1,118.5	3.9%	4.1%	469.7	497.5
Recreational	247.7	247.6	0.9%	0.9%	127.1	127.0
Pipeline	822.3	842.4	3.0%	3.1%	9.9	9.9
Rail	650.2	656.8	2.4%	2.4%	278.1	280.7
Freight (Class I)	566.2	571.4	2.1%	2.1%	266.3	268.7
Passenger	84.0	85.4	0.3%	0.3%	11.8	12.0
Transit	43.8	44.9	0.2%	0.2%	1.8	1.9
Commuter	25.0	26.0	0.1%	0.1%	5.3	5.6
Intercity	15.2	14.6	0.1%	0.1%	4.7	4.5
<u>HWY & NONHWY TOTAL</u>	27,065.6	27,384.6	100.0%	100.0%	13,343.8	13,487.3

Source: See Appendix A for Energy Use Sources.

^a Civilian consumption only. Totals may not include all possible uses of fuels for transportation (e.g., snowmobiles).

^b Each gallon of petroleum product was assumed to equal one gallon of crude oil. The oil used to produce electricity is also estimated. See Appendix A, p. 18 for details.

^c Two-axle, four-tire trucks.



The highway sector is by far the largest part of transportation energy use. Light truck energy use has increased at the greatest rate, due to the increased use of light trucks as personal passenger vehicles. Light trucks include pickups, minivans, sport-utility vehicles, and vans.

Table 2.7
Highway Transportation Energy Consumption by Mode, 1970–2005
(trillion Btu)

Year	Autos	Light trucks	Light vehicles subtotal	Motor-cycles	Buses	Heavy trucks	Highway subtotal	Total transportation ^a
1970	8,479	1,539	10,018	7	129	1,553	11,707	15,399
1975	9,298	2,384	11,682	14	124	2,003	13,823	17,414
1976	9,826	2,602	12,428	15	134	2,114	14,691	18,481
1977	9,928	2,797	12,725	16	137	2,344	15,222	19,116
1978	10,134	3,020	13,154	18	141	2,607	15,920	20,086
1979	9,629	3,055	12,684	22	144	2,697	15,547	20,088
1980	8,800	2,975	11,775	26	143	2,686	14,630	18,930
1981	8,693	2,963	11,656	27	145	2,724	14,552	19,066
1982	8,673	2,837	11,510	25	151	2,707	14,393	18,503
1983	8,802	2,989	11,791	22	152	2,770	14,735	18,621
1984	8,837	3,197	12,034	22	146	2,873	15,075	19,260
1985	8,932	3,413	12,345	23	154	2,883	15,405	19,595
1986	9,138	3,629	12,767	23	160	2,958	15,908	20,207
1987	9,157	3,819	12,976	24	164	3,061	16,225	20,670
1988	9,158	4,077	13,235	25	169	3,118	16,547	21,200
1989	9,232	4,156	13,388	26	169	3,199	16,782	21,492
1990	8,688	4,451	13,139	24	167	3,334	16,664	21,601
1991	8,029	4,774	12,803	23	177	3,402	16,405	21,193
1992	8,169	5,117	13,286	24	184	3,468	16,962	21,854
1993	8,368	5,356	13,724	25	183	3,577	17,509	22,308
1994	8,470	5,515	13,985	26	183	3,778	17,972	22,928
1995	8,489	5,695	14,184	25	184	3,937	18,330	23,467
1996	8,634	5,917	14,551	24	186	4,045	18,806	23,975
1997	8,710	6,168	14,878	25	192	4,086	19,181	24,329
1998	8,936	6,303	15,239	26	196	4,218	19,679	24,758
1999	9,134	6,602	15,736	26	202	4,638	20,602	25,948
2000	9,100	6,607	15,707	26	208	4,819	20,760	26,268
2001	9,161	6,678	15,839	24	196	4,813	20,872	25,959
2002	9,391	6,682	16,273	24	191	5,035	21,523	26,520
2003	9,255	7,551	16,806	24	189	4,895	21,914	26,673
2004	9,331	7,861	17,192	25	193	4,535	21,945	27,066
2005	9,140	8,108	17,248	27	191 ^b	4,577	22,043	27,385
<i>Average annual percentage change</i>								
1970–2005	0.2%	4.9%	1.6%	3.9%	1.1%	3.1%	1.8%	1.7%
1995–2005	0.7%	3.6%	2.0%	0.8%	0.4%	1.5%	1.9%	1.6%

Source:

See Appendix A for Highway Energy Use.

^a Total transportation figures do not include military and off-highway energy use and may not include all possible uses of fuel for transportation (e.g., snowmobiles). These data have been revised due to a new data series for recreational boats.

^b Data for 2005 transit buses are not available, thus 2004 data are used as an estimate.



Almost 20% of transportation energy use is for nonhighway modes. Air travel accounts for nearly half of nonhighway energy use.

Table 2.8
Nonhighway Transportation Energy Consumption by Mode, 1970–2005^a
 (trillion Btu)

Year	Air	Water	Pipeline	Rail	Nonhighway subtotal	Total transportation ^b
1970	1,307	840	990	555	3,692	15,399
1975	1,274	931	840	546	3,591	17,414
1976	1,333	1,087	803	567	3,790	18,481
1977	1,350	1,181	786	577	3,894	19,116
1978	1,423	1,386	784	573	4,166	20,086
1979	1,488	1,603	860	590	4,541	20,088
1980	1,434	1,396	896	574	4,300	18,930
1981	1,453	1,608	904	548	4,514	19,066
1982	1,445	1,342	855	469	4,110	18,503
1983	1,440	1,240	740	465	3,886	18,621
1984	1,609	1,275	782	519	4,185	19,260
1985	1,677	1,273	755	485	4,190	19,595
1986	1,823	1,266	735	475	4,299	20,207
1987	1,899	1,290	772	485	4,445	20,670
1988	1,978	1,304	874	497	4,653	21,200
1989	1,981	1,338	890	500	4,710	21,492
1990	2,077	1,445	923	491	4,937	21,601
1991	1,939	1,526	860	463	4,788	21,193
1992	1,970	1,602	846	474	4,892	21,854
1993	1,986	1,440	885	489	4,799	22,308
1994	2,070	1,396	951	539	4,956	22,928
1995	2,141	1,470	967	559	5,137	23,467
1996	2,206	1,412	979	572	5,169	23,975
1997	2,300	1,252	1,022	573	5,148	24,329
1998	2,371	1,233	897	578	5,079	24,758
1999	2,471	1,369	908	599	5,346	25,948
2000	2,549	1,455	904	599	5,508	26,268
2001	2,411	1,188	886	602	5,087	25,959
2002	2,213	1,249	931	605	4,997	26,520
2003	2,217	1,075	850	617	4,759	26,673
2004	2,348	1,300	822	650	5,121	27,066
2005	2,477	1,366	842	657	5,342	27,385
<i>Average annual percentage change</i>						
1970–2005	1.8%	1.4%	-0.5%	0.5%	1.1%	1.7%
1995–2005	1.5%	-0.7%	-1.4%	1.6%	0.4%	1.6%

Source:

See Appendix A for Nonhighway Energy Use.

^a These data have been revised slightly due to a new data series for recreational boats. See Appendix A for detailed methodologies.

^b Total transportation figures do not include military and off-highway energy use and may not include all possible uses of fuel for transportation (e.g., snowmobiles).



A recent study on off-highway fuel consumption uses the Environmental Protection Agency's NONROAD2002 model and the Census Bureau's 1997 Vehicle Inventory and Use Survey to estimate fuel use.

Table 2.9
Off-highway Transportation-related Fuel Consumption, 1997 and 2001
(million gallons)

Sector	1997				2001			
	Gasoline	Diesel	Other	Total	Gasoline	Diesel	Other	Total
Agriculture	319	2,994	5	3,318	338	3,352	4	3,694
Industrial and commercial	1,761	1,579	1,854	5,193	1,733	1,794	2,108	5,636
Construction	289	4,766	18	5,073	274	5,347	19	5,639
Personal and recreational	3,425	37	7	3,469	3,524	42	7	3,573
Other	2	48	2	52	2	61	2	65
Total	5,797	9,424	1,885	17,106	5,870	10,596	2,141	18,607

Examples of off-highway transportation-related vehicles and equipment

Agriculture	Tractors, mowers, combines, balers, and other farm equipment which has utility in its movement.
Industrial and commercial	Forklifts, commercial mowers, forestry equipment, shredders, terminal tractors
Construction	Pavers, rollers, drill rigs, graders, backhoes, excavators, cranes, mining equipment
Personal and recreational	Lawn mowers, tillers, tractors, motorcycles, snowmobiles, golf carts
Other	Airport ground equipment

Source:

Davis, S.C. and L.F. Truett, Off-Highway Transportation-Related Fuel Use, ORNL/TM-2002/92, Oak Ridge National Laboratory, Oak Ridge, TN, April 2004. (Additional resources: www-cta.ornl.gov/Publications/Publications_2004.html)



Mowing equipment consumes nearly half of all the fuel used by lawn and garden equipment. The fuel used in lawn and garden equipment is less than 2% of what is used on the highways.

Table 2.10
Fuel Consumption from Lawn and Garden Equipment, 2005
 (million gallons)

Equipment	Classification	Gasoline	Diesel	Total fuel consumption
<i>Mowing Equipment</i>				
Front mowers	Commercial	19.24	90.77	110.01
Lawn & garden tractors	Commercial	214.86	18.74	233.59
Lawn & garden tractors	Residential	523.91	0.00	523.91
Lawn mowers	Commercial	144.52	0.00	144.52
Lawn mowers	Residential	194.27	0.00	194.27
Rear engine riding mowers	Commercial	15.74	0.00	15.74
Rear engine riding mowers	Residential	38.69	0.00	38.69
Total		1,151.22	109.50	1,260.72
<i>Soil and Turf Equipment</i>				
Commercial turf equipment ^a	Commercial	686.16	14.56	700.73
Rotary tillers < 6 HP	Commercial	80.73	0.00	80.73
Rotary tillers < 6 HP	Residential	18.00	0.00	18.00
Total		784.89	14.56	799.46
<i>Wood Cutting Equipment</i>				
Chain saws < 6 HP	Commercial	80.52	0.00	80.52
Chain saws < 6 HP	Residential	19.50	0.00	19.50
Chippers/stump grinders	Commercial	37.44	123.52	160.96
Shredders < 6 HP	Commercial	8.55	0.00	8.55
Total		146.02	123.52	269.54
<i>Blowers and Vacuums</i>				
Leafblowers/vacuums	Commercial	200.68	0.01	200.69
Leafblowers/vacuums	Residential	19.49	0.00	19.49
Snowblowers	Commercial	30.08	1.61	31.69
Snowblowers	Residential	15.92	0.00	15.92
Total		266.17	1.62	267.79
<i>Trimming Equipment</i>				
Trimmers/edgers/brush cutter	Commercial	64.10	0.00	64.10
Trimmers/edgers/brush cutter	Residential	28.11	0.00	28.11
Other lawn & garden equipment ^b	Commercial	22.39	0.34	22.73
Other lawn & garden equipment ^b	Residential	18.76	0.00	18.76
Total		133.36	0.34	133.71
Total All Equipment		2,481.66	249.56	2,731.22

Source:

U.S. Environmental Protection Agency, NONROAD2005 Model, www.epa.gov/otaq/nonrdmdl.htm.

^a Includes equipment such as aerators, dethatchers, sod cutters, hydro-seeders, turf utility vehicles, golf course greens mowers, and sand trap groomers.

^b Includes equipment not otherwise classified such as augers, sickle-bar mowers, and wood splitters.



The Federal Highway Administration cautions that data from 1993 on may not be directly comparable to earlier years. Some states have improved reporting procedures in recent years, and the estimation procedures were revised in 1994. Prior to the Energy Policy Act of 1992, gasohol was defined as a blend of gasoline and at least 10%, by volume, alcohol. Effective January 1, 1993, three types of gasohol were defined: 10% gasohol—containing at least 10% alcohol; 7.7% gasohol—containing 7.7% alcohol but less than 10%; and 5.7% gasohol—containing at least 5.7% alcohol but less than 7.7%. See Table 2.3 for details on oxygenate usage.

Table 2.11
Highway Usage of Gasoline and Special Fuels, 1973–2005
(billion gallons)

Year	Gasoline	Gasohol	Ethanol used in gasohol ^a	Total gasoline and gasohol	Diesel ^b	Percent diesel	Total highway fuel use
1973	c	c	c	100.6	9.8	8.9%	110.5
1975	c	c	c	99.4	9.6	8.8%	109.0
1980	100.7	0.5	0.0	101.2	13.8	12.0%	115.0
1981	98.9	0.7	0.1	99.6	14.9	13.0%	114.5
1982	96.2	2.3	0.2	98.5	14.9	13.1%	113.4
1983	95.9	4.3	0.4	100.1	16.0	13.8%	116.1
1984	96.0	5.4	0.5	101.4	17.3	14.6%	118.7
1985	95.6	8.0	0.8	103.6	17.8	14.6%	121.3
1986	98.6	8.1	0.8	106.8	18.4	14.7%	125.2
1987	101.8	6.9	0.8	108.7	19.0	14.9%	127.7
1988	101.7	8.1	0.8	109.8	20.1	15.5%	129.9
1989	103.7	6.9	0.7	110.6	21.2	16.1%	131.9
1990	102.6	7.5	0.8	110.2	21.4	16.3%	131.6
1991	99.3	8.6	0.9	107.9	20.7	16.1%	128.6
1992	102.1	8.8	0.9	111.0	22.0	16.5%	132.9
1993	103.4	10.3	1.0	113.7	23.5	17.1%	137.2
1994	104.0	11.0	1.0	115.0	25.1	17.9%	140.1
1995	104.0	13.1	1.2	117.1	26.2	18.3%	143.3
1996	107.4	12.1	1.1	119.5	27.2	18.5%	146.7
1997	106.2	14.7	1.3	120.9	29.4	19.6%	150.3
1998	110.7	14.0	1.3	124.7	30.2	19.5%	154.9
1999	114.6	14.2	1.3	128.7	31.9	19.9%	160.7
2000	112.6	16.3	1.5	128.9	33.4	20.6%	162.3
2001	112.3	17.4	1.5	129.7	33.4	20.5%	163.1
2002	112.0	21.0	2.1	133.0	34.8	20.7%	167.8
2003	101.5	32.5	2.7	134.1	35.5	20.9%	169.6
2004	92.4	44.0	3.7	136.5	37.4	21.5%	173.9
2005	d	d	d	140.0	39.1	21.8%	179.1
<i>Average annual percentage change</i>							
1973–2005	d	d	d	1.0%	4.4%		1.5%
1995–2005	d	d	d	1.8%	4.1%		2.3%

Source:

U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2005*, Washington, DC, 2006, Tables MF-21 and MF-33E, and annual. (Additional resources: www.fhwa.dot.gov)

^a Estimated for 1980–92 and 2002 as 10% of gasohol consumption.

^b Consists primarily of diesel fuel, with small quantities of liquified petroleum gas.

^c Data for gasoline and gasohol cannot be separated in this year.

^d Data are not available.



Great care should be taken when comparing modal energy intensity data among modes. Because of the inherent differences among the transportation modes in the nature of services, routes available, and many additional factors, it is not possible to obtain truly comparable national energy intensities among modes. These values are averages, and there is a great deal of variability even within a mode.

Table 2.12
Passenger Travel and Energy Use, 2004

	Number of vehicles (thousands)	Vehicle- miles (millions)	Passenger- miles (millions)	Load factor (persons/ vehicle)	Energy intensities		Energy use (trillion Btu)
					(Btu per vehicle- mile)	(Btu per passenger- mile)	
Cars	136,430.6	1,699,890	2,668,827	1.57	5,489	3,496	9,330.6
Personal trucks ^a	80,817.7	859,902	1,479,031	1.72	7,447	4,329	6,403.4
Motorcycles	5,767.9	10,122	11,134	1.1	2,500	2,272	25.3
Demand response^b	37.1	890	930	1.0	14,952	14,301	13.3
Vanpool	5.9	85	541	6.4	8,226	1,294	0.7
Buses	^c	^c	^c	^c	^c	^c	193.2
Transit	78.0	2,435	21,262	8.7	38,275	4,318	93.1
Intercity ^d	^e	^e	^e	^e	^e	^e	29.0
School ^d	617.1	^e	^e	^e	^e	^e	71.0
Air	^e	^e	^e	^e	^e	^e	2,414.3
Certificated route ^e	^c	6,071	548,629	90.4	357,750	3,959	2,171.9
General aviation	219.0	^e	^e	^e	^e	^e	242.4
Recreational boats	12,770.0	^e	^e	^e	^e	^e	247.7
Rail	19.1	1,313	31,160	23.7	70,694	2,978	92.8
Intercity (Amtrak)	0.4	308	5,511	17.9	51,948	2,760	15.2
Transit (light & heavy)	12.5	710	15,930	22.4	70,170	2,750	43.8
Commuter	6.2	295	9,719	32.9	91,525	2,569	25.0

Source:

See Appendix A for Passenger Travel and Energy Use.

^a Changed significantly due to newly available data from the 2002 Vehicle Inventory and Use Survey. See Appendix A for details.

^b Includes passenger cars, vans, and small buses operating in response to calls from passengers to the transit operator who dispatches the vehicles.

^c Data are not available.

^d Energy use is estimated.

^e Includes domestic scheduled services and ½ of international scheduled services (Table 2.14 shows only domestic services). These energy intensities may be inflated because all energy use is attributed to passengers—cargo energy use is not taken into account.



Great care should be taken when comparing modal energy intensity data among modes. Because of the inherent differences among the transportation modes in the nature of services, routes available, and many additional factors, it is not possible to obtain truly comparable national energy intensities among modes. These values are averages, and there is a great deal of variability even within a mode.

Table 2.13
Energy Intensities of Highway Passenger Modes, 1970–2005

Year	Cars		Light truck ^a	Buses		Intercity (Btu per passenger-mile)
	(Btu per vehicle- mile)	(Btu per passenger- mile)		Transit ^b		
				(Btu per vehicle- mile)	(Btu per passenger-mile)	
1970	9,250	4,868	12,479	31,796	2,472	1,674
1975	8,993	4,733	11,879	33,748	2,814	988
1976	9,113	4,796	11,523	34,598	2,896	1,007
1977	8,950	4,710	11,160	35,120	2,889	970
1978	8,839	4,693	10,807	36,603	2,883	976
1979	8,647	4,632	10,467	36,597	2,795	1,028
1980	7,916	4,279	10,224	36,553	2,813	1,082
1981	7,670	4,184	9,997	37,745	3,027	1,051
1982	7,465	4,109	9,268	38,766	3,237	1,172
1983	7,365	4,092	9,124	37,962	3,177	1,286
1984	7,202	4,066	8,931	38,705	3,307	954
1985	7,164	4,110	8,730	38,876	3,423	964
1986	7,194	4,197	8,560	37,889	3,545	870
1987	6,959	4,128	8,359	36,247	3,594	940
1988	6,683	4,033	8,119	36,673	3,706	963
1989	6,589	4,046	7,746	36,754	3,732	964
1990	6,169	3,856	7,746	37,374	3,794	962
1991	5,912	3,695	7,351	37,732	3,877	963
1992	5,956	3,723	7,239	40,243	4,310	964
1993	6,087	3,804	7,182	39,043	4,262	962
1994	6,024	3,765	7,212	37,313	4,268	964
1995	5,902	3,689	7,208	37,277	4,310	964
1996	5,874	3,683	7,247	37,450	4,340	963
1997	5,797	3,646	7,251	38,832	4,431	963
1998	5,767	3,638	7,260	41,182	4,387	963
1999	5,821	3,684	7,327	40,460	4,332	964
2000	5,687	3,611	7,158	41,548	4,515	932
2001	5,626	3,583	7,080	38,341	4,125	^c
2002	5,662	3,607	7,124	37,301	4,106	^c
2003	5,535	3,525	7,673	36,628	4,160	^c
2004	5,489	3,496	7,653	37,498	4,323	^c
2005	5,409	3,445	7,652	^c	^c	^c
Average annual percentage change						
1970–2005	-1.5%	-0.9%	-1.4%	0.5%	1.6%	^c
1995–2005	-0.9%	-0.7%	0.6%	^c	^c	^c

Source:

See Appendix A for Highway Passenger Mode Energy Intensities.

^a All two-axle, four-tire trucks.

^b Series not continuous between 1983 and 1984 because of a change in data source by the American Public Transit Association (APTA).

^c Data are not available.



Great care should be taken when comparing modal energy intensity data among modes. Because of the inherent differences between the transportation modes in the nature of services, routes available, and many additional factors, it is not possible to obtain truly comparable national energy intensities among modes.

Table 2.14
Energy Intensities of Nonhighway Passenger Modes, 1970–2005

Year	Air		Rail		
	Certificated air carriers ^a (Btu per passenger- mile)	General aviation (Btu per passenger-mile)	Intercity Amtrak (Btu per passenger-mile)	Rail transit (Btu per passenger-mile)	Commuter rail (Btu per passenger-mile)
1970	10,282	10,374	^b	2,157	^b
1975	7,826	10,658	3,548	2,625	^b
1976	7,511	10,769	3,278	2,633	^b
1977	6,990	11,695	3,443	2,364	^b
1978	6,144	11,305	3,554	2,144	^b
1979	5,607	10,787	3,351	2,290	^b
1980	5,561	11,497	3,065	2,312	^b
1981	5,774	11,123	2,883	2,592	^b
1982	5,412	13,015	3,052	2,699	^b
1983	5,133	11,331	2,875	2,820	^b
1984	5,298	11,454	2,923	3,037	2,804
1985	5,053	11,707	2,703	2,809	2,826
1986	5,011	11,935	2,481	3,042	2,926
1987	4,827	11,496	2,450	3,039	2,801
1988	4,861	11,794	2,379	3,072	2,872
1989	4,844	10,229	2,614	2,909	2,864
1990	4,875	10,146	2,505	3,024	2,822
1991	4,662	9,869	2,417	3,254	2,770
1992	4,516	9,785	2,534	3,155	2,629
1993	4,490	9,653	2,565	3,373	2,976
1994	4,397	9,163	2,282	3,338	2,682
1995	4,349	9,870	2,501	3,340	2,632
1996	4,172	9,258	2,690	3,016	2,582
1997	4,166	9,688	2,811	2,854	2,724
1998	4,146	11,252	2,788	2,822	2,646
1999	4,061	12,206	2,943	2,786	2,714
2000	3,952	11,526	3,253	2,729	2,551
2001	3,968	10,384	3,257	2,737	2,515
2002	3,703	^b	3,212	2,872	2,514
2003	3,587	^b	2,800	2,837	2,545
2004	3,339	^b	2,760	2,750	2,569
2005	3,264	^b	2,709	2,784	2,743
<i>Average annual percentage change</i>					
1970–2005	-3.2%	^b	-0.8%	0.7%	^b
1995–2005	-2.8%	^b	0.8%	-1.8%	0.2%

Source:

See Appendix A for Nonhighway Passenger Mode Energy Intensities.

^a These data differ from the data on Table 2.12 because they do not include any international services. These energy intensities may be inflated because all energy use is attributed to passengers—cargo energy use is not taken into account.

^b Data are not available.



Great care should be taken when comparing modal energy intensity data among modes. Because of the inherent differences between the transportation modes in the nature of services, routes available, and many additional factors, it is not possible to obtain truly comparable national energy intensities among modes.

Table 2.15
Intercity Freight Movement and Energy Use in the United States, 2004 and 2005

	Waterborne commerce		Class I railroads	
	2004	2005 ^a	2004	2005
Number of vehicles (thousands)	40	41	22 ^b	23 ^b
Ton-miles (billions)	621	591	1,663	1,696
Tons shipped (millions)	1,042	1,029	1,844	1,899
Average length of haul (miles)	600	575	902	894
Energy intensity (Btu/ton-mile)	510	514	341	337
Energy use (trillion Btu)	317	304	566	571

Source:

See Appendix A for Freight Movement and Energy Use.

^a Preliminary.

^b Number of locomotives.



Great care should be taken when comparing modal energy intensity data among modes. Because of the inherent differences between the transportation modes in the nature of services, routes available, and many additional factors, it is not possible to obtain truly comparable national energy intensities among modes.

Table 2.16
Energy Intensities of Freight Modes, 1970–2005

Year	Heavy single-unit and combination trucks (Btu per vehicle-mile)	Class I freight railroad		Domestic waterborne commerce (Btu per ton-mile)
		(Btu per freight car- mile)	(Btu per ton- mile)	
1970	24,960	17,669	691	545
1971	24,485	18,171	717	506
1972	24,668	18,291	714	522
1973	24,777	18,468	677	576
1974	24,784	18,852	681	483
1975	24,631	18,739	687	549
1976	24,566	18,938	680	468
1977	24,669	19,226	669	458
1978	24,655	18,928	641	383
1979	24,745	19,188	618	436
1980	24,757	18,742	597	358
1981	25,058	18,629	572	360
1982	24,296	18,404	553	310
1983	23,852	17,864	525	286
1984	23,585	17,795	510	346
1985	23,343	17,500	497	446
1986	23,352	17,265	486	463
1987	22,922	16,790	456	414
1988	22,596	16,758	443	361
1989	22,411	16,894	437	403
1990	22,795	16,619	420	387
1991	22,749	15,835	391	386
1992	22,608	16,043	393	398
1993	22,373	16,056	389	389
1994	22,193	16,340	388	369
1995	22,096	15,992	372	374
1996	22,109	15,747	368	412
1997	21,340	15,784	370	415
1998	21,516	15,372	365	435
1999	22,884	15,363	363	457
2000	23,448	14,917	352	473
2001	23,023	15,108	346	460
2002	23,461	15,003	345	470
2003	22,461	15,016	344	417
2004	20,540	15,274	341	510
2005	20,539	15,152	337	514
<i>Average annual percentage change</i>				
1970–2005	-0.6%	-0.4%	-2.0%	-0.2%
1995–2005	-0.7%	-0.5%	-1.0%	3.2%

Source:

See Appendix A for Freight Mode Energy Intensities.



Chapter 3

All Highway Vehicles and Characteristics

Summary Statistics from Tables in this Chapter

Source		
Table 3.1	U.S. share of world car registrations, 2005	21.5%
Table 3.2	U.S. share of world truck & bus registrations, 2005	42.7%
Table 3.3	Number of U.S. cars, 2005 (thousands)	133,909
Table 3.3	Number of U.S. trucks, 2005 (thousands)	104,788
Table 3.4	Vehicle miles traveled, 2005 (million miles)	2,989,807
	<i>Cars</i>	56.5%
	<i>Two-axle, four-tire trucks</i>	35.4%
	<i>Combination trucks</i>	4.8%
	<i>Other single-unit trucks</i>	2.6%
	<i>Motorcycles</i>	0.4%
	<i>Buses</i>	0.2%
Table 3.7	Median age of vehicles, 2006	
	<i>Cars (years)</i>	9.2
	<i>All trucks (years)</i>	6.9
	<i>Light trucks (years)</i>	6.8



The 1997 data in this series were never published. Use caution comparing historical data because of disconnects in data series, such as China in 1998. Also, the U.S. is unique in how many light trucks (SUVs, minivans, pickups) are used for personal travel. Those light trucks are not included on this table. The U.S. share of world cars has been declining since 1998.

Table 3.1
Car Registrations for Selected Countries, 1950–2005
(thousands)

Year	China	India	Japan	France	United Kingdom	Germany ^a	Canada ^b	United States ^c	U.S. percentage of world ^c	World total
1950	^d	^d	43	^d	2,307	^d	1,913	40,339	76.0%	53,051
1955	^d	^d	153	^d	360	^d	2,961	52,145	71.4%	73,036
1960	^d	^d	457	4,950	5,650	4,856	4,104	61,671	62.7%	98,305
1965	^d	^d	2,181	8,320	9,131	9,719	5,279	75,258	53.8%	139,776
1970	^d	^d	8,779	11,860	11,802	14,376	6,602	89,244	46.1%	193,479
1975	^d	^d	17,236	15,180	14,061	18,161	8,870	106,706	41.0%	260,201
1980	351	^d	23,660	18,440	15,438	23,236	10,256	121,601	38.0%	320,390
1985	795	1,607	27,845	20,800	18,953	26,099	11,118	127,885	34.5%	370,504
1990	1,622	2,694	34,924	23,010	22,528	30,695	12,622	133,700	30.7%	435,050
1991	1,852	2,954	37,076	23,550	22,744	31,309	12,578	128,300	29.1%	441,377
1992	2,262	3,205	38,963	24,020	23,008	37,579	12,781	126,581	28.0%	452,311
1993	2,860	3,361	40,772	24,385	23,402	39,202	12,927	127,327	28.3%	450,473
1994	3,497	3,569	42,678	24,900	23,832	39,918	13,122	127,883	27.0%	473,487
1995	4,179	3,837	44,680	25,100	24,307	40,499	13,183	128,387	26.9%	477,010
1996	4,700	4,246	46,868	25,500	24,864	41,045	13,300	129,728	26.7%	485,954
1997	Data are not available.									
1998	2,940	4,820	49,896	26,800	22,115	41,674	13,887	131,839	27.5%	478,625
1999	3,400	5,200	51,164	27,480	27,539	42,423	16,538	126,869	26.7%	496,059
2000	3,750	5,150	52,437	28,060	27,185	43,772	16,832	127,721	23.3%	547,147
2001	4,325	5,750	53,300	28,700	27,790	44,383	17,055	128,714	22.9%	561,652
2002	4,950	6,945	54,540	29,160	28,484	44,657	17,544	129,907	22.5%	575,847
2003	6,789	6,669	55,213	29,560	29,008	44,023	17,755	130,800	22.1%	589,272
2004	7,900	7,300	55,994	29,900	29,378	45,376	17,290	132,823	22.0%	603,433
2005	8,900	7,654	57,091	30,100	30,652	46,090	18,124	132,909	21.5%	617,172
Average annual percentage change										
1950–2005	^d	^d	14.0%	^d	4.8%	^d	4.2%	2.2%		4.6%
1970–2005	^d	^d	5.5%	2.7%	2.8%	3.4%	2.9%	1.1%		3.4%
1995–2005	7.9%	7.1%	2.5%	1.8%	2.3%	1.3%	3.2%	0.3%		2.6%

Source:

Ward's Communications, *Ward's World Motor Vehicle Data, 2006 Edition*, Southfield, MI, 2007, pp. 241–244 and annual.
(Additional resources: www.wardsauto.com)

^a Data for 1991 and prior include West Germany only. Kraftwagen are included with cars.

^b Data from 1991 and later are not comparable to prior data and data from 1999 and later are not comparable to prior data.

^c Data from 1985 and later are not comparable to prior data.

^d Data are not available.



The 1997 data in this series were never published. Use caution comparing historical data because of disconnects in data series, such as China in 1998. The U.S. totals include SUVs, minivans, and light trucks, many of which are used for personal travel.

Table 3.2
Truck and Bus Registrations for Selected Countries, 1950–2005
(thousands)

Year	China	India	Japan	France	United Kingdom	Germany ^a	Canada ^b	United States ^c	U.S. percentage of world ^c	World total
1950	^d	^d	183	^d	1,060	^d	643	8,823	50.9%	17,349
1955	^d	^d	318	^d	1,244	^d	952	10,544	46.1%	22,860
1960	^d	^d	896	1,540	1,534	786	1,056	12,186	42.6%	28,583
1965	^d	^d	4,119	1,770	1,748	1,021	1,232	15,100	39.6%	38,118
1970	^d	^d	8,803	1,850	1,769	1,228	1,481	19,175	36.2%	52,899
1975	811	^d	10,854	2,210	1,934	1,337	2,158	26,243	38.8%	67,698
1980	1,480	^d	14,197	2,550	1,920	1,617	2,955	34,195	37.7%	90,592
1985	2,402	1,045	18,313	3,310	3,278	1,723	3,149	43,804	37.4%	117,038
1990	4,496	1,536	22,773	4,748	3,774	1,989	3,931	55,097	37.2%	148,073
1995	6,221	2,221	22,173	5,195	3,635	3,062	3,485	73,143	43.1%	169,749
1996	6,750	2,506	21,933	5,255	3,621	3,122	3,515	76,637	41.3%	185,404
1997	Data are not available.									
1998	8,313	2,610	20,919	5,500	3,169	4,357	3,694	79,062	44.0%	179,498
1999	9,400	3,000	20,559	5,609	3,392	3,370	722 ^f	86,640	46.9%	188,367
2000	9,650	2,390	20,211	5,753	3,361	3,534	739 ^f	85,579	42.1%	203,273
2001	10,212	2,663	19,985	5,897	3,412	3,592	729 ^f	87,969	42.5%	207,033
2002	10,500	3,535	17,714	5,984	3,487	3,568	724 ^f	91,120	43.2%	210,776
2003	17,222	4,025	17,312	6,068	3,569	3,541	740 ^f	95,262	42.5%	223,729
2004	19,800	4,190	17,012	6,139	3,696	3,540	745	98,576	42.2%	233,537
2005	21,750	4,415	16,734	6,198	3,943	3,133	786	104,788	42.7%	245,248
Average annual percentage change										
1950–2005	^d	^d	8.6%	^d	2.4%	^d	0.4%	4.6%		4.9%
1970–2005	^d	^d	1.9%	3.5%	2.3%	2.7%	-1.8%	5.0%		4.5%
1995–2005	13.3%	7.1%	-2.8%	1.8%	0.8%	0.2%	-13.8%	3.5%		3.7%

Source:

Ward's Communications, *Ward's World Motor Vehicle Data, 2006 Edition*, Southfield, MI, 2007, pp. 241–244 and annual. (Additional resources: www.wardsauto.com)

^a Data for 1991 and prior include West Germany only. Kraftwagen are included with cars. Data from 1999 and later are not comparable to prior data.

^b Data from 1991 and later are not comparable to prior data.

^c Data from 1985 and later are not comparable to prior data.

^d Data are not available.

^e Data not comparable to prior data due to reclassification of autos and trucks.

^f Canada reclassified autos and trucks in 1999.



VEHICLES IN USE

Both the Federal Highway Administration (FHWA) and The Polk Company report figures on the car and truck population each year. The two estimates, however, differ by as much as 11.2% (1981). The differences can be attributed to several factors:

- The FHWA data include all vehicles which have been registered at any time throughout the calendar year. Therefore, the data include vehicles which were retired during the year and may double count vehicles which have been registered in different states or the same states to different owners. The Polk Company data include only those vehicles which are registered on July 1 of the given year.
- The classification of mini-vans, station wagons on truck chasses, and utility vehicles as cars or trucks causes important differences in the two estimates. The Polk Company data included passenger vans in the car count until 1980; since 1980 all vans have been counted as trucks. Recently, the Federal Highway Administration adjusted their definition of cars and trucks. Starting in 1993, some minivans and sport utility vehicles that were previously included with cars were included with trucks. This change produced a dramatic change in the individual percentage differences of cars and trucks. The difference in total vehicles has been less than 5% each year since 1990 and does not appear to be significantly affected by the FHWA reclassifications.
- The FHWA data include all non-military Federal vehicles, while The Polk Company data include only those Federal vehicles which are registered within a state. Federal vehicles are not required to have State registrations, and, according to the General Services Administration, most Federal Vehicles are not registered.

According to The Polk Company statistics, the number of cars in use in the U.S. declined from 1991 to 1992. This is the first decline in vehicle stock since the figures were first reported in 1924. However, the data should be viewed with caution. A redesign of Polk's approach in 1992 allowed a national check for duplicate registrations, which was not possible in earlier years. Polk estimates that, due to processing limitations, its vehicle population counts may have been inflated by as much as 1½ percent. Assuming that percentage is correct, the number of cars in use would have declined from 1991 to 1992 under the previous Polk method. The growing popularity of light trucks being used as passenger vehicles could also have had an impact on these figures.



Table 3.3
U.S. Cars and Trucks in Use, 1970–2005
(thousands)

Year	Cars			Trucks			Total		
	FHWA	The Polk Company	Percentage difference	FHWA	The Polk Company	Percentage difference	FHWA	The Polk Company	Percentage difference
1970	89,243	80,448	10.9%	18,797	17,688	6.3%	108,040	98,136	10.1%
1975	106,706	95,241	12.0%	25,781	24,813	3.9%	132,487	120,054	10.4%
1980	121,601	104,564	16.3%	33,667	35,268	-4.5%	155,267	139,832	11.0%
1981	123,098	105,839	16.3%	34,644	36,069	-4.0%	157,743	141,908	11.2%
1982	123,702	106,867	15.8%	35,382	36,987	-4.3%	159,084	143,854	10.6%
1983	126,444	108,961	16.0%	36,723	38,143	-3.7%	163,166	147,104	10.9%
1984	128,158	112,019	14.4%	37,507	40,143	-6.6%	165,665	152,162	8.9%
1985	127,885	114,662	11.5%	43,210	42,387	1.9%	171,095	157,049	8.9%
1986	130,004	117,268	10.9%	45,103	44,826	0.6%	175,106	162,094	8.0%
1987	131,482	119,849	9.7%	46,826	47,344	-1.1%	178,308	167,193	6.6%
1988	133,836	121,519	10.1%	49,941	50,221	-0.6%	183,777	171,740	7.0%
1989	134,559	122,758	9.6%	52,172	53,202	-1.9%	186,731	175,960	6.1%
1990	133,700	123,276	8.5%	54,470	56,023	-2.8%	188,171	179,299	4.9%
1991	128,300	123,268	4.1%	59,206	58,179	1.8%	187,505	181,447	3.3%
1992	126,581	120,347	5.2%	63,136	61,172	3.2%	189,717	181,519	4.5%
1993	127,327	121,055	5.2%	66,082	65,260	1.3%	193,409	186,315	3.8%
1994	127,883	121,997	4.8%	69,491	66,717	4.2%	197,375	188,714	4.6%
1995	128,387	123,242	4.2%	72,458	70,199	3.2%	200,845	193,441	3.8%
1996	129,728	124,613	4.1%	75,940	73,681	3.1%	205,669	198,294	3.7%
1997	129,749	124,673	4.1%	77,307	76,398	1.2%	207,056	201,071	3.0%
1998	131,839	125,966	4.7%	79,062	79,077	0.0%	210,901	205,043	2.9%
1999	132,432	126,869	4.4%	83,148	82,640	0.6%	215,580	209,509	2.9%
2000	133,621	127,721	4.6%	87,108	85,579	1.8%	220,729	213,300	3.5%
2001	137,633	128,714	6.9%	92,045	87,969	4.6%	229,678	216,683	6.0%
2002	135,921	129,907	4.6%	92,939	91,120	2.0%	228,860	221,027	3.5%
2003	135,670	131,072	3.5%	94,944	94,810	0.1%	230,614	225,882	2.1%
2004	136,431	132,469	3.0%	100,016	98,829	1.1%	236,447	231,398	2.2%
2005	136,568	133,909	2.0%	103,819	104,788	-0.9%	240,387	238,697	0.7%

Source:

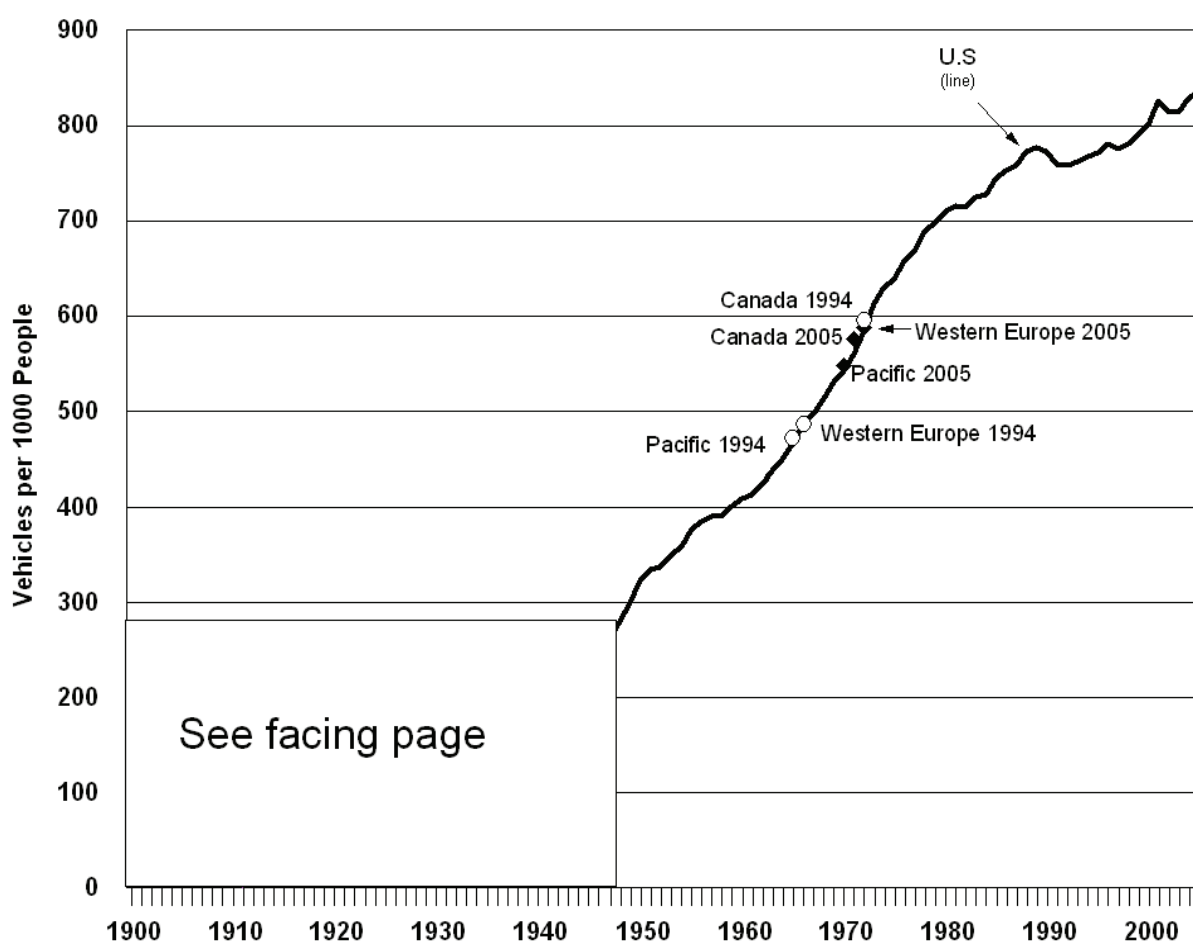
FHWA - U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2005*, Washington, DC, 2006, Table VM-1 and annual. (Additional resources: www.fhwa.dot.gov)

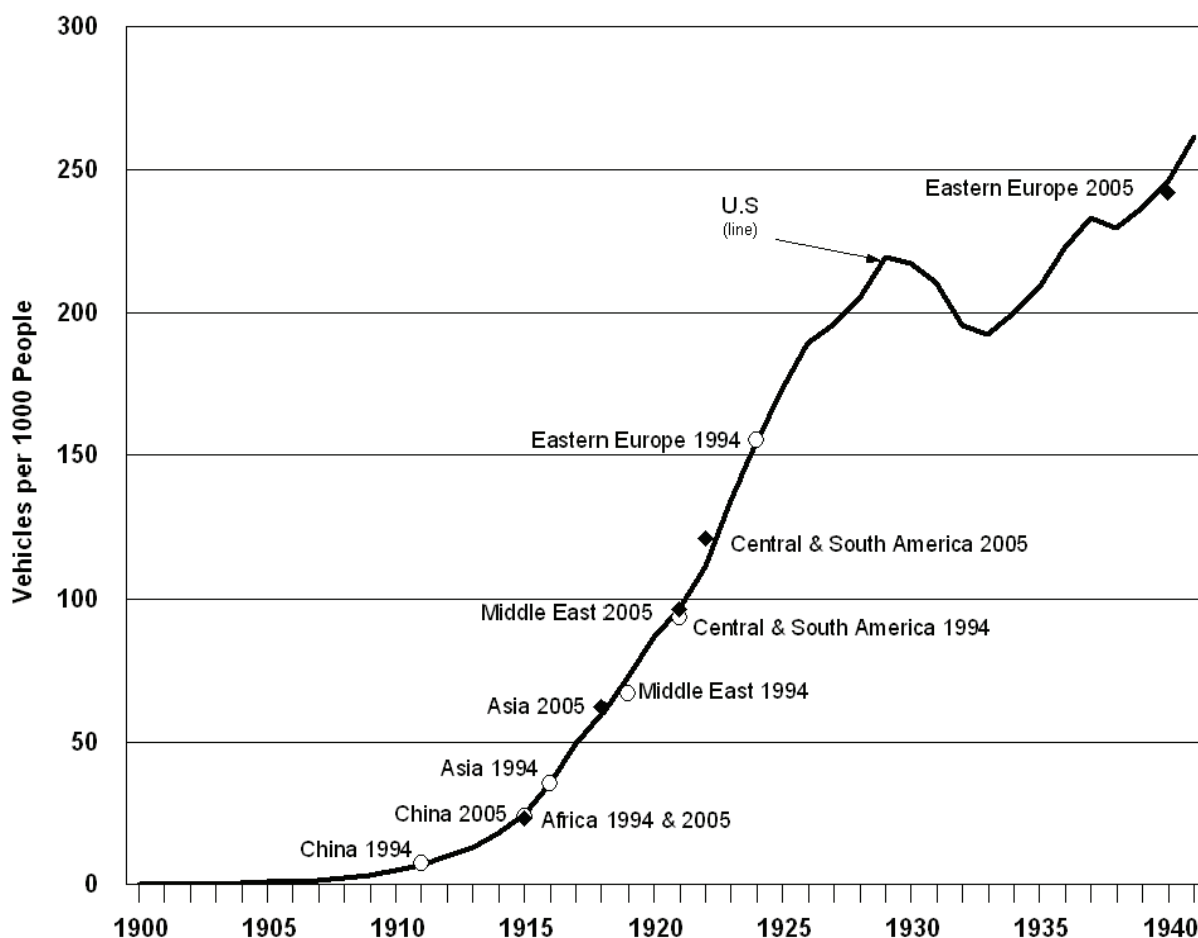
Polk - The Polk Company, Detroit, Michigan. **FURTHER REPRODUCTION PROHIBITED.** (Additional resources: www.polk.com)



The graphs below show the number of motor vehicles per thousand people for various countries. The data for the U.S. are displayed in the line which goes from 1900 to 2005. The points labeled on that line show data for the other countries/regions around the world and how their vehicles per thousand people compare to the U.S. at two different points in time, 1994 and 2005. For instance, the graph shows that in 1994, Western Europe's vehicles per thousand people was about where the U.S. was in 1966, but by 2005 it is about where the U.S. was in 1972. The lower part of the graph (1900-1940) is shown enlarged on the facing page.

Figure 3.1. Vehicles per Thousand People: U.S. (Over Time) Compared to Other Countries (in 1994 and 2005)





Sources:

Population – (2005) U.S. Census Bureau, Population Division, International Programs Center, April 26, 2005. (Additional resources: www.census.gov/ipc/www/idprint.html)

Vehicles – (2005) U.S.: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2005*, Washington, DC, 2006. All others: Ward's Communications, *Ward's Motor Vehicle Data 2005*, pp. 241-244. (Additional resources: www.fhwa.dot.gov, www.wardsauto.com)



The trend of using two-axle, four-tire trucks, such as pickups, vans, and sport-utility vehicles, for personal travel is evident in these data; two-axle, four-tire trucks account for 24% more travel in 2005 than in 1970, and cars account for 26% less travel in that time period.

Table 3.4
Shares of Highway Vehicle-Miles Traveled by Vehicle Type, 1970–2005

Year	Cars	Motorcycles	Two-axle, four-tire trucks	Other single-unit trucks	Combination trucks	Buses ^a	Total vehicle-miles traveled (million miles)
1970	82.6%	0.3%	11.1%	2.4%	3.2%	0.4%	1,109,724
1975	77.9%	0.4%	15.1%	2.6%	3.5%	0.5%	1,327,664
1980	72.8%	0.7%	19.0%	2.6%	4.5%	0.4%	1,527,295
1981	72.9%	0.7%	19.1%	2.5%	4.4%	0.4%	1,555,308
1982	72.8%	0.6%	19.2%	2.5%	4.4%	0.4%	1,595,010
1983	72.3%	0.5%	19.8%	2.6%	4.5%	0.3%	1,652,788
1984	71.3%	0.5%	20.8%	2.6%	4.5%	0.3%	1,720,269
1985	70.2%	0.5%	22.0%	2.6%	4.4%	0.3%	1,774,826
1986	69.2%	0.5%	23.1%	2.5%	4.4%	0.3%	1,834,872
1987	68.5%	0.5%	23.8%	2.5%	4.5%	0.3%	1,921,204
1988	67.6%	0.5%	24.8%	2.4%	4.4%	0.3%	2,025,962
1989	66.8%	0.5%	25.6%	2.4%	4.4%	0.3%	2,096,487
1990	65.7%	0.4%	26.8%	2.4%	4.4%	0.3%	2,144,362
1991	62.5%	0.4%	29.9%	2.4%	4.4%	0.3%	2,172,050
1992	61.0%	0.4%	31.5%	2.4%	4.4%	0.3%	2,247,151
1993	59.9%	0.4%	32.5%	2.5%	4.5%	0.3%	2,296,378
1994	59.6%	0.4%	32.4%	2.6%	4.6%	0.3%	2,357,588
1995	59.4%	0.4%	32.6%	2.6%	4.8%	0.3%	2,422,696
1996	59.1%	0.4%	32.8%	2.6%	4.8%	0.3%	2,485,848
1997	58.7%	0.4%	33.2%	2.6%	4.9%	0.3%	2,561,695
1998	58.9%	0.4%	33.0%	2.6%	4.9%	0.3%	2,631,522
1999	58.3%	0.4%	33.5%	2.6%	4.9%	0.3%	2,691,056
2000	58.3%	0.4%	33.6%	2.6%	4.9%	0.3%	2,746,925
2001	58.2%	0.3%	33.8%	2.6%	4.9%	0.3%	2,797,287
2002	58.1%	0.3%	33.8%	2.7%	4.9%	0.2%	2,855,508
2003	57.8%	0.3%	34.0%	2.7%	4.8%	0.2%	2,890,450
2004	57.3%	0.3%	34.6%	2.6%	4.8%	0.2%	2,964,788
2005	56.5%	0.4%	35.4%	2.6%	4.8%	0.2%	2,989,807
<i>Average annual percentage change</i>							
1970–2005							2.9%
1995–2005							2.1%

Source:

U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2005*, Washington, DC, 2006, Table VM-1 and annual. (Additional resources: www.fhwa.dot.gov)

^a The data do not correspond with vehicle-miles of travel presented in the "Bus" section of this chapter due to differing data sources.



Due to data restrictions, the 2001 data are the latest that can be published.

Table 3.5
Cars in Operation and Vehicle Travel by Age, 1970 and 2001

Age (years)	1970			2001			2001 Estimated vehicle travel		Average annual miles per vehicle
	Vehicles (thousands)	Percentage	Cumulative percentage	Vehicles (thousands)	Percentage	Cumulative percentage	Percentage	Cumulative percentage	
Under 1 ^a	6,288	7.8%	7.8%	6,183	4.8%	4.8%	6.9%	6.9%	15,000
1	9,299	11.6%	19.4%	8,882	6.9%	11.7%	9.4%	16.3%	14,300
2	8,816	11.0%	30.3%	8,093	6.3%	18.0%	8.2%	24.6%	13,700
3	7,878	9.8%	40.1%	7,555	5.9%	23.9%	7.2%	31.8%	12,900
4	8,538	10.6%	50.8%	7,860	6.1%	30.0%	7.2%	39.1%	12,400
5	8,506	10.6%	61.3%	7,337	5.7%	35.7%	6.5%	45.6%	12,000
6	7,116	8.8%	70.2%	8,555	6.6%	42.3%	7.4%	53.1%	11,700
7	6,268	7.8%	78.0%	7,471	5.8%	48.1%	6.3%	59.4%	11,400
8	5,058	6.3%	84.3%	7,420	5.8%	53.9%	6.1%	65.5%	11,100
9	3,267	4.1%	88.3%	6,807	5.3%	59.2%	5.4%	71.0%	10,700
10	2,776	3.5%	91.8%	6,810	5.3%	64.5%	5.0%	76.0%	9,900
11	1,692	2.1%	93.9%	6,692	5.2%	69.7%	4.5%	80.5%	9,000
12	799	1.0%	94.9%	6,742	5.2%	74.9%	4.7%	85.2%	9,400
13	996	1.2%	96.1%	6,189	4.8%	79.7%	3.8%	88.9%	8,200
14	794	1.0%	97.1%	5,345	4.2%	83.9%	2.9%	91.8%	7,200
15 and older	2,336	2.9%	100.0%	20,773	16.1%	100.0%	8.2%	100.0%	5,300
Subtotal	80,427	100.0%		128,714	100.0%				
Age not given	22			0					
Total	80,449			128,714					
Average age		5.6			9.0				
Median age		4.9			8.1				

Source:

The Polk Company, Detroit, MI. **FURTHER REPRODUCTION PROHIBITED.**

Vehicle travel - Average annual miles per auto by age were multiplied by the number of vehicles in operation by age to estimate the vehicle travel. Average annual miles per auto by age - generated by ORNL from the National Household Travel Survey website: nhts.ornl.gov. (Additional resources: www.polk.com, nhts.ornl.gov)

^a Includes cars from model year 2002 and 2001 which were sold prior to July 1, 2002, and similarly, model years 1971 and 1970 sold prior to July 1, 1970.



Due to data restrictions, the 2001 data are the latest that can be published.

Table 3.6
Trucks in Operation and Vehicle Travel by Age, 1970 and 2001

Age (years)	1970			2001			2001 Estimated vehicle travel		Average annual miles per vehicle
	Vehicles (thousands)	Percentage	Cumulative percentage	Vehicles (thousands)	Percentage	Cumulative percentage	Percentage	Cumulative percentage	
Under 1 ^a	1,262	7.1%	7.1%	6,213	7.1%	7.1%	8.5%	8.5%	17,500
1	1,881	10.6%	17.8%	7,958	9.0%	16.1%	12.0%	20.6%	19,200
2	1,536	8.7%	26.5%	7,522	8.6%	24.7%	11.7%	32.3%	19,800
3	1,428	8.1%	34.6%	6,398	7.3%	31.9%	9.0%	41.3%	17,900
4	1,483	8.4%	43.0%	6,109	6.9%	38.9%	8.4%	49.7%	17,500
5	1,339	7.6%	50.5%	5,122	5.8%	44.7%	6.8%	56.6%	17,000
6	1,154	6.5%	57.1%	5,574	6.3%	51.0%	6.8%	63.4%	15,600
7	975	5.5%	62.6%	5,042	5.7%	56.8%	6.1%	69.5%	15,400
8	826	4.7%	67.3%	4,148	4.7%	61.5%	4.9%	74.4%	15,100
9	621	3.5%	70.8%	3,395	3.9%	65.3%	3.5%	77.9%	13,200
10	658	3.7%	74.5%	3,221	3.7%	69.0%	2.3%	80.3%	9,200
11	583	3.3%	77.8%	3,039	3.5%	72.5%	2.2%	82.5%	9,200
12	383	2.2%	80.0%	3,345	3.8%	76.3%	2.4%	84.9%	9,200
13	417	2.4%	82.3%	3,112	3.5%	79.8%	2.3%	89.1%	9,200
14	414	2.3%	84.7%	2,544	2.9%	82.7%	1.8%	89.0%	9,200
15 and older	2,710	15.3%	100.0%	15,227	17.3%	100.0%	11.0%	100.0%	9,200
Subtotal	17,670	100.0%		87,969	100.0%		100.0%		
Age not given	15			0					
Total	17,685			87,969					
Average age		7.3			7.9				
Median age		5.9			6.8				

Source:

The Polk Company, Detroit, MI. **FURTHER REPRODUCTION PROHIBITED.**

Vehicle travel—The average annual vehicle-miles per truck by age were multiplied by the number of trucks in operation by age to estimate the vehicle travel. Average annual miles per truck by age were generated by ORNL from the *1997 Truck Inventory and Use Survey* public use tape provided by U.S. Department of Commerce, Bureau of the Census, Washington, DC, 2000. (Additional resources: www.polk.com, www.census.gov)

^a Includes trucks from model year 2002 and 2001 which were sold prior to July 1, 2002, and similarly, model years 1971 and 1970 sold prior to July 1, 1970.



In 1994 the median age of cars and trucks was the same—7.5 years. Since that time, the median age for cars has risen while the median age for trucks has declined. The increasing popularity of light trucks as personal passenger vehicles may have had an influence on the median age of trucks.

Table 3.7
Median^a Age of Cars and Trucks in Use, 1970–2006
(years)

Calendar year	Cars	All trucks	Light trucks
1970	4.9	5.9	^b
1971	5.1	6.1	^b
1972	5.1	6.0	^b
1973	5.1	5.8	^b
1974	5.2	5.6	^b
1975	5.4	5.8	^b
1976	5.5	5.8	^b
1977	5.6	5.7	^b
1978	5.7	5.8	^b
1979	5.9	5.9	^b
1980	6.0	6.3	^b
1981	6.0	6.5	^b
1982	6.2	6.8	^b
1983	6.5	7.2	^b
1984	6.7	7.4	^b
1985	6.9	7.6	^b
1986	7.0	7.7	^b
1987	6.9	7.8	^b
1988	6.8	7.1	^b
1989	6.5	6.7	^b
1990	6.5	6.5	^b
1991	6.7	6.8	^b
1992	7.0	7.2	^b
1993	7.3	7.5	^b
1994	7.5	7.5	^b
1995	7.7	7.6	^b
1996	7.9	7.7	7.5
1997	8.1	7.8	7.3
1998	8.3	7.6	7.1
1999	8.3	7.2	6.9
2000	8.3	6.9	6.7
2001	8.3	6.8	6.1
2002	8.4	6.8	6.6
2003	8.6	6.7	6.5
2004	8.9	6.6	6.4
2005	9.0	6.8	6.6
2006	9.2	6.9	6.8

Source:

The Polk Company, Detroit, MI. **FURTHER REPRODUCTION PROHIBITED.**
(Additional resources: www.polk.com)

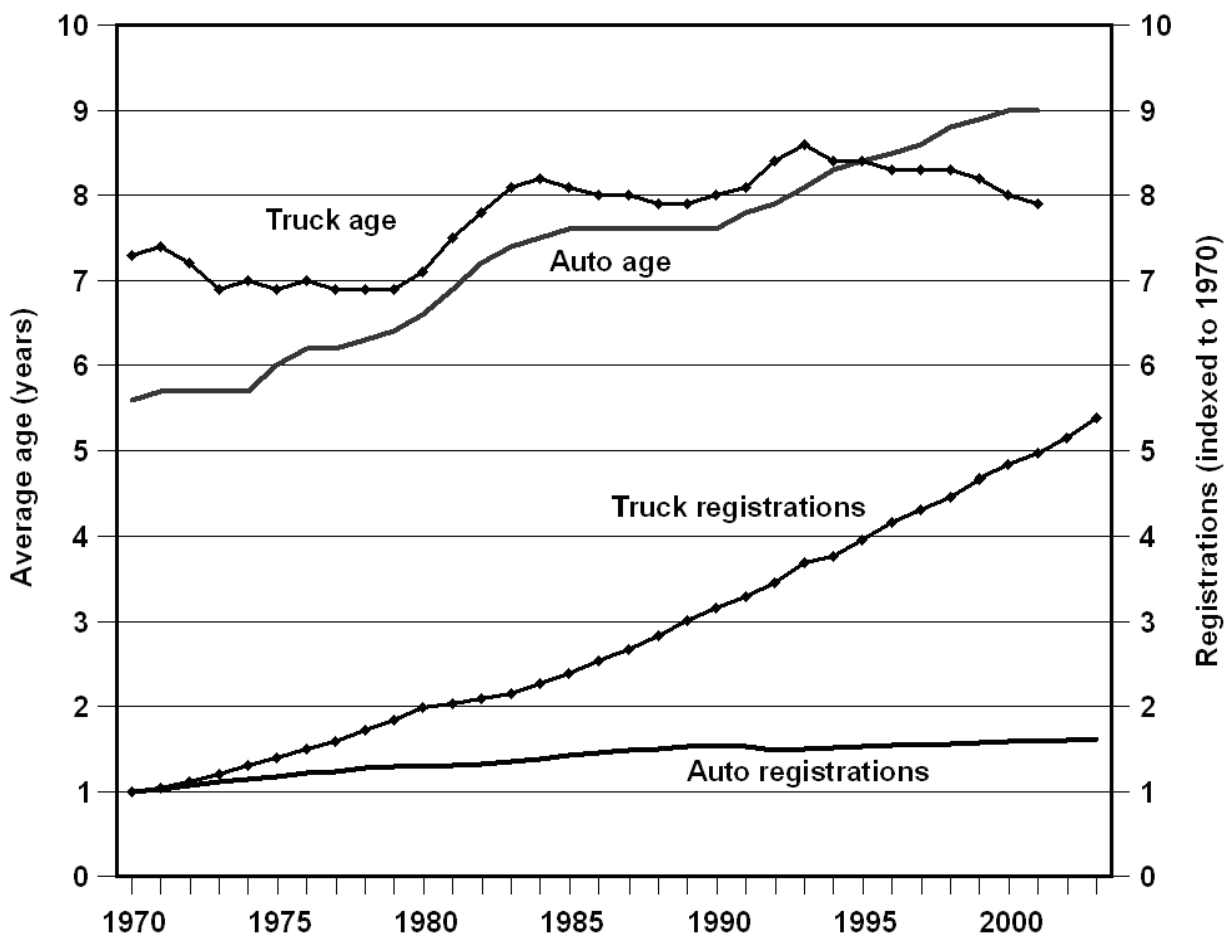
^a Median is a value in an ordered set of values below and above which there are an equal number of values.

^b Data are not available.



The median age of trucks (classes 1-8) has historically been higher than the median age of cars. In 1995, however, this trend reversed, with median car age higher than median truck age for the first time. The recent boom in the sales of minivans, sport-utility vehicles, and pick-ups, which are classified as trucks, is influencing the median age of trucks. So many new light trucks are being added into the truck population, that the median age of trucks declined from 1997 to 2004, but the trend reversed in 2005.

Figure 3.2. Median Age and Registrations of Cars and Trucks, 1970–2006



Source:

See Tables 3.3 and 3.7.



Using current registration data and a scrappage model by Greenspan and Cohen, [1996 paper: <http://www.federalreserve.gov/pubs/feds/1996/199640/199640pap.pdf>], ORNL calculated new car scrappage rates. The expected median lifetime for a 1990 model year car is 16.9 years. These data are fitted model values which assume constant economic conditions.

Table 3.8
Car Scrappage and Survival Rates
1970, 1980 and 1990 Model Years

Vehicle age ^a (years)	1970 model year		1980 model year		1990 model year	
	Survival rate ^b	Scrappage rate ^c	Survival rate ^b	Scrappage rate ^c	Survival rate ^b	Scrappage rate ^c
4	99.0	1.0	100.0	0.0	100.0	0.0
5	94.1	5.0	96.3	3.7	100.0	0.0
6	88.4	6.1	91.3	5.1	99.4	0.6
7	82.0	7.2	85.7	6.1	96.3	3.2
8	75.2	8.3	79.7	7.1	92.7	3.7
9	68.1	9.5	73.3	8.1	88.7	4.3
10	60.9	10.6	66.6	9.0	84.4	4.9
11	53.8	11.7	60.0	10.0	79.8	5.5
12	46.9	12.8	53.3	11.0	75.0	6.1
13	40.3	14.0	46.9	12.0	70.0	6.7
14	34.2	15.1	40.8	13.0	64.9	7.3
15	28.7	16.2	35.1	14.0	59.7	7.9
16	23.7	17.4	29.8	15.0	54.6	8.6
17	19.3	18.5	25.0	16.1	49.5	9.3
18	15.5	19.6	20.8	17.1	44.6	9.9
19	12.3	20.8	17.0	18.1	39.9	10.6
20	9.6	21.9	13.8	19.1	35.4	11.3
21	7.4	23.0	11.0	20.1	31.1	12.0
22	5.6	24.2	8.7	21.2	27.2	12.7
23	4.2	25.3	6.7	22.2	23.5	13.5
24	3.1	26.4	5.2	23.2	20.2	14.2
25	2.2	27.5	3.9	24.2	17.1	15.0
26	1.6	28.6	2.9	25.3	14.5	15.7
27	1.1	29.7	2.2	26.3	12.1	16.5
28	0.8	30.8	1.6	27.3	10.0	17.2
29	0.5	31.9	1.1	28.4	8.2	18.0
30	0.4	33.0	0.8	29.4	6.6	18.8
Median lifetime	11.5 years		12.5 years		16.9 years	

Source:

Schmoyer, Richard L., unpublished study on scrappage rates, Oak Ridge National Laboratory, Oak Ridge, TN, 2001.

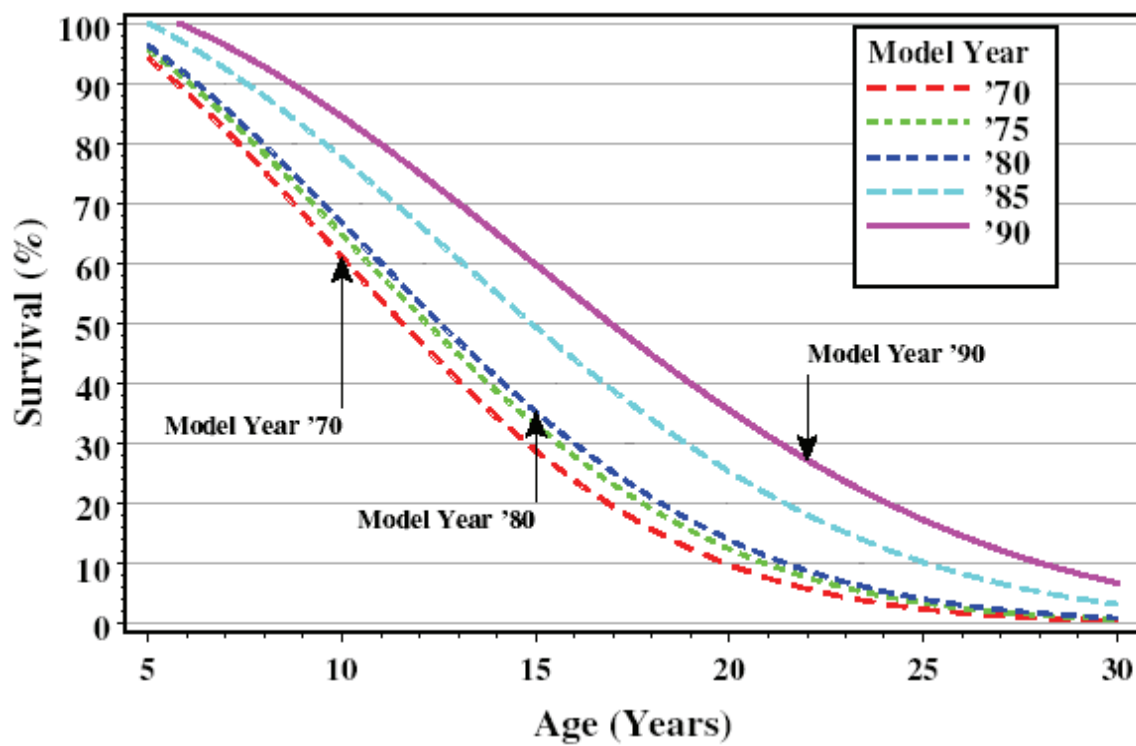
^a It was assumed that scrappage for vehicles less than 4 years old is 0.

^b The percentage of cars which will be in use at the end of the year.

^c The percentage of cars which will be retired from use during the year.



Figure 3.3. Car Survival Rates



Source:
See Table 3.8.



Using current registration data and a scrappage model by Greenspan and Cohen [1996 paper: <http://www.federalreserve.gov/pubs/feds/1996/199640/199640pap.pdf>], ORNL calculated new light truck scrappage rates. The expected median lifetime for a 1990 model year light truck is 15.5 years. These data are fitted model values which assume constant economic conditions.

Table 3.9
Light Truck^a Scrappage and Survival Rates

Vehicle age ^b (years)	1970 model year		1980 model year		1990 model year	
	Survival rate ^c	Scrappage rate ^d	Survival rate ^b	Scrappage rate ^c	Survival rate ^b	Scrappage rate ^c
4	99.7	0.3	99.1	0.9	99.3	0.7
5	97.5	2.2	96.6	2.5	96.9	2.4
6	94.9	2.7	93.7	3.1	94.1	3.0
7	91.8	3.2	90.2	3.7	90.7	3.6
8	88.3	3.8	86.3	4.3	86.9	4.2
9	84.4	4.4	82.0	5.0	82.7	4.8
10	80.2	5.0	77.3	5.7	78.2	5.5
11	75.7	5.6	72.4	6.4	73.4	6.1
12	70.9	6.3	67.3	7.1	68.4	6.8
13	66.0	6.9	62.1	7.8	63.3	7.5
14	61.0	7.6	56.8	8.5	58.0	8.2
15	55.9	8.3	51.5	9.3	52.8	9.0
16	50.8	9.0	46.3	10.1	47.7	9.7
17	45.9	9.8	41.3	10.8	42.7	10.5
18	41.1	10.5	36.5	11.6	37.9	11.3
19	36.4	11.3	32.0	12.4	33.3	12.1
20	32.1	12.0	27.7	13.3	29.0	12.9
21	28.0	12.8	23.8	14.1	25.0	13.7
22	24.2	13.6	20.3	14.9	21.4	14.5
23	20.7	14.4	17.1	15.8	18.1	15.4
24	17.5	15.2	14.2	16.7	15.2	16.2
25	14.7	16.1	11.7	17.5	12.6	17.1
26	12.2	16.9	9.6	18.4	10.3	18.0
27	10.1	17.8	7.7	19.3	8.4	18.8
28	8.2	18.6	6.2	20.2	6.7	19.7
29	6.6	19.5	4.9	21.1	5.3	20.6
30	5.2	20.4	3.8	22.1	4.2	21.5
Median lifetime	16.2 years		15.3 years		15.5 years	

Source:

Schmoyer, Richard L., unpublished study on scrappage rates, Oak Ridge National Laboratory, Oak Ridge, TN, 2001.

^a Light trucks are trucks less than 10,000 lbs. gross weight.

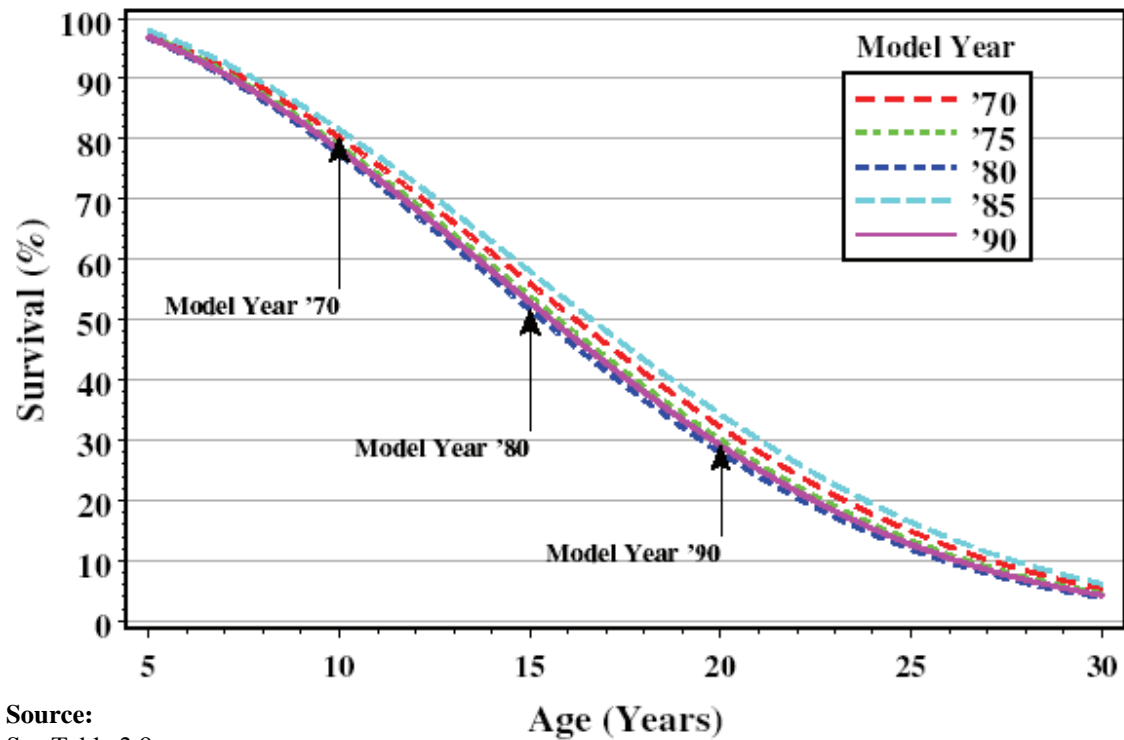
^b It was assumed that scrappage for vehicles less than 4 years old is 0.

^c The percentage of light trucks which will be in use at the end of the year.

^d The percentage of light trucks which will be retired from use during the year.



Figure 3.4. Light Truck Survival Rates



Using current registration data and a scrappage model by Greenspan and Cohen [1996 paper: <http://www.federalreserve.gov/pubs/feds/1996/199640/199640pap.pdf>], ORNL calculated heavy truck (trucks over 26,000 lbs. gross vehicle weight) scrappage rates. The expected median lifetime for a 1990 model year heavy truck is 29 years. These data are fitted model values which assume constant economic conditions.

Table 3.10
Heavy Truck^a Scrappage and Survival Rates

Vehicle age ^b (years)	1970 model year		1980 model year		1990 model year	
	Survival rate ^c	Scrappage rate ^d	Survival rate ^b	Scrappage rate ^c	Survival rate ^b	Scrappage rate ^c
4	98.8	1.2	98.5	1.5	99.4	0.6
5	97.2	1.6	96.7	1.9	98.6	0.8
6	95.3	1.9	94.5	2.3	97.6	1.0
7	93.2	2.3	92.0	2.7	96.5	1.2
8	90.7	2.6	89.1	3.1	95.2	1.3
9	88.1	3.0	86.0	3.5	93.8	1.5
10	85.2	3.3	82.7	3.9	92.2	1.7
11	82.1	3.6	79.1	4.3	90.5	1.9
12	78.8	4.0	75.4	4.7	88.6	2.0
13	75.4	4.3	71.6	5.1	86.7	2.2
14	71.9	4.7	67.7	5.5	84.6	2.4
15	68.3	5.0	63.7	5.9	82.4	2.6
16	64.6	5.3	59.7	6.3	80.2	2.7
17	61.0	5.7	55.7	6.7	77.9	2.9
18	57.3	6.0	51.8	7.1	75.5	3.1
19	53.7	6.3	47.9	7.4	73.0	3.3
20	50.1	6.7	44.2	7.8	70.5	3.4
21	46.6	7.0	40.6	8.2	68.0	3.6
22	43.2	7.3	37.1	8.6	65.4	3.8
23	39.9	7.6	33.7	9.0	62.8	3.9
24	36.7	8.0	30.6	9.4	60.3	4.1
25	33.7	8.3	27.6	9.7	57.7	4.3
26	30.8	8.6	24.8	10.1	55.1	4.5
27	28.0	8.9	22.2	10.5	52.6	4.6
28	25.4	9.3	19.8	10.9	50.0	4.8
29	23.0	9.6	17.6	11.2	47.6	5.0
30	20.7	9.9	15.5	11.6	45.1	5.1
Median lifetime	20.0 years		18.5 years		28.0 years	

Source:

Schmoyer, Richard L., unpublished study on scrappage rates, Oak Ridge National Laboratory, Oak Ridge, TN, 2001.

^a Heavy trucks are trucks more than 26,000 lbs. Gross vehicle weight.

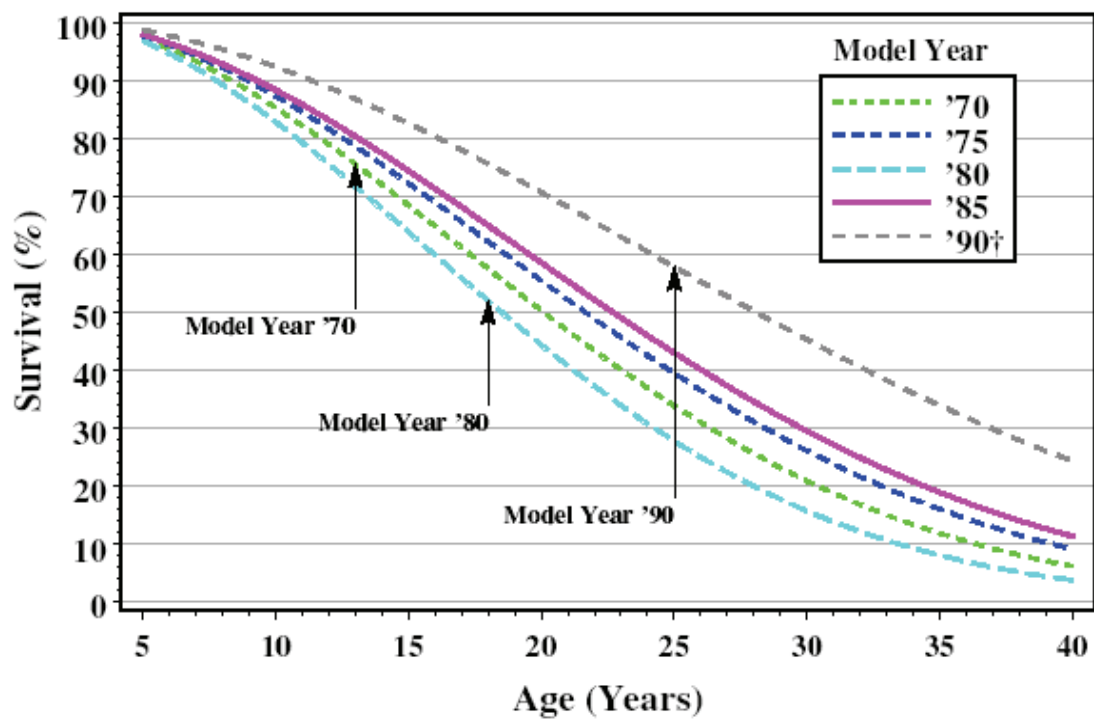
^b It was assumed that scrappage for vehicles less than 4 years old is 0.

^c The percentage of heavy trucks which will be in use at the end of the year.

^d The percentage of heavy trucks which will be retired from use during the year.



Figure 3.5. Heavy Truck Survival Rates

**Source:**

See Table 3.10. Model year '90 estimates are based on minimal preliminary data.



Chapter 4

Light Vehicles and Characteristics

Summary Statistics from Tables in this Chapter

Source		
Table 4.1	Cars, 2005	
	<i>Registrations (thousands)</i>	136,568
	<i>Vehicle miles (million miles)</i>	1,689,965
	<i>Fuel economy (miles per gallon)</i>	22.9
Table 4.2	Two-axle, four-tire trucks, 2005	
	<i>Registrations (thousands)</i>	95,337
	<i>Vehicle miles (million miles)</i>	1,059,590
	<i>Fuel economy (miles per gallon)</i>	16.2
Table 4.6	Light truck share of total light vehicle sales	
	<i>1970 calendar year</i>	14.8%
	<i>2005 calendar year</i>	54.7%
Table 4.7	Car sales, 2006 sales period (thousands)	8,264
	<i>Small</i>	3,225
	<i>Midsized</i>	2,625
	<i>Large</i>	1,628
Table 4.8	Light truck sales, 2006 sales period (thousands)	8,409
	<i>Small pickup</i>	8
	<i>Large pickup</i>	2,167
	<i>Midsized van</i>	1,397
	<i>Large van</i>	86
	<i>Small SUV</i>	104
	<i>Medium SUV</i>	2,440
	<i>Large SUV</i>	1,971
Tables 4.17 and 4.18	Corporate average fuel economy	(mpg)
	<i>Car standard, MY 2006</i>	27.5
	<i>Car fuel economy, MY 2006</i>	29.7
	<i>Light truck standard, MY 2006</i>	21.6
	<i>Light truck fuel economy, MY 2006</i>	22.3
Table 4.22	Average fuel economy loss from 55 to 70 mph	17.1%



*The Federal Highway Administration released revised historical data back to 1985 in their “Highway Statistics Summary to 1995” report. As a result, the data in this table have been revised. The data in this table from 1985–on **DO NOT** include minivans, pickups, or sport utility vehicles.*

Table 4.1
Summary Statistics for Cars, 1970–2005

Year	Registrations ^a (thousands)	Vehicle travel (million miles)	Fuel use (million gallons)	Fuel economy ^b (miles per gallon)
1970	89,244	916,700	67,820	13.5
1971	92,718	966,330	71,346	13.5
1972	97,082	1,021,365	75,937	13.5
1973	101,985	1,045,981	78,233	13.4
1974	104,856	1,007,251	74,229	13.6
1975	106,706	1,033,950	74,140	13.9
1976	110,189	1,078,215	78,297	13.8
1977	112,288	1,109,243	79,060	14.0
1978	116,573	1,146,508	80,652	14.2
1979	118,429	1,113,640	76,588	14.5
1980	121,601	1,111,596	69,981	15.9
1981	123,098	1,133,332	69,112	16.4
1982	123,702	1,161,713	69,116	16.8
1983	126,444	1,195,054	70,322	17.0
1984	128,158	1,227,043	70,663	17.4
1985 ^c	127,885	1,246,798	71,518	17.4
1986	130,004	1,270,167	73,174	17.4
1987	131,482	1,315,982	73,308	18.0
1988	133,836	1,370,271	73,345	18.7
1989	134,559	1,401,221	73,913	19.0
1990	133,700	1,408,266	69,568	20.2
1991	128,300	1,358,185	64,318	21.1
1992	126,581	1,371,569	65,436	21.0
1993	127,327	1,374,709	67,047	20.5
1994	127,883	1,406,089	67,874	20.7
1995	128,387	1,438,294	68,072	21.1
1996	129,728	1,469,854	69,221	21.2
1997	129,749	1,502,556	69,892	21.5
1998	131,839	1,549,577	71,695	21.4
1999	132,432	1,569,100	73,283	21.4
2000	133,621	1,600,287	73,065	21.9
2001	137,633	1,628,332	73,559	22.1
2002	135,921	1,658,474	75,471	22.0
2003	135,670	1,672,079	74,590	22.2
2004	136,431	1,699,890	75,402	22.5
2005	136,568	1,689,965	73,870	22.9
<i>Average annual percentage change</i>				
1970–2005	1.2%	1.8%	0.2%	1.5%
1995–2005	0.6%	1.6%	0.8%	0.8%

Source:

U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2005*, Washington, DC, 2006, Table VM-1, p. V-57, and annual. (Additional resources: www.fhwa.dot.gov)

^a This number differs from R.L. Polk’s estimates of “number of cars in use.” See Table 3.3.

^b Fuel economy for car population.

^c Beginning in this year the data were revised to exclude minivans, pickups and sport utility vehicles which may have been previously included.



The Federal Highway Administration released revised historical data back to 1985 which better reflected two-axle, four-tire trucks. The definition of this category includes vans, pickup trucks, and sport utility vehicles.

Table 4.2
Summary Statistics for Two-Axle, Four-Tire Trucks, 1970–2005

Year	Registrations (thousands)	Vehicle travel (million miles)	Fuel use (million gallons)	Fuel economy (miles per gallon)
1970	14,211	123,286	12,313	10.0
1971	15,181	137,870	13,484	10.2
1972	16,428	156,622	15,150	10.3
1973	18,083	176,833	16,828	10.5
1974	19,335	182,757	16,657	11.0
1975	20,418	200,700	19,081	10.5
1976	22,301	225,834	20,828	10.8
1977	23,624	250,591	22,383	11.2
1978	25,476	279,414	24,162	11.6
1979	27,022	291,905	24,445	11.9
1980	27,876	290,935	23,796	12.2
1981	28,928	296,343	23,697	12.5
1982	29,792	306,141	22,702	13.5
1983	31,214	327,643	23,945	13.7
1984	32,106	358,006	25,604	14.0
1985 ^a	37,214	390,961	27,363	14.3
1986	39,382	423,915	29,074	14.6
1987	41,107	456,870	30,598	14.9
1988	43,805	502,207	32,653	15.4
1989	45,945	536,475	33,271	16.1
1990	48,275	574,571	35,611	16.1
1991	53,033	649,394	38,217	17.0
1992	57,091	706,863	40,929	17.3
1993	59,994	745,750	42,851	17.4
1994	62,904	764,634	44,112	17.3
1995	65,738	790,029	45,605	17.3
1996	69,134	816,540	47,354	17.2
1997	70,224	850,739	49,389	17.2
1998	71,330	868,275	50,462	17.2
1999	75,356	901,022	52,859	17.0
2000	79,085	923,059	52,939	17.4
2001	84,188	943,207	53,522	17.6
2002	85,011	966,034	55,220	17.5
2003	87,187	984,094	60,758	16.2
2004	91,845	1,027,164	63,417	16.2
2005	95,337	1,059,590	65,419	16.2
<i>Average annual percentage change</i>				
1970–2005	5.6%	6.3%	4.9%	1.4%
1995–2005	3.8%	3.0%	3.7%	-0.7%

Source:

U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2005*, Washington, DC, 2006, Table VM-1, p. V-57, and annual. (Additional resources: www.fhwa.dot.gov)

^a Beginning in this year the data were revised to include all vans (including mini-vans), pickups and sport utility vehicles.



Because data on Class 2b trucks are scarce, the U.S. DOE funded a study to investigate available sources of data. In the final report, four methodologies are described to estimate the sales of Class 2b trucks. Until another study is funded, the 1999 data are the latest available.

Table 4.3
Summary Statistics on Class 1, Class 2a, and Class 2b Light Trucks

	CY 1999 truck sales (millions)	MY 2000 truck population (millions)	Percent diesel trucks in population	Average age (years)	Estimated annual miles ^a (billions)	Estimated fuel use (billion ^a gallons)	Estimated fuel economy (miles per gallon)
Class 1	5.7	49.7	0.3%	7.3	672.7	37.4	18.0
Class 2a	1.8	19.2	2.5%	7.4	251.9	18.0	14.0
Class 2b	0.5	5.8	24.0%	8.6	76.7	5.5	13.9

Source: Davis, S.C. and L.F. Truett, *Investigation of Class 2b Trucks (Vehicles of 8,500 to 10,000 lbs GVWR)*, ORNL/TM-2002/49, March 2002, Table 16.

Note: CY - calendar year. MY - model year.

Table 4.4
Sales Estimates of Class 1, Class 2a, and Class 2b Light Trucks, 1989–1999

Calendar Year	Sales estimates (thousands)			Total
	Class 1 (6,000 lbs and under)	Class 2a (6,001- 8,500 lbs)	Class 2b (8,5001- 10,000 lbs)	
1989	3,313	918	379	4,610
1990	3,451	829	268	4,548
1991	3,246	670	206	4,122
1992	3,608	827	194	4,629
1993	4,119	975	257	5,351
1994	4,527	1,241	265	6,033
1995	4,422	1,304	327	6,053
1996	4,829	1,356	334	6,519
1997	5,085	1,315	397	6,797
1998	5,263	1,694	342	7,299
1999	5,707	1,845	521	8,073
<i>Percent change</i>				
1989–1999	72.3%	101.0%	37.5%	75.1%

Source: Davis, S.C. and L.F. Truett, *Investigation of Class 2b Trucks (Vehicles of 8,500 to 10,000 lbs GVWR)*, ORNL/TM-2002/49, March 2002, Table 1.

Note: These data were calculated using Methodology 4 from the report.

^a Estimates derived using 2000 population data and 1997 usage data. See source for details.



Car sales dropped under 8 million in 2003 for the first time since 1982, likely due to consumers continued interest in light trucks, such as pickups and sport-utility vehicles.

Table 4.5
New Retail Car Sales in the United States, 1970–2005

Calendar year	Domestic ^a (thousands)	Import ^b	Total	Percentage imports	Percentage transplants ^c	Percentage imports and transplants	Percentage diesel
1970	7,119	1,285	8,404	15.3%	d	d	d
1975	7,053	1,571	8,624	18.2%	d	d	0.31%
1980	6,581	2,398	8,979	26.7%	2.1%	28.8%	4.31%
1981	6,209	2,327	8,536	27.3%	1.8%	29.1%	6.10%
1982	5,759	2,223	7,982	27.9%	1.4%	29.3%	4.44%
1983	6,795	2,387	9,182	26.0%	1.3%	27.3%	2.09%
1984	7,952	2,439	10,391	23.5%	2.0%	25.5%	1.45%
1985	8,205	2,838	11,043	25.7%	2.2%	27.9%	0.82%
1986	8,215	3,238	11,453	28.3%	2.8%	31.1%	0.37%
1987	7,081	3,197	10,278	31.1%	5.2%	36.3%	0.16%
1988	7,526	3,099	10,626	29.2%	5.8%	35.0%	0.02%
1989	7,073	2,825	9,898	28.5%	7.3%	35.8%	0.13%
1990	6,897	2,404	9,301	25.8%	11.6%	37.4%	0.08%
1991	6,137	2,038	8,175	24.9%	14.0%	38.9%	0.10%
1992	6,277	1,937	8,213	23.6%	14.3%	37.9%	0.06%
1993	6,742	1,776	8,518	20.9%	15.1%	36.0%	0.03%
1994	7,255	1,735	8,990	19.3%	16.9%	36.2%	0.04%
1995	7,129	1,506	8,635	17.4%	19.6%	37.0%	0.04%
1996	7,255	1,271	8,526	14.9%	23.1%	38.0%	0.10%
1997	6,917	1,355	8,272	16.4%	23.8%	40.2%	0.09%
1998	6,762	1,380	8,142	16.9%	25.7%	42.6%	0.13%
1999	6,979	1,719	8,698	19.8%	24.3%	44.1%	0.16%
2000	6,831	2,016	8,847	22.8%	24.6%	47.4%	0.26%
2001	6,325	2,098	8,423	24.9%	26.0%	50.9%	0.18%
2002	5,878	2,226	8,104	27.5%	26.4%	53.9%	0.39%
2003	5,527	2,083	7,610	27.4%	28.1%	55.5%	0.51%
2004	5,357	2,149	7,506	28.6%	29.9%	58.5%	0.40%
2005	5,480	2,187	7,667	28.5%	d	d	0.63%
<i>Average annual percentage change</i>							
1970–2005	-0.7%	1.5%	-0.3%				
1995–2005	-2.6%	3.8%	-1.2%				

Source:

Domestic and import data - 1970–97: American Automobile Manufacturers Association, *Motor Vehicle Facts and Figures 1998*, Detroit, MI, 1998, p. 15, and annual. 1997 data from *Economic Indicators, 4th Quarter 1997*. 1998–2005: Ward's Communication, *Ward's Automotive Yearbook*, Detroit, MI, 2006, p. 229.

Diesel data - Ward's Communications, *Ward's Automotive Yearbook*, Detroit, MI, 2006, p. 33.

Transplant data - Oak Ridge National Laboratory, Light Vehicle MPG and Market Shares Data System, Oak Ridge, TN, 2004. (Additional resources: www.aama.com, www.wardsauto.com)

^a North American built.

^b Does not include import tourist deliveries.

^c A transplant is an car which was built in the U.S. by a foreign firm. Also included are joint ventures which are built in the U.S. 1970–1989 are on a model year basis.

^d Data are not available.



In 2005, light trucks, which include pick-ups, minivans, sport-utility vehicles, and other trucks less than 10,000 pounds gross vehicle weight (GVW), accounted for 55% of light vehicle sales.

Table 4.6
New Retail Sales of Trucks 10,000 Pounds GVW and Less in the United States, 1970–2005

Calendar year	Light truck sales ^a (thousands)	Percentages				
		Import ^b	Transplants ^c	Diesel ^d	Light trucks of light-duty vehicle sales ^e	Light trucks of total truck sales
1970	1,463	4.5%	^f	^g	14.8%	80.4%
1975	2,281	10.0%	^f	^g	20.9%	87.9%
1980	2,440	19.7%	0.9%	3.6%	21.4%	88.9%
1981	2,189	20.3%	0.0%	3.1%	20.4%	89.8%
1982	2,470	16.5%	0.0%	8.5%	23.6%	92.8%
1983	2,984	15.6%	0.0%	6.7%	24.5%	93.6%
1984	3,863	15.7%	2.0%	4.8%	27.1%	93.0%
1985	4,458	17.2%	2.6%	3.8%	28.8%	93.6%
1986	4,594	20.1%	2.3%	3.7%	28.6%	94.3%
1987	4,610	17.9%	1.7%	2.3%	31.0%	93.9%
1988	4,800	12.6%	2.4%	2.3%	31.1%	93.2%
1989	4,610	10.9%	2.6%	2.9%	31.8%	93.3%
1990	4,548	13.2%	3.6%	3.1%	32.8%	93.9%
1991	4,123	12.8%	4.6%	3.2%	33.5%	94.5%
1992	4,629	8.6%	6.0%	3.3%	36.0%	94.4%
1993	5,351	6.8%	7.1%	3.7%	38.6%	94.2%
1994	6,033	6.5%	7.8%	3.9%	40.2%	94.0%
1995	6,053	6.5%	7.2%	4.1%	41.2%	93.4%
1996	6,519	6.6%	7.2%	3.7%	43.3%	94.1%
1997	6,797	8.4%	7.1%	4.8%	46.6%	94.1%
1998	7,299	8.9%	7.6%	1.7%	47.3%	93.3%
1999	8,073	9.5%	9.3%	5.9%	48.1%	92.6%
2000	8,387	9.9%	11.5%	4.8%	48.7%	93.9%
2001	8,700	11.3%	12.1%	5.3%	50.8%	96.1%
2002	8,713	12.2%	11.9%	4.9%	51.8%	96.4%
2003	8,938	13.5%	13.3%	4.3%	54.0%	95.5%
2004	9,361	13.1%	15.5%	5.5%	55.4%	95.5%
2005	9,281	13.3%	^f	3.7%	54.7%	94.9%
<i>Average annual percentage change</i>						
1970–2005	5.4%					
1995–2005	4.4%					

Sources:

Four-wheel drive and diesel - 1970–88: Ward's Communications, *Ward's Automotive Yearbook*, Detroit, MI, 1989, p. 168, and annual. 1989–on: Ward's Communications, *Ward's Automotive Yearbook*, Factory Installation Reports, Detroit, MI, 2005, and annual.

Transplants - Oak Ridge National Laboratory, Light-Duty Vehicle MPG and Market Shares System, Oak Ridge, TN, 2004.

All other - 1970–97: American Automobile Manufacturers Association, *Motor Vehicle Facts and Figures 1998*, Detroit, MI, 1998, pp. 8, 15, 24, and annual. 1998–on: Ward's Communications, *Ward's Automotive Yearbook*, Detroit, MI, 2006. (Additional resources: www.aama.com, www.wardsauto.com)

^a Includes all trucks of 10,000 pounds gross vehicle weight and less sold in the U.S.

^b Excluding transplants.

^c Based on model year data. A transplant is a light truck which was built in the U.S. by a foreign firm. Also included are joint ventures built in the U.S.

^d Based on model year factory installations.

^e Light-duty vehicles include cars and light trucks.

^f Data are not available.

^g Indicates less than 1 percent.



The sales-weighted fuel economy of cars increased dramatically from 1975 (15.4 mpg) to 1990 (26.2 mpg), but has risen only about 1 mpg since then.

Table 4.7
Period Sales, Market Shares, and Sales-Weighted Fuel Economies
of New Domestic and Import Cars, Selected Model Years 1975–2006
(thousands)

	Sales Period							
	1975	1980	1985	1990	1995	2000	2005	2006
CARS								
Small								
Total sales, units	4,088	4,825	5,519	4,999	5,190	4,266	3,178	3,225
Market share, %	49.6%	51.1%	51.1%	56.8%	55.2%	46.7%	39.8%	39.0%
Fuel economy, mpg	18.3	26.1	29.8	29.8	30.7	30.3	30.8	30.3
Midsized								
Total sales, units	1,631	2,987	2,777	2,342	2,515	2,894	2,763	2,625
Market share, %	19.8%	31.6%	25.7%	26.6%	26.8%	31.7%	34.6%	31.8%
Fuel economy, mpg	13.6	21.6	24.9	26.2	26.1	27.0	29.4	29.3
Large								
Total sales, units	1,555	963	1,512	1,092	1,306	1,665	1,343	1,628
Market share, %	18.9%	10.2%	14.0%	12.4%	13.9%	18.2%	16.8%	19.7%
Fuel economy, mpg	13.1	19.1	22.3	23.7	24.5	25.6	26.2	25.7
WAGONS								
Small								
Total sales, units	477	310	496	160	198	68	353	452
Market share, %	5.8%	3.3%	4.6%	1.8%	2.1%	0.7%	4.4%	5.5%
Fuel economy, mpg	22.4	28.6	32.5	29.6	33.3	29.2	31.9	31.6
Midsized								
Total sales, units	289	257	341	184	176	234	239	229
Market share, %	3.5%	2.7%	3.2%	2.1%	1.9%	2.6%	3.0%	2.8%
Fuel economy, mpg	13.2	21.1	25.2	25.3	26.6	27.3	26.6	26.6
Large								
Total sales, units	197	102	145	31	10	0	100	105
Market share, %	2.4%	1.1%	1.3%	0.4%	0.1%	0.0% ^a	1.3%	1.3%
Fuel economy, mpg	11.9	19.1	20.9	22.7	22.8		22.3	21.7
TOTAL								
Total sales, units	8,237	9,443	10,791	8,810	9,396	9,128	7,976	8,265
Market share, %	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Fuel economy, mpg	15.8	23.5	27.0	27.8	28.3	28.2	29.2	28.8

Source:

U.S. Environmental Protection Agency, *Light-Duty Automotive Technology and Fuel Economy Trends: 1975 Through 2006*, July 2006. (Additional resources: www.epa.gov/otaq/fetrends.htm)



Sales of light trucks in 2006 are more than four times that of 1975. Similar to the car trend, the sales-weighted fuel economy of light trucks increased during the late '70's and '80's, but has remained fairly constant since then.

Table 4.8
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic
and Import Light Trucks, Model Years 1975–2006
(thousands)

	Sales Period							
	1975	1980	1985	1990	1995	2000	2005	2006
PICKUPS								
Small								
Total sales, units	160.0	452.0	497.0	289.0	298.0	101.0	13.0	8.0
Market share, %	8.1%	24.3%	13.6%	7.6%	5.2%	1.4%	0.2%	0.1%
Fuel economy, mpg	22.5	24.3	26.7	24.8	24.4	26.3	24.6	26.3
Midsized								
Total sales, units	56.0	98.0	616.0	600.0	700.0	766.0	245.0	236.0
Market share, %	2.8%	5.3%	16.8%	15.8%	12.2%	10.3%	3.1%	2.8%
Fuel economy, mpg	21.1	25.9	25.7	24.7	24.7	22.8	23.4%	23.8
Large								
Total sales, units	1,126.0	887.0	964.0	945.0	1,273.0	1,746.0	2,270.0	2,167.0
Market share, %	56.7%	47.6%	26.3%	24.8%	22.1%	23.4%	28.4%	25.8%
Fuel economy, mpg	13.1	17.2	17.7	18.0	18.0	19.3	19.5	19.5
VANS								
Small								
Total sales, units	2.0	16.0	93.0	30.0	6.0	^a	^a	^a
Market share, %	0.1%	0.9%	2.5%	0.8%	0.1%	0.0%	0.0%	0.0%
Fuel economy, mpg	20.6	19.0	25.5	23.9	26.5	^a	^a	^a
Midsized								
Total sales, units	302.0	130.0	600.0	1,124.0	1,552.0	1,522.0	1,194.0	1,397.0
Market share, %	15.2%	7.0%	16.4%	29.6%	27.0%	20.4%	14.9%	16.6%
Fuel economy, mpg	13.3	16.9	19.8	21.8	22.2	23.5	24.3	24.5
Large								
Total sales, units	153.0	96.0	162.0	107.0	104.0	170.0	66.0	86.0
Market share, %	7.7%	5.2%	4.4%	2.8%	1.8%	2.3%	0.8%	1.0%
Fuel economy, mpg	12.6	16.0	16.1	16.5	17.1	18.0	19.2	19.0
SUVS								
Small								
Total sales, units	53.0	60.0	115.0	189.0	189.0	400.0	212.0	104.0
Market share, %	2.7%	3.2%	3.1%	5.0%	3.3%	5.4%	2.7%	1.2%
Fuel economy, mpg	16.1	18.8	22.1	23.4	24.2	22.5	24.0	23.1
Midsized								
Total sales, units	123.0	100.0	563.0	447.0	1,397.0	1,863.0	2,085.0	2,440.0
Market share, %	6.2%	5.4%	15.4%	11.8%	24.3%	25.0%	26.1%	29.0%
Fuel economy, mpg	12.1	14.3	19.7	19.1	19.6	21.0	22.8	23.2
Large								
Total sales, units	11.0	23.0	57.0	72.0	230.0	879.0	1,906.0	1,971.0
Market share, %	0.6%	1.2%	1.6%	1.9%	4.0%	11.8%	23.9%	23.4%
Fuel economy, mpg	12.2	14.3	16.9	16.7	16.6	17.6	19.8	20.0
TOTAL								
Total sales, units	1,987.0	1,863.0	3,669.0	3,805.0	5,749.0	7,447.0	7,992.0	8,410.0
Market share, %	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Fuel economy, mpg	13.7	18.6	20.6	20.7	20.5	20.8	21.2	21.5

Source:

U.S. Environmental Protection Agency, *Light-Duty Automotive Technology and Fuel Economy Trends: 1975 Through 2006* July 2006 (Additional resources: www.epa.gov/otaq/fetrends.htm)

Note: Includes light trucks of 8,500 lbs. or less.

^a No vehicles in this category were sold in this model year.



Back in 1975 only 19% of new light vehicle sales were light trucks. Because of the boom in sales of minivans, sport utility vehicles, and pick-up trucks, today about half of light vehicle sales are light trucks.

Table 4.9
Light Vehicle Market Shares by Size Class, Model Years 1975–2006

	Sales Period							
	1975	1980	1985	1990	1995	2000	2005	2006
Small car	40.0%	42.7%	38.2%	39.6%	34.3%	25.7%	19.9%	19.3%
Midsize car	16.0%	26.4%	19.2%	18.6%	16.6%	17.5%	17.3%	15.7%
Large car	15.2%	8.5%	10.5%	8.7%	8.6%	10.0%	8.4%	9.8%
Small wagon	4.7%	2.7%	3.4%	1.3%	1.3%	0.4%	2.2%	2.7%
Midsize wagon	2.8%	2.3%	2.4%	1.5%	1.2%	1.4%	1.5%	1.4%
Large wagon	1.9%	0.9%	1.0%	0.2%	0.1%	0.0%	0.6%	0.6%
Small pickup	1.6%	4.0%	3.4%	2.3%	2.0%	0.6%	0.1%	0.0%
Midsize pickup	0.5%	0.9%	4.3%	4.8%	4.6%	4.6%	1.5%	1.4%
Large pickup	11.0%	7.8%	6.7%	7.5%	8.4%	10.5%	14.2%	13.0%
Small van	0.0%	0.1%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%
Midsize van	3.0%	1.1%	4.1%	8.9%	10.2%	9.2%	7.5%	8.4%
Large van	1.5%	0.8%	1.1%	0.9%	0.7%	1.0%	0.4%	0.5%
Small SUV	0.5%	0.5%	0.8%	1.5%	1.3%	2.4%	1.3%	6.0%
Midsize SUV	1.2%	1.0%	3.9%	3.5%	9.2%	11.2%	13.1%	14.6%
Large SUV	0.1%	0.2%	0.4%	0.6%	1.5%	5.3%	11.9%	11.8%
Total light vehicles sold (thousands)	10,223	11,306	14,457	12,611	15,144	16,574	15,967	16,673
Cars	80.6%	83.5%	74.6%	69.8%	62.0%	55.1%	50.0%	49.6%
Light trucks	19.4%	16.5%	25.4%	30.2%	38.0%	44.9%	50.0%	50.4%

Source:

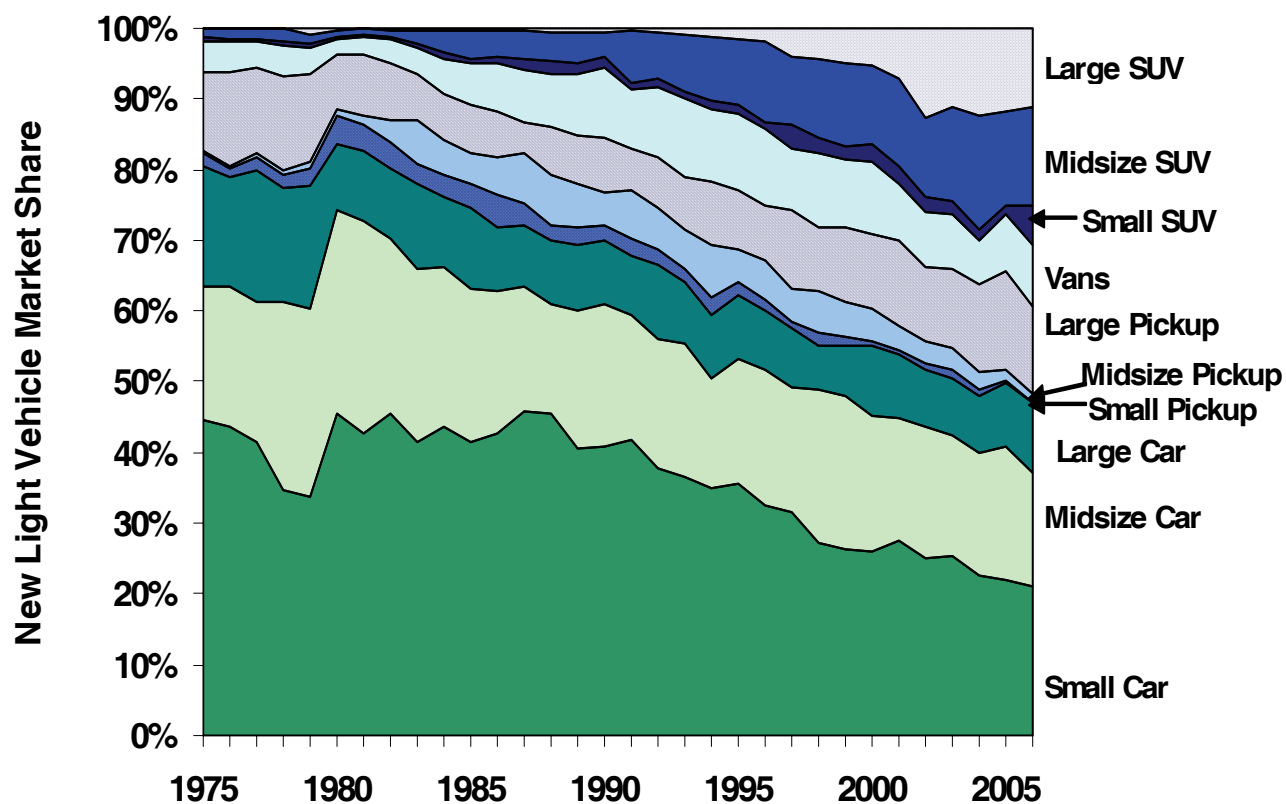
U.S. Environmental Protection Agency, *Light-Duty Automotive Technology and Fuel Economy Trends: 1975 Through 2006*, July 2006. (Additional resources: www.epa.gov/otaq/fetrends.htm)

Note: Includes light trucks of 8,500 lbs. or less.



Light trucks have been gaining market share since the early 1980s, mainly due to increases in the market share of sport utility vehicles (SUVs) and pickup trucks. The 2006 data show a small increase in SUV market share.

Figure 4.1. Light Vehicle Market Shares, Model Years 1975–2006



Source:

See Table 4.9



The midsize and large cars and wagons sales-weighted engine sizes have declined drastically since 1975.

Table 4.10
Sales-Weighted Engine Size of New Domestic and Import Cars by Size Class,
Model Years 1975–2006
(liters^a)

Sales period	Cars			Wagons		
	Small	Midsize	Large	Small	Midsize	Large
1975	3.67	5.78	6.70	2.10	5.92	6.72
1976	3.70	5.62	6.72	2.23	5.16	6.82
1977	3.67	5.44	6.00	2.20	4.87	5.98
1978	2.90	4.79	5.85	2.20	4.23	5.80
1979	2.72	4.46	5.56	2.02	4.08	5.46
1980	2.25	3.74	5.15	1.85	3.74	5.29
1981	2.11	3.61	4.98	1.77	3.16	5.11
1982	2.15	3.46	4.79	1.79	3.36	5.01
1983	2.25	3.47	4.79	1.72	3.28	5.03
1984	2.29	3.44	4.82	1.75	2.82	5.00
1985	2.26	3.36	4.57	1.74	2.79	5.00
1986	2.25	3.18	4.26	1.85	2.65	4.98
1987	2.20	3.08	4.24	1.90	2.84	4.98
1988	2.18	3.00	4.29	1.85	2.80	4.98
1989	2.15	2.97	4.28	1.84	2.88	4.98
1990	2.15	3.06	4.23	1.97	2.97	4.98
1991	2.15	3.13	4.33	1.97	2.97	4.98
1992	2.20	3.13	4.29	2.00	3.08	5.54
1993	2.18	3.15	4.20	1.93	3.08	5.57
1994	2.25	3.10	4.06	1.98	2.95	5.74
1995	2.25	3.10	4.06	1.93	2.74	5.74
1996	2.23	2.97	4.10	2.00	2.64	5.74 ^b
1997	2.18	3.02	3.97	2.03	2.62	^b
1998	2.25	2.90	3.93	2.03	2.54	^b
1999	2.31	2.87	3.85	2.05	2.57	^b
2000	2.28	2.85	3.62	2.08	2.51	^b
2001	2.29	2.87	3.62	2.38	2.54	^b
2002	2.31	2.90	3.57	2.38	2.49	^b
2003	2.36	2.85	3.67	2.08	2.47	
2004	2.39	2.85	3.69	2.06	2.59	3.52
2005	2.41	2.79	3.72	2.02	2.95	3.57
2006	2.52	2.84	3.79	2.10	3.05	3.65
<i>Average annual percentage change</i>						
1975–2006	-1.2%	-2.3%	-1.8%	0.0%	-2.1%	-1.9%
1996–2006	1.2%	-0.4%	-0.8%	0.5%	1.5%	-4.4%

Source:

U.S. Environmental Protection Agency, *Light-Duty Automotive Technology and Fuel Economy Trends: 1975 Through 2006*, July 2006. (Additional resources: www.epa.gov/otaq/fetrends.htm)

^a 1 liter = 61.02 cubic inches.

^b No vehicles in this category were sold in this model year.



The engine size of large sport utility vehicles (SUVs) declined an average of 2.3% per year from 1996 to 2006, while the size of a small SUV engine increased by over 5%.

Table 4.11
Sales-Weighted Engine Size of New Domestic and Import Light Trucks by Size Class,
Model Years 1975–2006
(liters^a)

Sales Period	Pickups			Vans			SUVs		
	Small	Midsize	Large	Small	Midsize	Large	Small	Midsize	Large
1975	1.93	1.79	5.62	1.93	5.08	5.47	4.47	5.72	5.97
1976	1.95	1.79	5.64	1.97	5.20	5.49	4.47	5.80	6.11
1977	1.97	2.05	5.69	1.97	5.34	5.62	4.49	5.72	6.08
1978	1.95	2.03	5.56	1.97	5.36	5.49	4.51	5.87	6.11
1979	1.97	2.15	5.41	1.97	5.24	5.51	4.28	5.64	6.15
1980	2.00	2.18	5.00	1.97	4.72	5.16	3.72	5.31	5.57
1981	2.13	2.15	4.80	1.97	4.57	5.08	3.67	5.20	5.54
1982	2.25	2.49	4.90	1.82	4.65	5.15	3.39	5.24	5.64
1983	2.33	2.39	4.95	1.93	4.82	5.15	3.44	4.10	5.82
1984	2.33	2.43	4.93	1.97	4.06	5.15	3.05	3.70	5.75
1985	2.34	2.52	5.00	1.98	3.82	5.11	2.74	3.47	5.74
1986	2.38	2.41	4.88	2.15	3.67	5.01	2.74	3.34	5.74
1987	2.41	2.61	5.06	2.20	3.70	5.06	2.64	3.54	5.74
1988	2.43	2.70	5.21	2.20	3.65	5.06	2.57	3.83	5.75
1989	2.51	2.90	5.21	2.13	3.57	5.06	2.80	4.16	5.75
1990	2.51	2.87	5.24	2.29	3.59	5.15	2.65	3.98	5.75
1991	2.49	3.11	5.16	2.03	3.51	5.11	2.38	3.87	5.38
1992	2.49	3.20	5.11	2.11	3.57	5.16	2.39	3.82	5.42
1993	2.41	3.24	4.97	1.98	3.46	5.16	2.46	3.97	5.65
1994	2.47	3.23	5.18	2.21	3.59	5.21	2.28	3.90	5.62
1995	2.57	3.11	5.18	2.20	3.70	5.15	2.26	3.88	5.69
1996	2.61	3.06	5.16	2.33 ^b	3.46	5.33	1.75	4.08	5.64
1997	2.39	3.20	4.97	^b	3.44	4.92	2.98	3.85	5.38
1998	2.62	3.13	5.05	^b	3.43	4.87	2.65	3.87	5.13
1999	2.84	3.28	5.13	^b	3.49	4.87	2.57	3.74	5.29
2000	2.43	3.15	4.74	^b	3.41	4.85	2.80	3.75	5.11
2001	2.41	3.39	4.79	^b	3.38	4.97	2.51	3.51	4.64
2002	2.90	3.70	4.82	^b	3.44	4.80	2.56	3.34	4.54
2003	2.92	3.21	4.82	^b	3.47	4.74	2.64	3.36	4.72
2004	3.02	3.59	4.93	^b	3.51	4.79	2.97	3.51	4.74
2005	3.21	3.16	4.82	^c	3.49	4.80	2.95	3.36	4.52
2006	2.46	3.20	4.77	^c	3.51	4.80	3.11	3.43	4.46
<i>Average annual percentage change</i>									
1975-2006	0.8%	1.9%	-0.5%	^c	-1.2%	-0.4%	-1.2%	-1.6%	-0.9%
1996-2006	-0.6%	0.4%	-0.8%	^c	0.1%	-1.0%	5.9%	-1.7%	-2.3%

Source:

U.S. Environmental Protection Agency, *Light-Duty Automotive Technology and Fuel Economy Trends: 1975 Through 2006*, July 2006. (Additional resources: www.epa.gov/otaq/fetrends.htm)

Note: Includes light trucks of 8,500 lbs. or less.

^a 1 liter = 61.02 cubic inches.

^b No vehicles in this category were sold in this model year.

^c Data are not available.



Table 4.12
Sales-Weighted Curb Weight of New Domestic and Import Cars by Size Class,
Model Years 1975–2006
(pounds)

Sales Period	Cars			Wagons		
	Small	Midsize	Large	Small	Midsize	Large
1975	3,440	4,630	5,142	2,833	4,791	5,453
1976	3,474	4,558	5,156	2,902	4,555	5,444
1977	3,486	4,473	4,482	2,801	4,410	4,713
1978	3,029	3,820	4,394	2,805	3,836	4,664
1979	2,936	3,710	4,210	2,711	3,758	4,466
1980	2,717	3,362	4,130	2,591	3,534	4,423
1981	2,648	3,346	4,108	2,531	3,285	4,394
1982	2,684	3,321	4,034	2,580	3,384	4,396
1983	2,734	3,316	4,041	2,565	3,348	4,379
1984	2,776	3,318	4,022	2,620	3,298	4,371
1985	2,771	3,318	3,841	2,579	3,356	4,354
1986	2,791	3,241	3,719	2,647	3,355	4,381
1987	2,803	3,247	3,696	2,795	3,434	4,348
1988	2,818	3,293	3,730	2,757	3,378	4,349
1989	2,841	3,314	3,721	2,766	3,436	4,334
1990	2,897	3,450	3,799	3,026	3,498	4,337
1991	2,885	3,412	3,893	3,005	3,506	4,402
1992	2,921	3,515	3,872	3,076	3,503	4,500
1993	2,903	3,515	3,831	2,882	3,498	4,500
1994	2,965	3,529	3,858	2,908	3,532	4,500
1995	2,988	3,546	3,831	2,859	3,482	4,500
1996	2,977	3,527	3,894	2,952	3,661	4,500 ^a
1997	2,977	3,551	3,821	2,901	3,666	^a
1998	3,013	3,534	3,784	2,872	3,669	^a
1999	3,085	3,540	3,854	2,923	3,691	^a
2000	3,079	3,550	3,782	3,107	3,572	^a
2001	3,101	3,566	3,774	3,470	3,775	^a
2002	3,125	3,549	3,767	3,504	3,731	^a
2003	3,179	3,567	3,841	3,262	3,745	^a
2004	3,192	3,577	3,858	3,235	3,860	4,769
2005	3,195	3,575	3,942	3,200	3,811	4,704
2006	3,286	3,587	4,038	3,268	3,795	4,904
<i>Average annual percentage change</i>						
1975-2006	-0.1%	-0.8%	-0.8%	0.5%	-0.7%	-0.3%
1996-2006	1.0%	0.2%	0.4%	1.0%	0.4%	0.8% ^b

Source:

U.S. Environmental Protection Agency, *Light-Duty Automotive Technology and Fuel Economy Trends: 1975 Through 2006*, July 2006. (Additional resources:
www.epa.gov/otaq/fetrends.htm)

^a Data are not available.

^b 1995–2006.



The interior space of large cars declined slightly from 1995 to 2006, while the interior space of small and midsize cars gradually increased.

Table 4.13
Sales-Weighted Interior Space of New Domestic and Import Cars by Size Class,
Model Years 1977–2006
(cubic feet)

Sales Period	Cars			Wagons		
	Small	Midsize	Large	Small	Midsize	Large
1977	95.4	112.9	128.1	108.0	143.6	163.1
1978	90.9	113.0	128.5	108.0	140.0	162.4
1979	89.2	113.1	130.0	105.1	139.7	162.5
1980	90.0	113.2	130.9	108.2	139.7	161.5
1981	91.6	113.9	131.0	110.6	136.2	161.4
1982	92.2	113.9	131.0	112.2	136.1	161.3
1983	95.1	113.8	131.3	108.2	136.2	161.6
1984	95.2	113.7	130.9	116.5	135.9	161.7
1985	95.8	113.6	129.3	117.7	134.8	161.7
1986	96.7	113.8	127.4	118.4	137.8	161.4
1987	96.9	113.7	127.0	120.0	140.2	161.8
1988	98.5	113.4	128.1	118.7	139.4	161.7
1989	98.3	113.6	127.4	118.6	139.9	161.8
1990	97.6	113.7	126.7	122.2	141.6	161.6
1991	97.6	113.5	129.0	123.3	142.3	169.1
1992	97.9	113.9	129.6	123.7	142.6	170.3
1993	98.3	113.9	128.9	123.0	137.7	169.3
1994	98.7	113.5	128.3	122.9	137.4	169.2
1995	99.6	114.3	127.9	122.1	135.9	169.3
1996	99.9	114.1	128.1	118.0	136.9	170.2
1997	99.2	114.5	127.4	119.5	136.5	^a
1998	98.8	114.0	127.4	116.9	135.3	^a
1999	98.9	114.0	127.0	117.9	136.4	^a
2000	99.4	113.6	124.9	119.7	134.0	^a
2001	99.2	113.7	124.8	119.6	133.6	^a
2002	98.9	114.8	124.0	118.2	133.6	^a
2003	98.6	114.6	124.8	115.2	133.5	^a
2004	99.0	114.0	124.7	117.5	133.5	165.0
2005	99.3	114.2	125.2	116.5	133.7	165.0
2006	98.8	113.7	124.7	118.6	135.0	164.6
<i>Average annual percentage change</i>						
1977-2006	0.1%	0.0%	-0.1%	0.3%	-0.2%	0.0%
1996-2006	-0.1%	0.0%	-0.3%	0.1%	-0.1%	-0.3%

Source:

U.S. Environmental Protection Agency, *Light-Duty Automotive Technology and Fuel Economy Trends: 1975 Through 2006*, July 2006. (Additional resources: www.epa.gov/otaq/fetrends.htm)

^a No vehicles in this category were sold in this model year.

^b Interior volumes of two-seaters are not reported to EPA.



The average auto lost over 500 pounds from 1977 to 1990. Much of the weight reduction was due to the declining use of conventional steel and iron and the increasing use of aluminum and plastics. Conventional steel, however, remained the predominant component of cars in 2004 with a 40.1% share of total materials. As conventional steel use has been decreasing, use of high-strength steel has increased. Note that the American Metals Market discontinued their survey in 2005; thus the 2004 data are the latest available.

Table 4.14
Average Material Consumption for a Domestic Car,
1977, 1990, and 2004

Material	1977		1990		2004	
	Pounds	Percentage	Pounds	Percentage	Pounds	Percentage
Conventional steel ^a	1,995.0	54.4%	1,405.0	44.7%	1,361.0	40.1%
High-strength steel	125.0	3.4%	238.0	7.6%	395.0	11.6%
Stainless steel	26.0	0.7%	34.0	1.1%	57.5	1.7%
Other steels	56.0	1.5%	39.5	1.3%	28.0	0.8%
Iron	540.0	14.7%	454.0	14.5%	308.0	9.1%
Aluminum	97.0	2.6%	158.5	5.0%	289.5	8.5%
Rubber	150.0	4.1%	136.5	4.3%	152.0	4.5%
Plastics/composites	168.0	4.6%	229.0	7.3%	257.5	7.6%
Glass	87.5	2.4%	86.5	2.8%	99.5	2.9%
Copper	38.5	1.1%	48.5	1.5%	51.5	1.5%
Zinc die castings	38.0	1.0%	18.5	0.6%	8.5	0.3%
Powder metal parts	15.5	0.4%	24.0	0.8%	41.5	1.2%
Fluids & lubricants	200.0	5.5%	182.0	5.8%	198.5	5.9%
Magnesium parts	128.0	3.5%	3.0	0.1%	10.0	0.3%
Other materials	1.0	0.0%	83.5	2.7%	133.0	3.9%
Total	3,665.5	100.0%	3,140.5	100.0%	3,391.0	100.0%

Source:

American Metal Market, New York, NY, 2004. (Additional resources: www.amm.com)

^a Includes cold-rolled and pre-coated steel.



The number of franchised dealerships which sell new light-duty vehicles (cars and light trucks) has declined 30% since 1970, though new vehicle sales have increased. The average number of vehicles sold per dealer in 2005 was 783 vehicles per dealer – more than double the 1970 number.

Table 4.15
New Light Vehicle Dealerships and Sales, 1970–2005

Calendar year	Number of franchised new light vehicle dealerships ^a	New light vehicle sales (thousands)	Light vehicle sales per dealer
1970	30,800	9,867	320
1971	30,300	12,006	396
1972	30,100	13,189	438
1973	30,100	14,184	471
1974	30,000	11,191	373
1975	29,600	10,905	368
1976	29,300	13,066	446
1977	29,100	14,613	502
1978	29,000	15,122	521
1979	28,500	13,984	491
1980	27,900	11,419	409
1981	26,350	10,725	407
1982	25,700	10,452	407
1983	24,725	12,166	492
1984	24,725	14,254	577
1985	24,725	15,501	627
1986	24,825	16,047	646
1987	25,150	14,888	592
1988	25,025	15,426	616
1989	25,000	14,508	580
1990	24,825	13,849	558
1991	24,200	12,298	508
1992	23,500	12,842	546
1993	22,950	13,869	604
1994	22,850	15,023	657
1995	22,800	14,688	644
1996	22,750	15,046	661
1997	22,700	15,069	664
1998	22,600	15,441	683
1999	22,400	16,771	748
2000	22,250	17,234	774
2001	22,150	17,123	773
2002	21,800	16,817	771
2003	21,725	16,548	762
2004	21,650	16,867	779
2005	21,640	16,948	783
<i>Average annual percentage change</i>			
1970–2005	-1.0%	1.6%	2.6%
1995–2005	-0.5%	1.4%	2.0%

Source:

Number of dealers - National Automobile Dealers Association, *Automotive Executive Magazine*, 2005. (Additional resources: www.nada.org/Content/NavigationMenu/Newsroom/NADADaEa/20043/NADADaEa_2004_newcar.pdf) Light-duty vehicle sales - See tables 4.5 and 4.6.

^a Includes cold-rolled and pre-coated steel.



The number of conventional refueling stations is declining while the number of vehicles fueling at those stations continues to rise. In 2005, there were 0.71 fueling stations per thousand vehicles or 1.41 thousand vehicles per station.

Table 4.16
Conventional Refueling Stations, 1993-2005

Year	Number of retail outlets	Vehicles in operation (thousands)	Stations per thousand vehicles	Thousand vehicles per station
	Conventional fuels			
1993	207,416	186,315	1.11	0.90
1994	202,878	188,714	1.08	0.93
1995	195,455	193,441	1.01	0.99
1996	190,246	198,294	0.96	1.04
1997	187,892	201,071	0.93	1.07
1998	182,596	205,043	0.89	1.12
1999	180,567	209,509	0.86	1.16
2000	175,941	213,300	0.82	1.21
2001	172,169	216,683	0.79	1.26
2002	170,018	221,027	0.77	1.30
2003	167,571	225,882	0.74	1.35
2004	167,346	231,398	0.72	1.38
2005	168,987	237,697	0.71	1.41

Sources:

Conventional refueling stations: National Petroleum News Survey, 2005.

Conventional vehicles: The Polk Company, Detroit, MI, FURTHER REPRODUCTION PROHIBITED.

Notes: The County Business Patterns (CBP) data published by the Bureau of the Census tells the number of establishments by North American Industry Classification System (NAICS). NAICS is an industry classification system that groups establishments into industries based on the activities in which they are primarily engaged. NAICS 447 represents gasoline stations. However, the CBP gasoline station data differ from the National Petroleum News Survey data by as much as 30%; the CBP may not include every gasoline retail outlet due to the classification of the primary activity of the business.

Alternative Fuel Refueling Stations are listed in Chapter 6.

^a Data are not available.



The Corporate Average Fuel Economy standards were established by the U.S. Energy Policy and Conservation Act of 1975 (PL94-163). These standards must be met at the manufacturer level. Some manufacturers fall short of meeting the standards while others exceed them.

Table 4.17
Car Corporate Average Fuel Economy (CAFE)
Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006^a
(miles per gallon)

Model year ^b	Cars				CAFE estimates
	CAFE standards	CAFE estimates ^c			Cars and light trucks combined
		Domestic	Import	Combined	
1978	18.0	18.7	27.3	19.9	19.9
1979	19.0	19.3	26.1	20.3	20.1
1980	20.0	22.6	29.6	24.3	23.1
1981	22.0	24.2	31.5	25.9	24.6
1982	24.0	25.0	31.1	26.6	25.1
1983	26.0	24.4	32.4	26.4	24.8
1984	27.0	25.5	32.0	26.9	25.0
1985	27.5	26.3	31.5	27.6	25.4
1986	26.0	26.9	31.6	28.2	25.9
1987	26.0	27.0	31.2	28.5	26.2
1988	26.0	27.4	31.5	28.8	26.0
1989	26.5	27.2	30.8	28.4	25.6
1990	27.5	26.9	29.9	28.0	25.4
1991	27.5	27.3	30.1	28.4	25.6
1992	27.5	27.0	29.2	27.9	25.1
1993	27.5	27.8	29.6	28.4	25.2
1994	27.5	27.5	29.6	28.3	24.7
1995	27.5	27.7	30.3	28.6	24.9
1996	27.5	28.1	29.6	28.5	24.9
1997	27.5	27.8	30.1	28.7	24.6
1998	27.5	28.6	29.2	28.8	24.7
1999	27.5	28.0	29.0	28.3	24.5
2000	27.5	28.7	28.3	28.5	24.8
2001	27.5	28.7	29.0	28.8	24.5
2002	27.5	29.1	28.8	29.0	24.7
2003	27.5	29.1	29.9	29.5	25.1
2004	27.5	29.9	28.7	29.5	24.6
2005	27.5	30.3	29.9	30.1	25.3
2006	27.5	29.9	29.4	29.7	25.4

Source:

U.S. Department of Transportation, NHTSA, "Summary of Fuel Economy Performance," Washington, DC, March 2006.
 (Additional resources: www.nhtsa.dot.gov)

^a Only vehicles with at least 75 percent domestic content can be counted in the average domestic fuel economy for a manufacturer.

^b Model year as determined by the manufacturer on a vehicle by vehicle basis.

^c All CAFE calculations are sales-weighted.



The Corporate Average Fuel Economy standards for light trucks are lower than the car standards. Light trucks include pickups, minivans, sport utility vehicles and vans.

Table 4.18
Light Truck Corporate Average Fuel Economy (CAFE)
Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006^a
(miles per gallon)

Model year ^b	Light trucks ^c				CAFE estimates
	CAFE standards	CAFE estimates ^d			Cars and light trucks combined
		Domestic	Import	Combined	
1978	^e		^f	^f	19.9
1979	^e				20.1
1980	^e	17.7	20.8	18.2	23.1
1981	^e	16.8	24.3	18.5	24.6
1982		18.3	27.4	20.1	25.1
1983	17.5	19.2	27.0	20.5	24.8
1984	19.0	19.6	27.1	20.7	25.0
1985	20.0	19.3	26.7	20.6	25.4
1986	19.5	19.6	26.5	20.7	25.9
1987	20.0	20.0	25.9	21.5	26.2
1988	20.5	20.5	25.2	21.7	26.0
1989	20.5	20.6	24.6	21.3	25.6
1990	20.5	20.4	23.5	21.0	25.4
1991	20.0	20.3	23.0	20.8	25.1
1992	20.2	20.9	23.0	21.3	25.2
1993	20.2	20.5	22.7	20.8	24.7
1994	20.4	20.7	22.8	21.0	24.9
1995	20.5	20.5	22.1	20.8	24.9
1996	20.6	20.3	21.5	20.5	24.6
1997	20.7	20.5	22.2	20.8	24.7
1998	20.7	20.1	22.1	20.6	24.5
1999	20.7	20.5	23.0	21.0	24.8
2000	20.7	20.4	22.5	20.9	24.5
2001	20.7	21.1	19.7	21.3	24.7
2002	20.7	20.6	21.8	20.9	25.1
2003	20.7	20.6	21.9	21.4	24.6
2004	20.7	21.8	22.4	21.8	25.3
2005	20.7	20.7	22.3	21.5	22.0
2006	21.0	^f	^f	22.0	22.3
	21.6	^f	^f	22.3	25.4

Source:

U.S. Department of Transportation, NHTSA, "Summary of Fuel Economy Performance," Washington, DC, March 2006.
 (Additional resources: www.nhtsa.dot.gov)

^a Only vehicles with at least 75 percent domestic content can be counted in the average domestic fuel economy for a manufacturer.

^b Model year as determined by the manufacturer on a vehicle by vehicle basis.

^c Represents two- and four-wheel drive trucks combined. Gross vehicle weight of 0-6,000 pounds for model year 1978-1979 and 0-8,500 pounds for subsequent years.

^d All CAFE calculations are sales-weighted.

^e Standards were set for two-wheel drive and four-wheel drive light trucks separately, but no combined standard was set in this year.

^f Data are not available.



Manufacturers of cars and light trucks whose vehicles do not meet the CAFE standards are fined. Data from the National Highway Traffic Safety Administration show CAFE fine collection dropped under \$20 million from 2002 to 2004; this was due to several factors, including the CAFE credit system, manufacturer mergers, and fines not being paid in the same year they were assessed.

Table 4.19
Corporate Average Fuel Economy (CAFE) Fines Collected, 1983-2004^a
(thousands)

Model year	Current dollars	2004 constant dollars ^b
1983	58	110
1984	5,958	10,832
1985	15,565	27,325
1986	29,872	51,485
1987	31,261	51,982
1988	44,519	71,088
1989	47,381	72,179
1990	48,309	69,820
1991	42,363	58,755
1992	38,287	51,549
1993	28,688	37,503
1994	31,499	40,149
1995	40,787	50,556
1996	19,302	23,239
1997	36,212	42,619
1998	21,740	25,194
1999	27,516	31,200
2000	51,067	56,020
2001	35,507	37,873
2002	19,805	20,796
2003	15,216	15,622
2004	19,920	19,920

Source:

U.S. Department of Transportation, National Highway Traffic Safety Administration, Office of Vehicle Safety Compliance, Washington, DC, June 2006. (Additional resources: www.nhtsa.dot.gov)

^a These are fines which are actually collected. Fines which are assessed in certain year may not have been collected in that year.

^b Adjusted using the Consumer Price Inflation Index.



Consumers must pay the Gas Guzzler Tax when purchasing a car that has an Environmental Protection Agency (EPA) fuel economy rating less than that stipulated in the table below. The Gas Guzzler Tax doubled in 1991 after remaining constant from 1986 to 1990. The tax has not changed since 1991. This tax does not apply to light trucks such as pickups, minivans, sport utility vehicles, and vans.

Table 4.20
The Gas Guzzler Tax on New Cars
(dollars per vehicle)

Vehicle fuel economy (mpg)	1980	1981	1982	1983	1984	1985	1986–90	1991+
Over 22.5	0	0	0	0	0	0	0	0
22.0–22.5	0	0	0	0	0	0	500	1,000
21.5–22.0	0	0	0	0	0	0	500	1,000
21.0–21.5	0	0	0	0	0	0	650	1,300
20.5–21.0	0	0	0	0	0	500	650	1,300
20.0–20.5	0	0	0	0	0	500	850	1,700
19.5–20.0	0	0	0	0	0	600	850	1,700
19.0–19.5	0	0	0	0	450	600	1,050	2,100
18.5–19.0	0	0	0	350	450	800	1,050	2,100
18.0–18.5	0	0	200	350	600	800	1,300	2,600
17.5–18.0	0	0	200	500	600	1,000	1,300	2,600
17.0–17.5	0	0	350	500	750	1,000	1,500	3,000
16.5–17.0	0	200	350	650	750	1,200	1,500	3,000
16.0–16.5	0	200	450	650	950	1,200	1,850	3,700
15.5–16.0	0	350	450	800	950	1,500	1,850	3,700
15.0–15.5	0	350	600	800	1,150	1,500	2,250	4,500
14.5–15.0	200	450	600	1,000	1,150	1,800	2,250	4,500
14.0–14.5	200	450	750	1,000	1,450	1,800	2,700	5,400
13.5–14.0	300	550	750	1,250	1,450	2,200	2,700	5,400
13.0–13.5	300	550	950	1,250	1,750	2,200	3,200	6,400
12.5–13.0	550	650	950	1,550	1,750	2,650	3,200	6,400
Under 12.5	550	650	1,200	1,550	2,150	2,650	3,850	7,700

Source:

Internal Revenue Service, Form 6197, (Rev. 1-91), "Gas Guzzler Tax." (Additional resources: www.irs.ustreas.gov)



Consumers continue to demand gas guzzling cars. The IRS collected over \$170 million in 2006 from those buying cars with fuel economy less than 22.5 miles per gallon. This tax does not apply to light trucks such as pickups, minivans, sport utility vehicles, and vans.

Table 4.21
Tax Receipts from the Sale of Gas Guzzlers, 1980–2005
 (thousands)

Model year	Current dollars	2003 constant dollars ^a
1980	740	1,754
1981	780	1,676
1982	1,720	3,481
1983	4,020	7,883
1984	8,820	16,579
1985	39,790	72,221
1986	147,660	263,120
1987	145,900	250,830
1988	116,780	192,791
1989	109,640	172,683
1990	103,200	154,208
1991	118,400	169,776
1992	144,200	200,729
1993	111,600	150,834
1994	64,100	84,472
1995	73,500	94,190
1996	52,600	65,473
1997	48,200	58,651
1998	47,700	57,152
1999	68,300	80,066
2000	70,800	80,298
2001	78,200	86,236
2002	79,700	86,523
2003	126,800	134,587
2004	140,800	145,570
2005	170,300	170,300

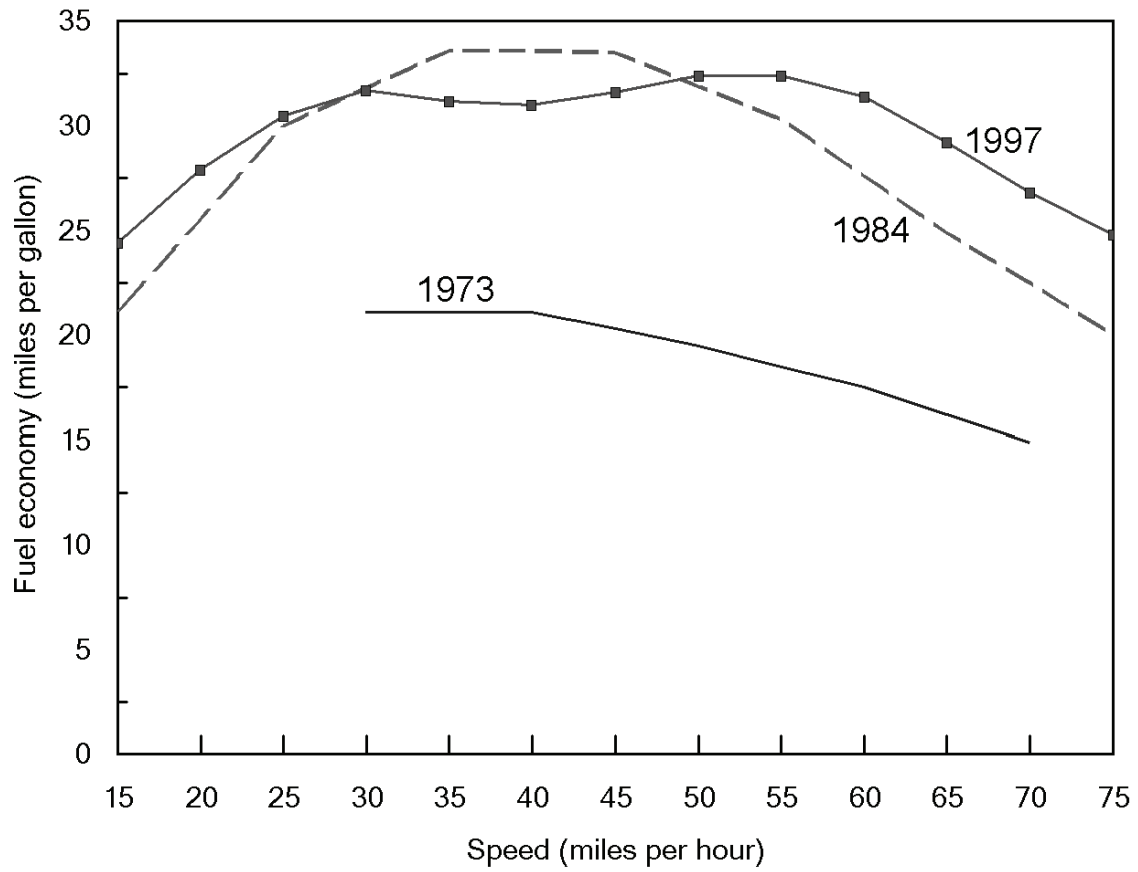
Source:

Ward's Communications, *Motor Vehicle Facts and Figures*, 2006, Detroit, MI, 2006, p. 86. Original data source: Internal Revenue Service.

^a Adjusted using the Consumer Price Inflation Index.



Figure 4.2. Fuel Economy by Speed, 1973, 1984, and 1997 Studies



Source:
See Table 4.22.



The two earlier studies by the Federal Highway Administration (FHWA) indicate maximum fuel efficiency was achieved at speeds of 35 to 40 mph. The recent FHWA study indicates greater fuel efficiency at higher speeds. Note that the 1973 study did not include light trucks.

Table 4.22
Fuel Economy by Speed, 1973, 1984, and 1997 Studies
 (miles per gallon)

Speed (miles per hour)	1973 ^a (13 vehicles)	1984 ^b (15 vehicles)	1997 ^c (9 vehicles)
15	^d	21.1	24.4
20	^d	25.5	27.9
25	^d	30.0	30.5
30	21.1	31.8	31.7
35	21.1	33.6	31.2
40	21.1	33.6	31.0
45	20.3	33.5	31.6
50	19.5	31.9	32.4
55	18.5	30.3	32.4
60	17.5	27.6	31.4
65	16.2	24.9	29.2
70	14.9	22.5	26.8
75	^d	20.0	24.8
<i>Fuel economy loss</i>			
55–65 mph	12.4%	17.8%	9.7%
65–70 mph	8.0%	9.6%	8.2%
55–70 mph	19.5%	25.7%	17.1%

Sources:

- 1973- U.S. Department of Transportation, Federal Highway Administration, Office of Highway Planning, *The Effect of Speed on Automobile Gasoline Consumption Rates*, Washington, DC, October 1973.
- 1984- U.S. Department of Transportation, Federal Highway Administration, *Fuel Consumption and Emission Values for Traffic Models*, Washington, DC, May 1985.
- 1997 - West, B.H., R.N. McGill, J.W. Hodgson, S.S. Sluder, and D.E. Smith, *Development and Verification of Light-Duty Modal Emissions and Fuel Consumption Values for Traffic Models*, FHWA Report (in press), Washington, DC, April 1997, and additional project data, April 1998. (Additional resources: www.fhwa-tsis.com)

^a Model years 1970 and earlier cars.

^b Model years 1981–84 cars and light trucks.

^c Model years 1988–97 cars and light trucks.

^d Data are not available.



Table 4.23
Vehicle Specifications for Vehicles Tested in the 1997 Study

Vehicle	Curb weight	Engine	Fuel delivery system ^a	Transmission	EPA fuel economy	
					City	Highway
1988 Chevrolet Corsica	2,665	2.8 liter V6	PFI	M5	19	29
1994 Olds Cutlass Supreme	3,290	3.4 liter V6	PFI	L4	17	26
1994 Oldsmobile 88	3,433	3.8 liter V6	PFI	L4	19	29
1994 Mercury Villager	4,020	3.0 liter V6	PFI	L4	17	23
1995 Geo Prizm	2,359	1.6 liter I-4	PFI	L3	26	30
1994 Jeep Grand Cherokee	3,820	4.0 liter I-6	PFI	L4	15	20
1994 Chevrolet Pickup	4,020	5.7 liter V8	TBI	L4	14	18
1993 Subaru Legacy	2,800	2.2 liter H4	PFI	L4	22	29
1997 Toyota Celica	2,395	1.8 liter I4	PFI	L4	27	34

Source:

West, B.H., R.N. McGill, J.W. Hodgson, S.S. Sluder, and D.E. Smith, *Development and Verification of Light-Duty Modal Emissions and Fuel Consumption Values for Traffic Models*, Washington, DC, April 1997 and additional project data, April 1998.

^a PFI = port fuel injection. TBI = throttle- body fuel injection.



Of the tested vehicles, the 1994 Oldsmobile Olds 88 had the greatest fuel economy loss from 55 mph to 75 mpg. The 1997 Toyota Celica tested fuel economy was slightly better at 65 mph than at 55 mph.

Table 4.24
Steady Speed Fuel Economy for Vehicles Tested in the 1997 Study
(miles per gallon)

Speed (mph)	1988 Chevrolet Corsica	1993 Subaru Legacy	1994 Oldsmobile Olds 88	1994 Oldsmobile Cutlass	1994 Chevrolet Pickup	1994 Jeep Grand Cherokee	1994 Mercury Villager	1995 Geo Prizm	1997 Toyota Celica
5	10.0	14.5	10.5	5.1	7.9	8.2	12.3	18.1	19.1
10	16.8	24.7	14.9	7.9	16.0	11.2	19.0	23.1	34.1
15	17.7	31.9	22.2	11.4	16.3	17.5	22.4	38.9	41.7
20	21.7	34.4	26.3	12.5	19.9	24.7	25.8	39.4	46.0
25	23.9	37.4	28.3	15.6	22.7	21.8	30.8	41.7	52.6
30	28.7	39.7	29.0	19.0	26.3	21.6	30.3	40.0	50.8
35	28.6	38.0	30.9	21.2	24.3	25.0	26.1	39.1	47.6
40	29.2	37.0	33.2	23.0	26.7	25.5	29.0	38.9	36.2
45	28.8	33.7	32.4	23.0	27.3	25.4	27.8	42.3	44.1
50	31.2	33.7	34.2	27.3	26.3	24.8	30.1	39.1	44.8
55	29.1	37.7	34.6	29.1	25.1	24.0	31.7	37.7	42.5
60	28.2	35.9	32.5	28.2	22.6	23.2	27.3	36.7	48.4
65	28.7	33.4	30.0	25.0	21.8	21.3	25.3	34.1	43.5
70	26.1	31.0	26.7	22.9	20.1	20.0	23.9	31.7	39.2
75	23.7	28.8	24.0	21.6	18.1	19.1	22.4	28.3	36.8
<i>Fuel economy loss</i>									
55–65 mph	1.4%	11.4%	13.3%	14.1%	13.1%	11.3%	20.2%	9.5%	-2.4%
65–75 mph	17.4%	13.8%	20.0%	13.6%	17.0%	10.3%	11.5%	17.0%	15.4%
55–75 mph	18.6%	23.6%	30.6%	25.8%	27.9%	20.4%	29.3%	24.9%	13.4%

Source:

B.H. West, R.N. McGill, J.W. Hodgson, S.S. Sluder, D.E. Smith, *Development and Verification of Light-Duty Modal Emissions and Fuel Consumption Values for Traffic Models*, Washington, DC, April 1997, and additional project data, April 1998.
 (Additional resources: www.fhwa-tsis.com)

Note: For specifications of the tested vehicles, please see Table 4.22.



This new table shows the new methodology that the Environmental Protection Agency (EPA) will use to determine fuel economy ratings for new vehicles beginning in model year 2008. In addition to the Urban Driving Cycle and the Highway Driving cycle, the EPA will also use three additional tests to adjust fuel economy ratings to account for higher speeds, air conditioner use, and colder temperatures. To know more about new vehicle fuel economy ratings, visit www.fueleconomy.gov.

Table 4.25
Driving Cycle Attributes

	Test Schedule				
	City	Highway	High Speed	AC	Cold Temp
Trip type	Low speeds in stop-and-go urban traffic	Free-flow traffic at highway speeds	Higher speeds; harder acceleration & braking	AC use under hot ambient conditions	City test w/colder outside temperature
Top speed	56 mph	60 mph	80 mph	54.8 mph	56 mph
Average speed	20 mph	48 mph	48 mph	22 mph	20 mph
Max. acceleration	3.3 mph/sec	3.2 mph/sec	8.46 mph/sec	5.1 mph/sec	3.3 mph/sec
Simulated distance	11 mi.	10 mi.	8 mi.	3.6 mi.	11 mi.
Time	31 min.	12.5 min.	10 min.	9.9 min.	31 min.
Stops	23	None	4	5	23
Idling time	18% of time	None	7% of time	19% of time	18% of time
Engine startup ^a	Cold	Warm	Warm	Warm	Cold
Lab temperature	68-86° F	68-86° F	68-86° F	95° F	20° F
Vehicle air conditioning	Off	Off	Off	On	Off

Source:

U.S. Department of Energy and U.S. Environmental Protection Agency, Fuel Economy Website, www.fueleconomy.gov.

^a A vehicle's engine doesn't reach maximum fuel efficiency until it is warm.



These driving cycles simulate the performance of an engine while driving in the city and on the highway. Once the urban cycle is completed, the engine is stopped, then started again for the 8.5 minute hot start cycle. Three additional cycles will also influence new vehicle fuel economy ratings beginning with the 2008 model year.

Figure 4.3. Urban Driving Cycle

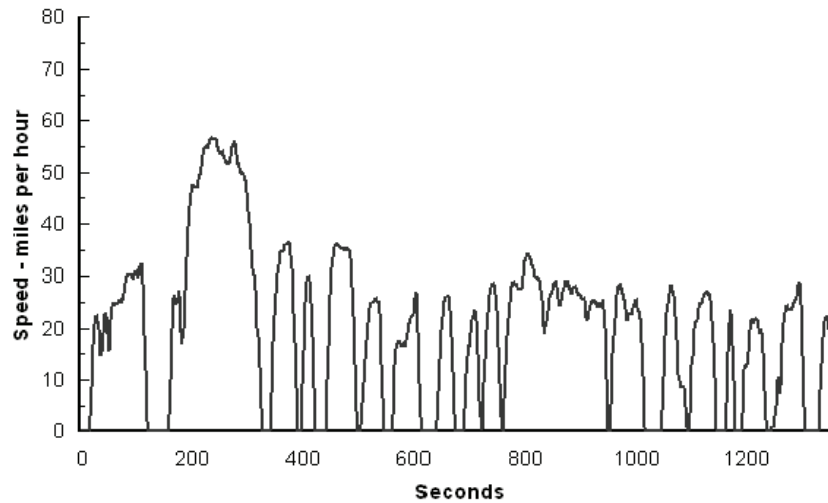
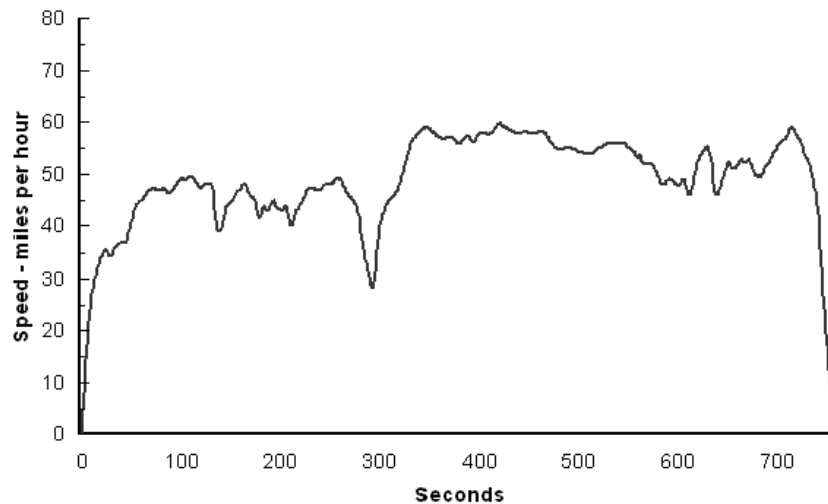


Figure 4.4. Highway Driving Cycle



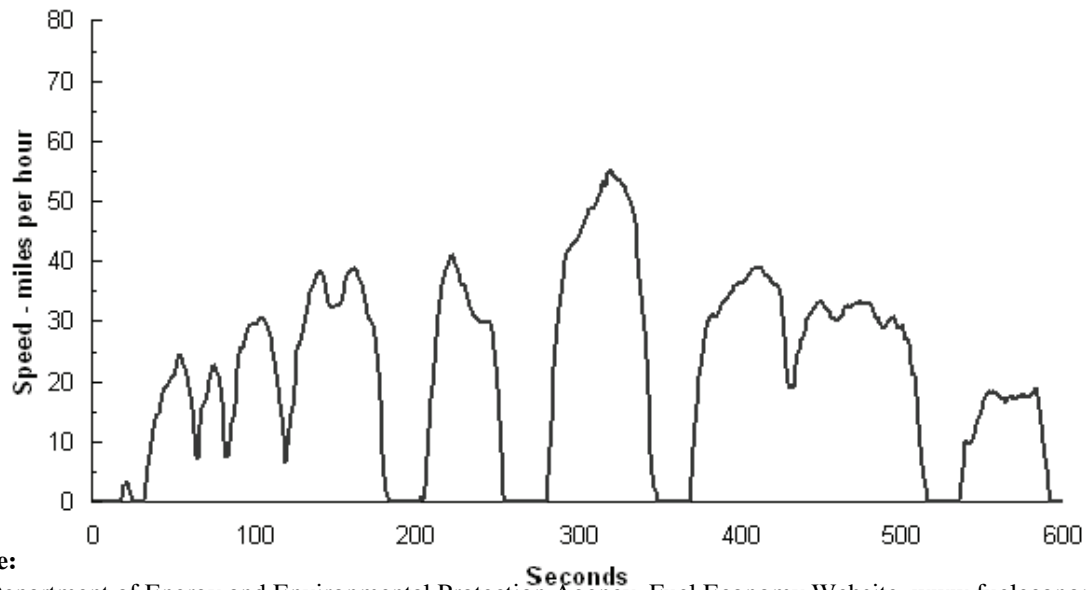
Source:

Code of Federal Regulations, 40CFR, "Subpart B - Fuel Economy Regulations for 1978 and Later Model Year Automobiles - Test Procedures," July 1, 1988 edition, p. 676.



Beginning with the 2008 model year, these cycles will influence the new vehicle fuel economy ratings.

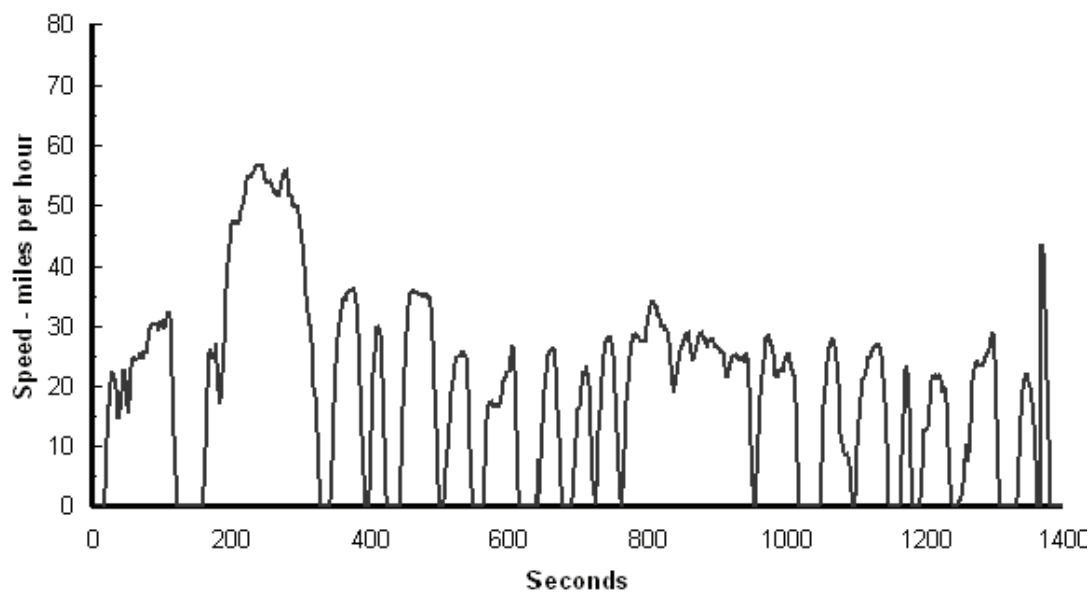
Figure 4.5. Air Conditioning Driving Cycle



Source:

U.S. Department of Energy and Environmental Protection Agency, Fuel Economy Website, www.fueleconomy.gov.

Figure 4.6. Cold Temperature Driving Cycle



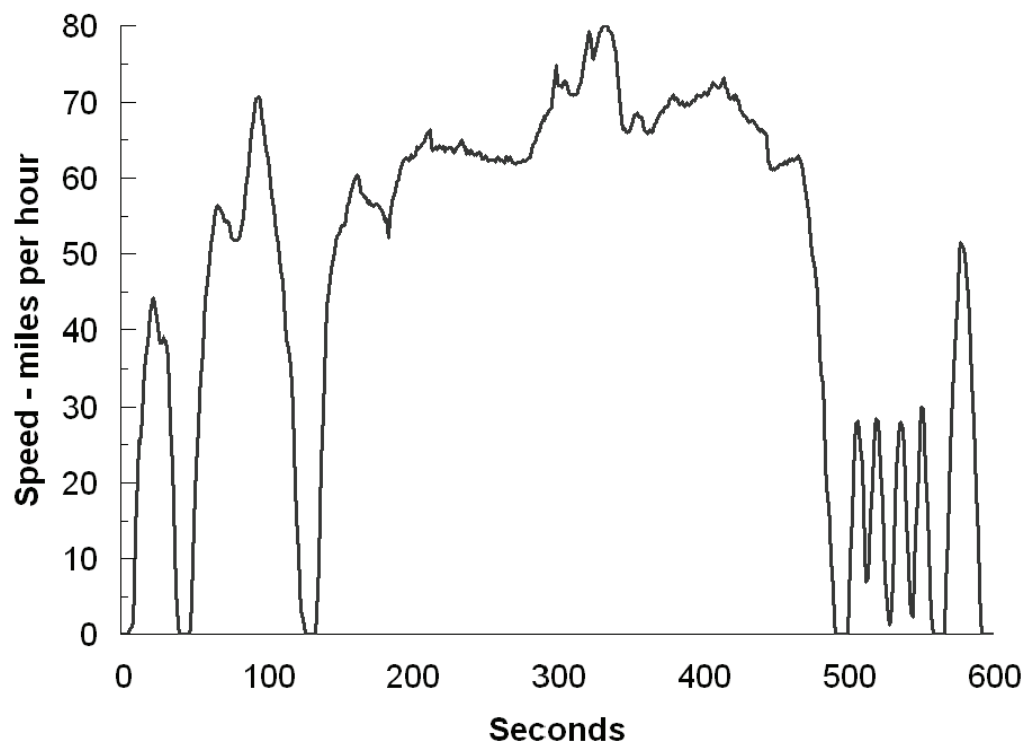
Source:

U.S. Department of Energy and Environmental Protection Agency, Fuel Economy Website, www.fueleconomy.gov.



Beginning with the 2008 model year, this cycle will influence the new vehicle fuel economy ratings. The US06 driving cycle was originally developed as a supplement to the Federal Test Procedure. It is a short-duration cycle (600 seconds) which represents hard-acceleration driving.

Figure 4.7. High-Speed (US06) Driving Cycle



Source:

U.S. Department of Energy and Environmental Protection Agency, Fuel Economy Website, www.fueleconomy.gov.



The Environmental Protection Agency also uses other driving cycles to test new vehicles (although these do not affect the fuel economy ratings). The New York Test Cycle was developed in the 1970's in order to simulate driving in downtown congested areas. The Representative Number Five Test Cycle was developed in the 1990's to better represent actual on-road driving by combining modern urban and freeway driving.

Figure 4.8. New York City Driving Cycle

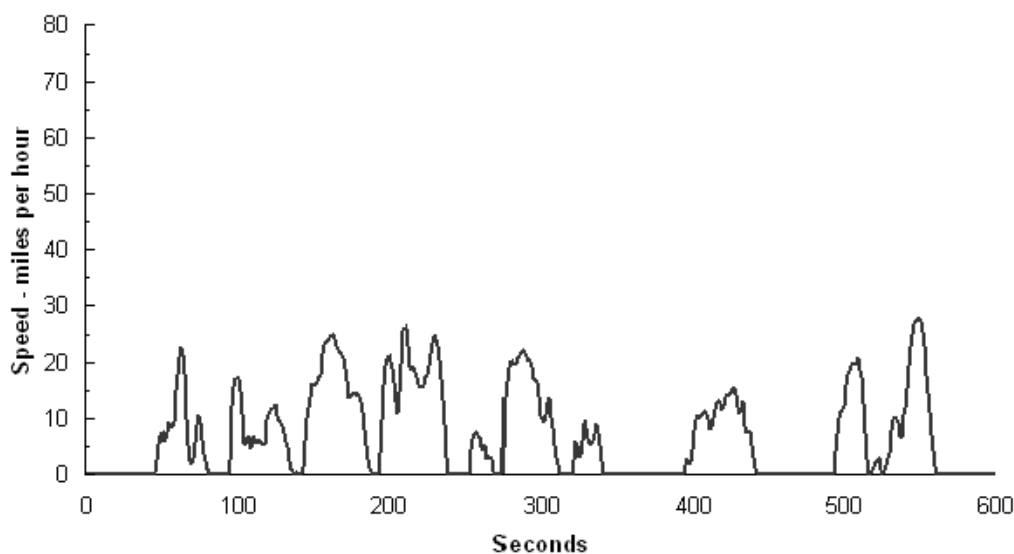
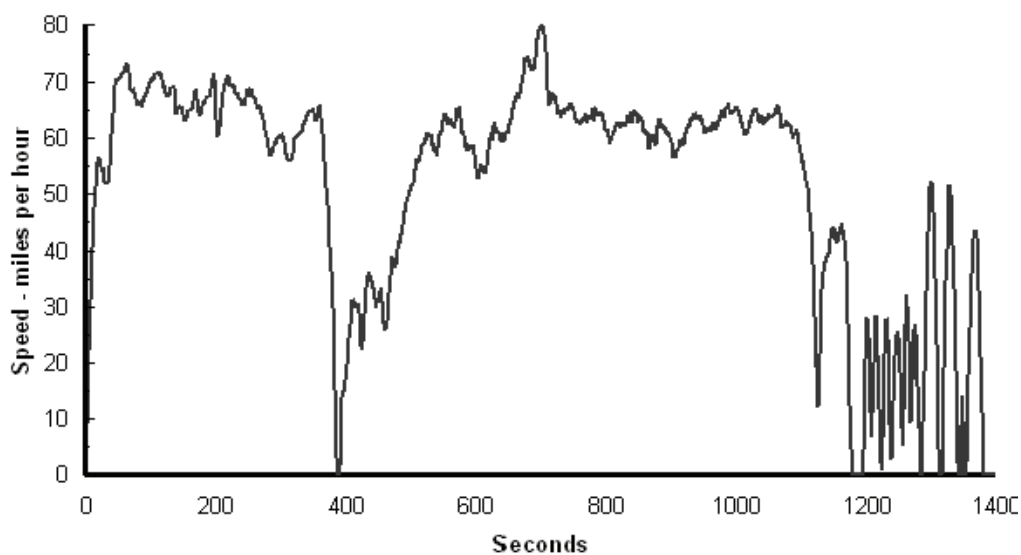


Figure 4.9. Representative Number Five Driving Cycle



Source:

Data obtained from Michael Wang, Argonne National Laboratory, Argonne, IL, 1997.



Researchers at Argonne National Laboratory have estimated the fuel economy of a midsize car using driving cycles from different countries. These results illustrate the difference in fuel economy which can be obtained from the same vehicle using different test cycles.

Table 4.26
Projected Fuel Economies from U.S., European, and Japanese Driving Cycles

Driving Cycle	Projected fuel economy for a 1995 composite midsize vehicle ^a
Japanese 10/15 mode test cycle	17.5 mpg
New European Driving Cycle (NEDC)	22.0 mpg
U.S. EPA city cycle (LA4)	19.8 mpg
U.S. EPA highway cycle	32.1 mpg
U.S. Corporate Average Fuel Economy cycle	23.9 mpg

Source:

Santini, D., A. Vyas, J. Anderson, and F. An, *Estimating Trade-Offs along the Path to the PNGV 3X Goal*, presented at the Transportation Research Board 80th Annual Meeting, Washington, DC, January 2001.

^a The 1995 composite midsize vehicle is an average of a Chevrolet Lumina, Chrysler Concord, and Ford Taurus. The fuel economies were projected using the National Renewable Energy Laboratory's Advanced Vehicle Simulator (ADVISOR) model.



When comparing data between countries, one must realize that different countries have different testing cycles to determine fuel economy and emissions. This table compares various statistics on the European, Japanese, and U.S. testing cycles [for fuel economy measurements, the U.S. uses the formula, $1/\text{fuel economy} = (0.55/\text{city fuel economy}) + (0.45/\text{highway fuel economy})$]. Most vehicles will achieve higher fuel economy on the U.S. test cycle than on the European or Japanese cycles.

Table 4.27
Comparison of U.S., European, and Japanese Driving Cycles

	Time (seconds)	Percent of time stopped or decelerating	Distance (miles)	Average speed (mph)	Maximum speed (mph)	Maximum acceleration (mph/s)
Japanese 10/15 mode test cycle	631	52.3	2.6	14.8	43.5	1.78
New European Driving Cycle (NEDC)	1,181	24.9	6.84	20.9	74.6	2.4
U.S. EPA city cycle (LA4) ^a	1,372	43.2	7.5	19.5	56.7	3.3
U.S. EPA highway cycle	765	9.3	17.8	48.2	59.9	3.3
U.S. Corporate Average Fuel Economy cycle	2,137	27.9	10.3	29.9	59.9	3.3

Source:

Santini, D., A. Vyas, J. Anderson, and F. An, *Estimating Trade-Offs along the Path to the PNGV 3X Goal*, presented at the Transportation Research Board 80th Annual Meeting, Washington, DC, January 2001.

^a The actual Federal Procedure (FTP), which is also the test for emissions certification, repeats the first 505 seconds of the Federal Urban Driving Simulation cycle, hot started, after a 10 minute hot soak. Starting with Model Year 2001, the emissions test-but not the fuel economy test-incorporates a supplemental cycle that simulates aggressive urban driving, coupled with an added air conditioning load.



Total traffic fatalities were lower in 2005 than in 1975. About 13.5% of traffic fatalities in 2005 were not vehicle occupants (pedestrians, cyclists, etc.).

Table 4.28
Occupant Fatalities by Vehicle Type and Nonoccupant Fatalities, 1975–2005

	1975	1980	1985	1990	1995	2000	2005	2005 share
Vehicle occupant fatalities by vehicle type								
Car								
Subcompact	3,834	7,299	7,993	8,309	6,791	4,773	2,979	6.9%
Compact	614	927	2,635	5,310	6,899	7,022	6,245	14.4%
Intermediate	1,869	3,878	4,391	4,849	4,666	5,204	5,548	12.8%
Full	10,800	11,580	6,586	4,635	3,413	3,184	3,276	7.5%
Unknown	8,812	3,765	1,607	989	654	516	392	0.9%
Total	25,929	27,449	23,212	24,092	22,423	20,492	18,440	42.4%
Truck								
Light	4,856	7,486	7	8,601	9,568	11,418	12,975	29.9%
Large	961	1,262	977	705	648	741	803	1.8%
Total	5,817	8,748	7,666	9,306	10,216	12,159	13,778	31.7%
Other Vehicles								
Motorcycle	3,189	5,144	4,564	3,244	2,227	2,862	4,553	10.5%
Bus	53	46	57	32	33	22	58	0.1%
Other/unknown vehicle type	937	540	544	460	392	714	765	1.8%
Total	4,179	5,730	5,165	3,736	2,652	3,598	5,376	12.4%
TOTAL vehicle occupant fatalities	35,925	41,927	36,043	37,134	35,291	36,249	37,594	86.5%
Nonoccupant fatalities								
Pedestrian	7,516	8,070	6,808	6,482	5,584	4,739	4,881	11.2%
Pedalcyclist	1,003	965	890	859	833	690	784	1.8%
Other	81	129	84	124	109	143	184	0.4%
Total	8,600	9,164	7,782	7,465	6,526	5,572	5,849	13.5%
TOTAL traffic fatalities	44,525	51,091	43,825	44,599	41,817	41,821	43,443	100.0%

Source:

Traffic Safety Facts 2005, Washington, DC, January 2007. (Additional resources: www.nhtsa.dot.gov)



In 2005, the fatality rate for vehicle occupants per 100 million vehicle miles are the same for cars and light trucks—1.1 fatalities per 100 million vehicle miles. However, the injury rate per 100 million vehicle miles is much lower for light trucks (77) than for cars (97).

Table 4.29
Light Vehicle Occupant Safety Data, 1975–2005

	1975	1980	1985	1990	1995	2000	2005
Cars							
Fatalities	25,929	27,449	23,212	24,092	22,423	20,699	18,440
Injuries (thousands)	^a	^a	^a	2,376	2,469	2,052	1,573
Vehicle-miles (billions) ^b	1,030	1,107	1,249	1,427	1,478	1,580	1,615
Rates per 100 million vehicle miles							
Fatalities	2.5	2.5	1.9	1.7	1.5	1.3	1.1
Injuries	^a	^a	^a	167	167	130	97
Light trucks (10,000 lbs. or less)							
Fatalities	4,856	7,486	6,689	8,601	9,568	11,526	12,975
Injuries (thousands)	^a	^a	^a	505	722	887	872
Vehicle-miles (billions) ^b	204	295	389	556	750	943	1,135
Rates per 100 million vehicle-miles							
Fatalities	2.4	2.5	1.7	1.5	1.3	1.2	1.1
Injuries	^a	^a	^a	91	96	94	77

Source:

U.S. DOT, National Highway Traffic Safety Administration, *Traffic Safety Facts 2005*, Washington, DC, January 2007, Tables 7 and 8. (Additional resources: www.nhtsa.dot.gov)

^a Data are not available.

^b Vehicle-miles are estimated by the National Highway Traffic Safety Administration and do not match Federal Highway data.



In 2005, 38% of all car and light truck fatal crashes were single-vehicle crashes. Because there are so many cars on the roads compared to the other vehicle types, total car crashes are more than half of total crashes. Most crashes are multiple-vehicle crashes with property damage only.

Table 4.30
Crashes by Crash Severity, Crash Type, and Vehicle Type, 2005

Vehicle type	Fatal		Injury		Property damage only		Total crashes
	Single-vehicle crash	Multiple-vehicle crash	Single-vehicle crash	Multiple-vehicle crash	Single-vehicle crash	Multiple-vehicle crash	
Cars	9,561	15,468	306,000	1,588,000	695,000	3,474,000	6,088,029
Light trucks ^a	9,225	13,613	203,000	1,006,000	504,000	2,416,000	4,151,838
Large trucks ^b	852	4,080	10,000	72,000	102,000	252,000	440,932
Buses	100	178	1,000	11,000	6,000	32,000	50,278
Motorcycles	2,015	2,640	40,000	40,000	4,000	14,000	102,655
Total	21,753	35,979	560,000	2,717,000	1,311,000	6,188,000	10,833,732
Share	0.2%	0.3%	5.2%	25.1%	12.1%	57.1%	100%

Source:

U.S. Department of Transportation, National Highway Traffic Safety Administration, *Traffic Safety Facts 2005*, Washington, DC, January 2007, Tables 42, 44, 46, 50 and 52. (Additional resources: www.nhtsa.dot.gov)

Note: Multiple-vehicle crashes cannot be totaled over vehicle type due to duplication of accidents between vehicle types.

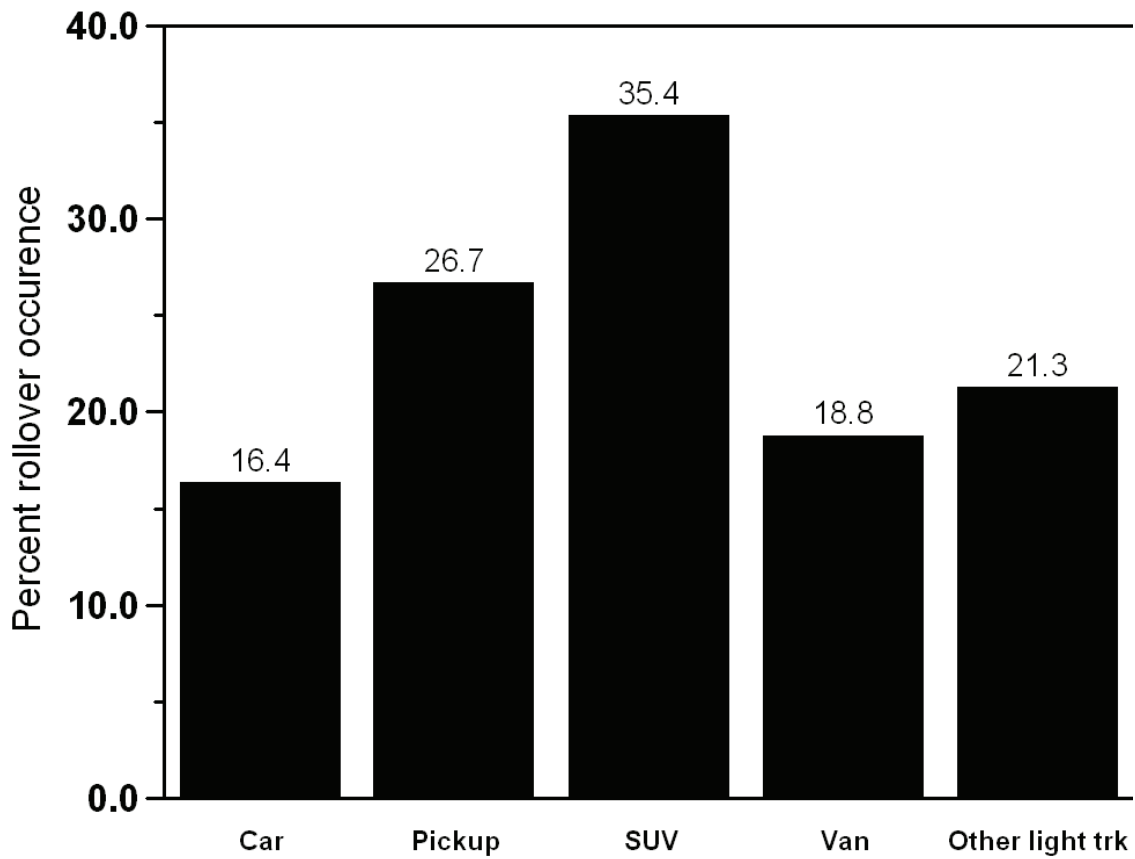
^a Trucks 10,000 pounds gross vehicle weight rating or less, including pickups, vans, and utility vehicles.

^b Trucks over 10,000 pounds gross vehicle weight rating including single-unit trucks and truck tractors.



For fatal crashes in 2005, sport-utility vehicles (SUVs) had the highest rollover rate (35.4%) while cars had the lowest (16.4%). This does not mean that the rollover caused the fatality, just that a vehicle in the crash rolled over.

Figure 4.10. Percent Rollover Occurrence in Fatal Crashes by Vehicle Type, 2005



Source:

U.S. Department of Transportation, National Highway Traffic Safety Administration, *Traffic Safety Facts 2005*, Washington, DC, January 2007, Table 37. (Additional resources: www.nhtsa.dot.gov)



Demand response (also called paratransit or dial-a-ride) and public vanpools are widely used by transit agencies. There are almost 49 thousand of these vehicles active in 2005.

Table 4.31
Summary Statistics on Light Transit Vehicles, 1994–2005^a

Year	Number of active vehicles	Vehicle-miles (millions)	Passenger-miles (millions)	Energy use (trillion Btu)
1994	31,090	490	781	9.8
1995	31,773	538	856	9.6
1996	33,472	588	958	10.2
1997	35,657	627	1,075	10.2
1998	33,481	721	1,103	10.9
1999	36,651	784	1,258	11.2
2000	37,957	826	1,274	11.4
2001	40,049	861	1,345	11.9
2002	40,691	879	1,336	12.3
2003	42,578	953	1,471	13.5 ^b
2004	42,993	975	1,448	14.1
2005 ^c	48,530	1,078	1,663	14.1
<i>Average annual percentage change</i>				
1994–2005	4.1%	7.4%	7.1%	3.4%

Source:

American Public Transit Association, *2007 Public Transportation Fact Book*, Washington, DC, April 2007, Tables 18, 12, 10, 59, 105, 107 and website tables. Historical van pool data are from earlier editions. (Additional resources: www.apta.com)

Note: See Glossary for detailed definitions of demand response and vanpool.

^a Includes demand response service and public van pools.

^b Significant increase in diesel consumption in demand response vehicles.

^c Preliminary data.



Chapter 5

Heavy Vehicles and Characteristics

Summary Statistics from Tables in this Chapter

Source		
Table 5.1	Heavy single-unit trucks, 2005	
	<i>Registration (thousands)</i>	6,395
	<i>Vehicle miles (millions)</i>	79,174
	<i>Fuel economy (miles per gallon)</i>	8.8
Table 5.2	Combination trucks, 2005	
	<i>Registration (thousands)</i>	2,087
	<i>Vehicle miles (millions)</i>	143,662
	<i>Fuel economy (miles per gallon)</i>	5.9
Tables 5.10 and 5.11	Freight Shipments, 2002 Commodity Flow Survey	
	<i>Value (billion dollars)</i>	8,397
	<i>Tons (millions)</i>	11,668
	<i>Ton-miles (billions)</i>	3,138
Table 5.12	Transit buses in operation, 2005	82,642



Heavy single-unit trucks include all single-unit trucks which have more than two axles or more than four tires. Most of these trucks would be used for business or for individuals with heavy hauling or towing needs.

Table 5.1
Summary Statistics for Heavy Single-Unit Trucks, 1970–2005

Year	Registrations (thousands)	Vehicle travel (million miles)	Fuel use (million gallons)	Fuel economy (miles per gallon)
1970	3,681	27,081	3,968	6.8
1975	4,232	34,606	5,420	6.4
1980	4,374	39,813	6,923	5.8
1981	4,455	39,568	6,867	5.8
1982	4,325	40,658	6,803	6.0
1983	4,204	42,546	6,965	6.1
1984	4,061	44,419	7,240	6.1
1985	4,593	45,441	7,399	6.1
1986	4,313	45,637	7,386	6.2
1987	4,188	48,022	7,523	6.4
1988	4,470	49,434	7,701	6.4
1989	4,519	50,870	7,779	6.5
1990	4,487	51,901	8,357	6.2
1991	4,481	52,898	8,172	6.5
1992	4,370	53,874	8,237	6.5
1993	4,408	56,772	8,488	6.7
1994	4,906	61,284	9,032	6.8
1995	5,024	62,705	9,216	6.8
1996	5,266	64,072	9,409	6.8
1997	5,293	66,893	9,576	7.0
1998	5,414	67,894	9,741	7.0
1999	5,763	70,304	9,372	7.5
2000	5,926	70,500	9,563	7.4
2001	5,704	72,448	9,667	7.5
2002	5,651	75,866	10,321	7.4
2003	5,849	77,757	8,881	8.8
2004	6,161	78,441	8,959	8.8
2005	6,395	79,174	9,042	8.8
<i>Average annual percentage change</i>				
1970–2005	1.6%	3.1%	2.4%	0.7%
1995–2005	2.4%	2.4%	-0.2%	2.6%

Source:

U. S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2005*, Washington, DC, 2006, Table VM1 and annual. (Additional resources: www.fhwa.dot.gov)

Note: *Highway Statistics 1999* data were not used.



Combination trucks include all trucks designed to be used in combination with one or more trailers. The average vehicle travel of these trucks (on a per truck basis) far surpasses the travel of other trucks due to long-haul freight movement.

Table 5.2
Summary Statistics for Combination Trucks, 1970–2005^a

Year	Registrations (thousands)	Vehicle travel (million miles)	Fuel use (million gallons)	Fuel economy (miles per gallon)
1970	905	35,134	7,348	4.8
1975	1,131	46,724	9,177	5.1
1980	1,417	68,678	13,037	5.3
1981	1,261	69,134	13,509	5.1
1982	1,265	70,765	13,583	5.2
1983	1,304	73,586	13,796	5.3
1984	1,340	77,377	14,188	5.5
1985	1,403	78,063	14,005	5.6
1986	1,408	81,038	14,475	5.6
1987	1,530	85,495	14,990	5.7
1988	1,667	88,551	15,224	5.8
1989	1,707	91,879	15,733	5.8
1990	1,709	94,341	16,133	5.8
1991	1,691	96,645	16,809	5.7
1992	1,675	99,510	17,216	5.8
1993	1,680	103,116	17,748	5.8
1994	1,681	108,932	18,653	5.8
1995	1,696	115,451	19,777	5.8
1996	1,747	118,899	20,192	5.9
1997	1,790	124,584	20,302	6.1
1998	1,831	128,159	21,100	6.1
1999	2,029	132,384	24,537	5.4
2000	2,097	135,020	25,666	5.3
2001	2,154	136,584	25,512	5.4
2002	2,277	138,737	26,480	5.2
2003	1,908	140,160	23,815	5.9
2004	2,010	142,370	24,191	5.9
2005	2,087	143,662	24,411	5.9
<i>Average annual percentage change</i>				
1970–2005	2.4%	4.1%	3.5%	0.6%
1995–2005	2.1%	2.2%	2.1%	0.2%

Source:

U. S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2005*, Washington, DC, 2006, Table VM1 and annual. (Additional resources: www.fhwa.dot.gov)

Note: *Highway Statistics 1999* data were not used.

^a The Federal Highway Administration changed the combination truck travel methodology in 1993.



Light trucks under 10,000 lbs. continue to dominate truck sales.

Table 5.3
New Retail Truck Sales by Gross Vehicle Weight, 1970–2005^a
(thousands)

Calendar year	Class 1 6,000 lbs. or less	Class 2 6,001– 10,000 lbs.	Class 3 10,001– 14,000 lbs.	Class 4 14,001– 16,000 lbs.	Class 5 16,001– 19,500 lbs.	Class 6 19,501– 26,000 lbs.	Class 7 26,001– 33,000 lbs.	Class 8 33,001 lbs. and over	Total
Domestic sales (import data are not available)									
1970 ^b	1,049	408	6	12	58	133	36	89	1,791
1975	1,101	952	23	1	9	159	23	83	2,351
1980	985	975	4	c	2	90	58	117	2,231
1981	896	850	1	c	2	72	51	100	1,972
1982	1,102	961	1	c	1	44	62	76	2,248
1983	1,314	1,207	c	c	1	47	59	82	2,710
1984	2,031	1,224	6	c	5	55	78	138	3,538
1985	2,408	1,280	11	c	5	48	97	134	3,983
Domestic and import sales									
1986	3,380	1,214	12	c	6	45	101	113	4,870
1987	3,435	1,175	14	2	8	44	103	131	4,912
1988	3,467	1,333	14	21	8	54	103	148	5,149
1989	3,313	1,297	19	27	7	39	93	145	4,942
1990	3,451	1,097	21	27	5	38	85	121	4,846
1991	3,246	876	21	24	3	22	73	99	4,365
1992	3,608	1,021	26	26	4	28	73	119	4,903
1993	4,119	1,232	27	33	4	27	81	158	5,681
1994	4,527	1,506	35	44	4	20	98	186	6,421
1995	4,422	1,631	40	53	4	23	107	201	6,481
1996	4,829	1,690	52	59	7	19	104	170	6,930
1997	5,085	1,712	53	57	9	18	114	179	7,226
1998	5,263	2,036	102	43	25	32	115	209	7,826
1999	5,707	2,366	122	49	30	48	130	262	8,716
2000	5,965	2,421	117	47	29	51	123	212	8,965
2001	6,073	2,525	102	52	24	42	92	140	9,050
2002	6,068	2,565	80	38	24	45	69	146	9,035
2003	6,267	2,671	91	40	29	51	67	142	9,357
2004	6,458	2,796	107	47	36	70	75	203	9,793
2005	6,586	2,528	167	49	46	60	89	253	9,777
<i>Average annual percentage change</i>									
1970–1985	5.7%	7.9%	4.1%	-	-15.1%	-6.6%	6.8%	2.8%	5.5%
1986–2005	3.6%	3.9%	14.9%	-	11.3%	1.5%	-0.7%	4.3%	3.7%

Source:

Ward's Communication's, *Motor Vehicle Facts and Figures 2005*, Southfield, MI, 2006, p. 26, and annual. (Additional resources: www.wardsauto.com)

^a Sales include domestic-sponsored imports.

^b Data for 1970 is based on new truck registrations.

^c Data are not available.



Vehicle Inventory and Use Survey

The Vehicle Inventory and Use Survey (VIUS), which was formerly 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. In 1997, the survey was changed to the Vehicle Inventory and Use Survey due to future possibilities of including additional vehicle types. The 2002 VIUS, however, only includes trucks. Copies of the 2002 VIUS report or CD may be obtained by contacting the U.S. Bureau of the Census, Transportation Characteristics Surveys Branch (301) 457-2797. Internet site: www.census.gov/svsd/www/tiusview.html

Since 1987, the survey has included minivans, vans, station wagons on truck chassis, and sport utility vehicles in addition to the bigger trucks. The 1977 and 1982 surveys did not include those vehicle types. The estimated number of trucks that were within the scope of the 2002 VIUS and registered in the U.S. as of July 1, 2002, was 85.2 million. These trucks were estimated to have been driven a total of 1,115 billion miles during 2002, an increase of 6.8% from 1997. The average annual miles traveled per truck was estimated at 13,100 miles.

In the 2002 VIUS, there are several ways to classify a truck by weight. The survey respondent was asked the average weight of the vehicle or vehicle-trailer combination when carrying a typical payload; the empty weight (truck minus cargo) of the vehicle as it was usually operated; and the maximum gross weight at which the vehicle or vehicle-trailer combination was operated. The Census Bureau also collected information on the Gross Vehicle Weight Class of the vehicles (decoded from the vehicle identification number) and the registered weight of the vehicles from the State registration files. Some of these weights are only provided in categories, while others are exact weights. Since all these weights could be quite different for a single truck, the tabulations by weight can be quite confusing. In the tables presented here, the Gross Vehicle Weight Class was used.

The Census Bureau has discontinued the Vehicle Inventory and Use Survey; it will not be conducted in 2007. The 2002 data remain the latest available.



Table 5.4
Truck Statistics by Gross Vehicle Weight Class, 2002

Manufacturer's gross vehicle weight class	Number of trucks	Percentage of trucks	Average annual miles per truck	Harmonic mean fuel economy	Percentage of fuel use
1) 6,000 lbs and less	51,941,389	61.0%	11,882	17.6	42.7%
2) 6,001 – 10,000 lbs	28,041,234	32.9%	12,684	14.3	30.5%
Light truck subtotal	79,982,623	93.9%	12,163	16.2	73.2%
3) 10,001 – 14,000 lbs	691,342	0.8%	14,094	10.5	1.1%
4) 14,001 – 16,000 lbs	290,980	0.3%	15,441	8.5	0.5%
5) 16,001 – 19,500 lbs	166,472	0.2%	11,645	7.9	0.3%
6) 19,501 – 26,000 lbs	1,709,574	2.0%	12,671	7.0	3.2%
Medium truck subtotal	2,858,368	3.4%	13,237	8.0	5.2%
7) 26,001 – 33,000 lbs	179,790	0.2%	30,708	6.4	0.9%
8) 33,001 lbs and up	2,153,996	2.5%	45,739	5.7	20.7%
Heavy truck subtotal	2,333,786	2.7%	44,581	5.8	21.6%
Total	85,174,776	100.0%	13,088	13.5	100.0%

Source:

U.S. Department of Commerce, Bureau of the Census, *2002 Vehicle Inventory and Use Survey*, Microdata File on CD, 2005. (Additional resources: www.census.gov/svsd/www.tiusview.html)

Table 5.5
Truck Harmonic Mean Fuel Economy by Size Class, 1992, 1997, and 2002
(miles per gallon)

Manufacturer's gross vehicle weight class	1992 TIUS	1997 VIUS	2002 VIUS
1) 6,000 lbs and less	17.2	17.1	17.6
2) 6,001–10,000 lbs	13.0	13.6	14.3
Light truck subtotal	15.7	15.8	16.2
3) 10,000–14,000 lbs	8.8	9.4	10.5
4) 14,001–16,000 lbs	8.8	9.3	8.5
5) 16,001–19,500 lbs	7.4	8.7	7.9
6) 19,501–26,000 lbs	6.9	7.3	7.0
Medium truck subtotal	7.3	8.6	8.0
7) 26,001–33,000 lbs	6.5	6.4	6.4
8) 33,001 lbs and over	5.5	5.7	5.7
Large truck subtotal	5.6	6.1	5.8

Sources:

Estimates are based on data provided on the following public use files: U.S. Department of Commerce, Bureau of the Census, *Census of Transportation*, Washington, DC, *1992 Truck Inventory and Use Survey*, 1995; *1997 Vehicle Inventory and Use Survey*, 2000, and *2002 Vehicle Inventory and Use Survey*, 2005. (Additional resources: www.census.gov/svsd/www.tiusview.html)

Note: Based on average fuel economy as reported by respondent.



As expected, most light trucks travel within 50 miles of their home base and refuel at public stations. About sixty percent of heavy trucks travel over 50 miles from their home base and 36% of them refuel at central company-owned refueling stations.

Table 5.6
Truck Statistics by Size, 2002

	Manufacturer's gross vehicle weight class			Total
	Light (10,000 lbs)	Medium (10,001– 26,000 lbs)	Heavy (26,000 lbs)	
Range of operation				
Under 50 miles	69.2%	61.5%	40.7%	68.2%
51–100 miles	8.5%	11.7%	13.5%	8.7%
101–200 miles	2.4%	3.2%	6.7%	2.5%
201–500 miles	1.1%	1.8%	7.6%	1.3%
501 miles or more	1.4%	2.2%	10.4%	1.7%
Off-road	1.1%	3.5%	3.2%	1.2%
Vehicle not in use	2.2%	4.4%	3.2%	2.3%
Not reported	14.1%	11.7%	14.7%	14.1%
Total	100.0%	100.0%	100.0%	100.0%
Primary refueling facility				
Gas station	96.9%	62.4%	28.4%	93.9%
Truck stop	0.7%	7.7%	31.9%	1.8%
Own facility	2.0%	27.3%	36.2%	3.7%
Other nonpublic facility	0.3%	2.6%	3.5%	0.5%
Other	0.0%	0.0%	0.0%	0.0%
All	100.0%	100.0%	100.0%	100.0%

Source:

U.S. Department of Commerce, Bureau of the Census, *2002 Vehicle Inventory and Use Survey*, Microdata. File on CD, 2005. (Additional resources: www.census.gov/svsd/www/tiusview.html)



More medium truck owners listed construction as the truck's major use than any other major use category. Construction was the second highest major use for light trucks and heavy trucks.

Table 5.7
Percentage of Trucks by Size Ranked by Major Use, 2002

Rank	Light (< 10,000 lbs average weight)	Medium (10,001 – 26,000 lbs average weight)	Heavy (> 26,000 lbs average weight)
1	Personal 81.5%	Construction 18.4%	For hire 30.1%
2	Construction 4.6%	Agriculture 16.2%	Construction 15.9%
3	Other services^a 2.5%	For hire 9.6%	Agriculture 12.2%
4	Not in use 2.2%	Retail 7.1%	Retail 5.4%
5	Agriculture 1.9%	Not in use 6.4%	Not in use 5.1%
6	Retail 1.5%	Leasing 6.2%	Waste management 5.0%
7	Unknown 1.3%	Wholesale 5.5%	Manufacturing 4.9%
8	Leasing 0.7%	Waste management 5.4%	Wholesale 4.8%
9	Manufacturing 0.7%	Utilities 5.0%	Leasing 4.6%
10	Utilities 0.6%	Personal 4.8%	Unknown 3.2%
11	Waste management 0.6%	Unknown 4.4%	Personal 2.5%
12	Wholesale 0.6%	Manufacturing 3.3%	Mining 2.4%
13	Information services 0.4%	Other services^a 3.2%	Other services^a 1.3%
14	For hire 0.4%	Food services 1.6%	Utilities 1.1%
15	Food services 0.3%	Information services 1.3%	Food services 1.1%
16	Arts 0.2%	Mining 1.1%	Arts 0.3%
17	Mining 0.1%	Arts 0.5%	Information services 0.1%

Source:

U.S. Department of Commerce, Bureau of the Census, *2002 Vehicle Inventory and Use Survey*,
Micro data File on CD, 2005. (Additional resources: www.census.gov/svsd/www/tiusview.html)

^a Business and personal services.



Nearly half of trucks in fleets of 11-20 and 21-50 vehicles use company-owned facilities. Most trucks in smaller fleets use public gas stations for fueling.

Table 5.8
Percentage of Trucks by Fleet Size and Primary Fueling Facility, 2002

Truck fleet size	Primary refueling facility				Total
	Gas station	Truck stop	Own facility	Other's facility	
1-5	73.8%	6.1%	18.2%	1.9%	100.0%
6-10	55.3%	5.7%	35.5%	3.4%	100.0%
11-20	41.1%	5.1%	48.9%	4.9%	100.0%
21-50	42.9%	3.7%	49.8%	3.6%	100.0%
51 or more	48.3%	6.3%	44.4%	1.0%	100.0%
Fleets of 6 or more vehicles	47.6%	5.2%	43.9%	3.4%	100.0%
No fleet	96.4%	1.6%	1.7%	0.3%	100.0%

Source:

U.S. Department of Commerce, Bureau of the Census, *2002 Vehicle Inventory and Use Survey*, Microdata File on CD, 2005. (Additional resources: www.census.gov/svsd/www/tiusview.html)



Most trucks are fueled at gas stations but for-hire or warehousing trucks are more often fueled at truck stops. Mining trucks and vehicle leasing or rental trucks fuel at the companies' own facility more than 30% of the time.

Table 5.9
Share of Trucks by Major Use and Primary Fueling Facility, 2002

Major use	Gas station	Truck stop	Own facility	Others facility	Other	All
Personal	98.6%	0.6%	0.7%	0.1%	0.1%	100.0%
Other services	96.0%	1.4%	1.6%	0.9%	0.1%	100.0%
All	93.9%	1.8%	3.7%	0.5%	0.0%	100.0%
Information services	92.3%	0.4%	7.2%	0.1%	0.0%	100.0%
Retail trade	86.6%	3.5%	8.6%	1.2%	0.0%	100.0%
Construction	84.7%	3.3%	9.8%	2.2%	0.0%	100.0%
Accommodation or food services	82.4%	7.5%	8.8%	1.3%	0.0%	100.0%
Manufacturing	81.5%	5.1%	11.9%	1.5%	0.0%	100.0%
Arts, entertainment, recreation services	81.1%	4.3%	14.2%	0.3%	0.0%	100.0%
Waste mgmt, landscaping, admin/support services	78.2%	3.0%	17.1%	1.6%	0.0%	100.0%
Wholesale trade	76.2%	6.6%	12.0%	5.1%	0.0%	100.0%
Utilities	72.6%	1.8%	24.3%	1.3%	0.0%	100.0%
Agriculture, forestry, fishing, hunting	62.7%	6.7%	29.4%	1.0%	0.1%	100.0%
Vehicle leasing or rental	60.2%	1.3%	31.8%	6.8%	0.0%	100.0%
Mining	48.7%	8.5%	34.3%	8.5%	0.0%	100.0%
For-hire or warehousing	33.3%	38.7%	25.8%	2.3%	0.0%	100.0%
Overall	93.9%	1.8%	3.7%	0.5%	0.0%	100.0%

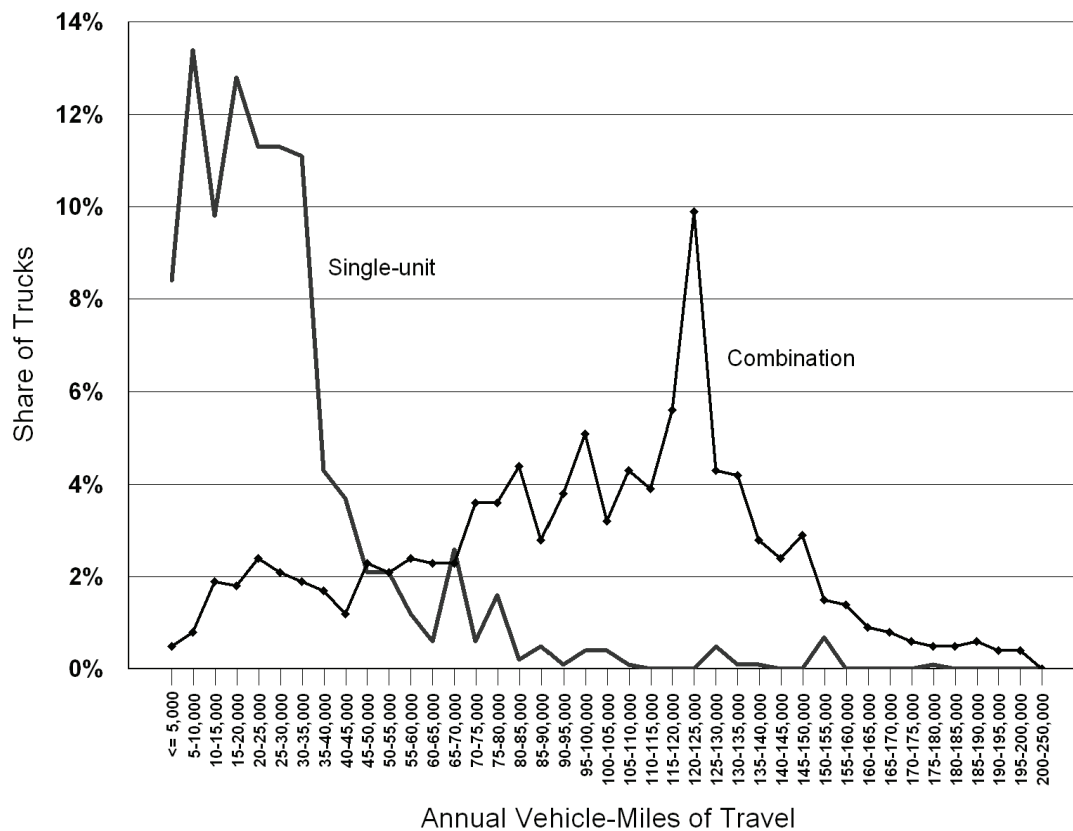
Source:

U.S. Department of Commerce, Bureau of the Census, *2002 Vehicle Inventory and Use Survey*, Microdata File on CD, 2005. (Additional resources: www.census.gov/svsd/www/tiusview.html)



The figure below shows the distribution of annual travel the two types of Class 7 and 8 vehicles—combination units (separate tractor and trailer) and single units (tractor and trailer on a single chassis). This information is for vehicles two years old or less and comes from the 2002 VIUS. Combination trucks, dominated by box-type trailers, display the greatest amount of annual travel of all heavy vehicle types, as is evidenced both by the range of annual use which is up to 200,000 miles per year, and the peaking that occurs in the 100,000 to 140,000-mile segments. Most of the single-unit trucks in the survey travel 40,000 miles per year or less.

Figure 5.1. Distribution of Trucks over 26,000 lbs. Less than Two Years Old by Vehicle Miles Traveled



Source:

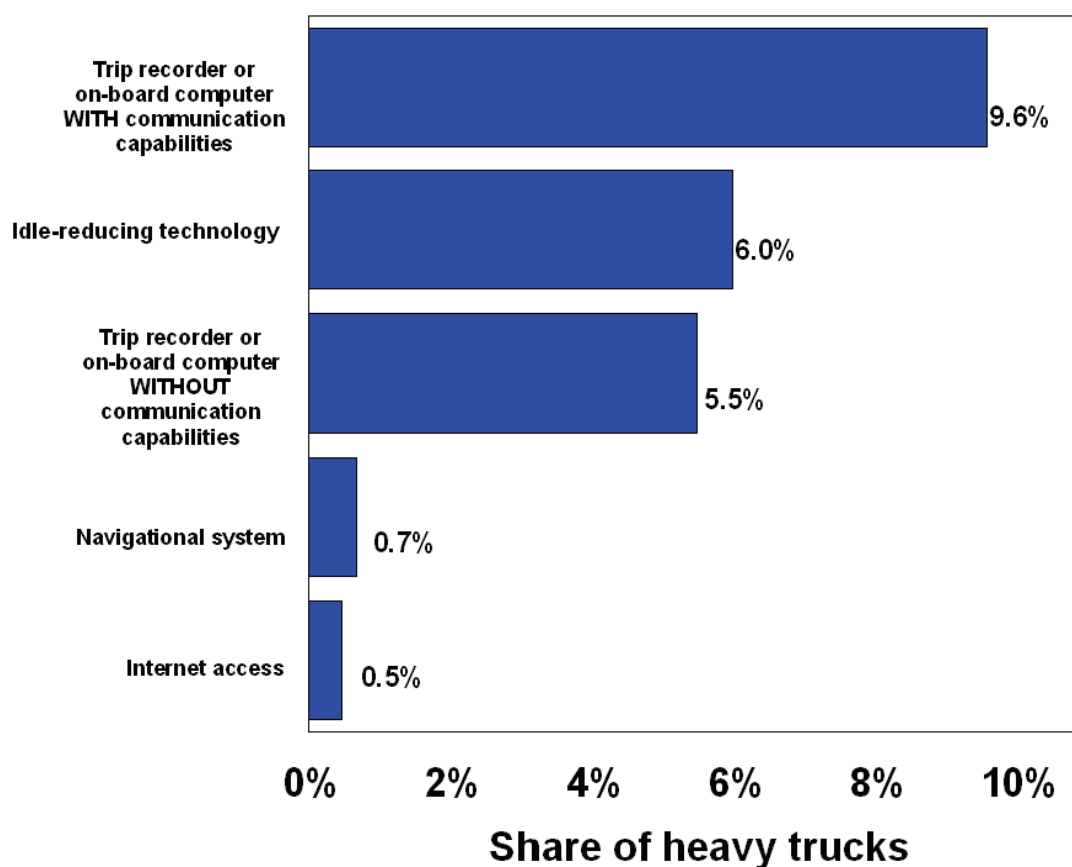
U.S. Department of Commerce, Bureau of the Census, 2002 Vehicle Inventory and Use Survey, Microdata File on CD, 2005. (Additional resources: www.census.gov/svsd/www/tiusview.html)

Note: Heavy trucks (class 7 & 8) are greater than 26,000 pounds gross vehicle weight based on the manufacturer's rating.



The latest Vehicle Inventory and Use Survey asked truck owners if the truck had certain features as permanent equipment on the truck. Some of the features asked about were onboard computers, idle-reduction devices, navigational systems, and Internet access. Of the 2.3 million heavy trucks (class 7 & 8) in the United States, nearly 10% were equipped with onboard computers that had communication capabilities and another 5% had onboard computers without communication capabilities. Six percent of heavy trucks were equipped with idle-reducing technology. Navigational systems and Internet access were available in less than one percent of heavy trucks.

Figure 5.2. Share of Heavy Trucks with Selected Electronic Features, 2002



Source:

U.S. Department of Commerce, Bureau of the Census, *2002 Vehicle Inventory and User Survey*, Microdata File on CD, 2005.

Note: Heavy trucks (class 7 & 8) are greater than 26,000 pounds gross vehicle weight based on the manufacturer's rating.



Commodity Flow Survey

The Commodity Flow Survey (CFS) is designed to provide data on the flow of goods and materials by mode of transport. The 1993, 1997, and 2002 CFS are a continuation of statistics collected in the Commodity Transportation Survey from 1963 through 1977, and include major improvements in methodology, sample size, and scope. The 2002 CFS covers business establishments with paid employees that are located in the United States and are classified using the 1997 North American Industry Classification System (NAICS) in mining, manufacturing, wholesale trade, and select retail trade industries, namely, electronic shopping and mail-order houses. Establishments classified in services, transportation, construction, and most retail industries are excluded from the survey. Farms, fisheries, foreign establishments, and most government-owned establishments are also excluded.^a

The 1993, 1997, and 2002 CFS differ from previous surveys in their greatly expanded coverage of intermodalism (i.e., shipments which travel by at least two different modes, such as rail and truck). Earlier surveys reported only the principal mode. Route distance for each mode for each shipment was imputed using methodologies developed by Oak Ridge National Laboratory. Distance, in turn, was used to compute ton-mileage by mode of transport.

For more information about the CFS, contact the Census Bureau Customer Service at (301) 763-4636, or visit the following Internet site: www.bts.gov/publications/commodity_flow_survey.

^a Bureau of Transportation Statistics and U.S. Bureau of the Census, 2002 Economic Census, *2002 Commodity Flow Survey*, December 2004.



Industries covered by the 2002 Commodity Flow Survey (CFS) shipped over 11 billion tons of goods worth over \$8 trillion. Compared to the 1997 CFS, the value of shipments is up 1.5% per year and ton shipped are up 1.0% per year. By value, intermodal shipments increased 0.4% per year from 1997 to 2002.

Table 5.10
Growth of Freight in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys
 (Detail may not add to total because of rounding)

Mode of Transportation	Value of goods shipped			Tons		
	2002 (billion 2002 dollars)	1997 (billion 2002 dollars)	Average annual percent change	2002 (millions)	1997 (millions)	Average annual percent change
All modes	8,397.2	7,783.3	1.5%	11,667.9	11,089.7	1.0%
Single modes	7,049.4	6,410.9	1.9%	11,086.7	10,436.5	1.2%
Truck ^a	6,235.0	5,583.7	2.2	7,842.8	7,700.7	0.4%
For-hire truck	3,757.1	3,252.0	2.9	3,657.3	3,402.6	1.5%
Private truck	2,445.3	2,282.7	1.4	4,149.7	4,137.3	0.1%
Rail	311.9	358.3	-2.7%	1,873.9	1,549.8	3.9%
Water	89.3	85.0	0.9%	681.2	563.4	3.9%
Shallow draft	57.5	60.4	-1.0%	458.6	414.8	2.0%
Great Lakes	0.8	1.7	-14.0%	38.0	38.4	-0.2%
Deep draft	31.0	22.9	6.2%	184.6	110.2	10.9%
Air (includes truck and air)	265.0	256.7	1.4%	3.8	4.5	-3.3%
Pipeline ^b	149.2	127.2	3.2%	685.0	618.2	2.1%
Multiple modes	1,079.2	1,060.2	0.4%	216.7	216.7	0.0%
Parcel, U.S. Postal Service or courier	987.8	959.3	0.6%	25.5	23.7	1.5%
Truck and rail	69.9	84.8	-3.8%	43.0	54.2	-4.5%
Truck and water	14.4	9.2	9.4%	23.3	33.2	-6.8%
Rail and water	3.3	2.0	10.5%	105.1	79.3	5.8%
Other multiple modes	3.8	4.8	-4.6%	19.8	26.2	-5.4%
Other and unknown modes	268.6	312.2	-3.0%	364.6	436.5	-3.5%

Source:

U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, Bureau of the Census, *2002 Commodity Flow Survey*, Table 1a, and *1997 Commodity Flow Survey*, Table 1a. (Additional resources: www.bts.gov/cfs)

^a "Truck" as a single mode includes shipments which went by private truck only, for-hire truck only, or a combination of private truck and for-hire truck.

^b CFS data for pipeline lack most shipments of crude oil.



Industries covered by the 2002 Commodity Flow Survey (CFS) accounted for about 3.1 trillion ton-miles on the nation's highways, railways, waterways, pipelines, and aviation system. Ton-miles increased an average of 3.3% per year from 1997 to 2002.

Table 5.11
Growth of Freight Miles in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys
 (Detail may not add to total because of rounding)

Mode of Transportation	Ton-miles			Average miles per shipment		
	2002 (billions)	1997 (billions)	Average annual percent change	2002	1997	Average annual percent change
All modes	3,137.9	2,661.4	3.3%	546	472	3.0%
Single modes	2,867.9	2,383.5	3.8%	240	184	5.5%
Truck ^a	1,255.9	1,023.5	4.2%	173	144	3.7%
For-hire truck	959.6	741.1	5.3%	523	485	1.5%
Private truck	291.1	268.6	1.6%	64	53	3.8%
Rail	1,261.6	1,022.5	4.3%	807	769	1.0%
Water	282.7	261.7	1.6%	568	482	3.3%
Shallow draft	211.5	189.3	2.2%	450	177	20.5%
Great Lakes	13.8	13.4	0.6%	339	204	10.7%
Deep draft	57.4	59.0	-0.5%	664	1,024	-8.3%
Air (includes truck and air)	5.8	6.2	-1.3%	1,919	1,380	6.8%
Pipeline ^b	^c	^c	^c	^c	^c	^c
Multiple modes	225.7	204.5	2.0%	895	813	1.9%
Parcel, U.S. Postal Service or courier	19.0	18.0	1.1%	894	813	1.9%
Truck and rail	45.5	55.6	-3.9%	1,413	1,347	1.0%
Truck and water	32.4	34.8	-1.4%	1,950	1,265	9.0%
Rail and water	115.0	77.6	8.2%	957 ^c	1,092 ^c	-2.6%
Other multiple modes	13.8	18.6	-5.8%			
Other and unknown modes	44.2	73.4	-9.6%	130	122	1.3%

Source:

U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, Bureau of the Census, *2002 Commodity Flow Survey*, Table 1a, and *1997 Commodity Flow Survey*, Table 1a. (Additional resources: www.bts.gov/cfs)

^a "Truck" as a single mode includes shipments which went by private truck only, for-hire truck only, or a combination of private truck and for-hire truck.

^b CFS data for pipeline lack most shipments of crude oil.

^c Denotes data do not meet publication standards because of high sampling variability or other reasons. Some unpublished estimates can be derived from other data published in this table. However, figures obtained in this manner are subject to these same limitations.



The energy use per passenger-mile for transit buses and trolleybuses has remained relatively constant over the last decade.

Table 5.12
Summary Statistics on Transit Buses and Trolleybuses, 1994–2005

Year	Number of active buses	Vehicle-miles (millions)	Passenger- miles (millions)	Btu/ passenger-mile	Energy use (trillion Btu)
1994	69,000	2,176	19,019	4,261	81.0
1995	67,992	2,198	19,005	4,303	81.8
1996	72,549	2,234	19,280	4,335	83.6
1997	73,629	2,259	19,793	4,425	87.6
1998	73,022	2,188	20,542	4,382	90.0
1999	75,087	2,290	21,391	4,327	92.6
2000	75,964	2,329	21,433	4,510	96.7
2001	76,675	2,389	22,209	4,120	91.5
2002	76,790	2,425	22,030	4,101	90.3
2003	78,000	2,435	21,438	4,155	89.1
2004	81,630	2,484	21,550	4,318	93.1
2005 ^a	82,642	2,498	21,998	4,230	93.1
<i>Average annual percentage change</i>					
1994–2005	1.7%	1.3%	1.3%	-0.1%	1.3%

Source:

American Public Transportation Association, *2007 Public Transportation Fact Book*, Washington, DC, April 2007, Tables 7, 11, and 17. (Additional resources: www.apta.com)

^a Preliminary data.



Chapter 6

Alternative Fuel and Advanced Technology Vehicles and Characteristics

Summary Statistics from Tables in this Chapter

Source		
Table 6.1	Alternative fuel vehicles in use, 2004 estimates	547,904
	<i>LPG</i>	194,389
	<i>CNG</i>	143,742
	<i>E85^a</i>	146,195
	<i>Electric</i>	55,852
	<i>M85</i>	4,592
	<i>LNG</i>	3,134
Table 6.4	Number of alternative fuel refuel sites, 2007	5,485
	<i>LPG</i>	2,495
	<i>CNG</i>	738
	<i>Electric</i>	445
	<i>Biodiesel</i>	655
	<i>Hydrogen</i>	32

Fuel type abbreviations are used throughout this chapter.

<i>B20</i>	=	20% biodiesel, 80% petroleum diesel
<i>CNG</i>	=	compressed natural gas
<i>E85</i>	=	85% ethanol, 15% gasoline
<i>E95</i>	=	95% ethanol, 5% gasoline
<i>H₂</i>	=	hydrogen
<i>LNG</i>	=	liquified natural gas
<i>LPG</i>	=	liquified petroleum gas
<i>M85</i>	=	85% methanol, 15% gasoline
<i>M100</i>	=	100% methanol

^aDoes not include flex-fuel vehicles.



Alternative Fuels

The Energy Policy Act of 1992 defines alternative fuels and allows the U.S. Department of Energy (DOE) to add to the list of alternative fuels if the fuel is substantially nonpetroleum, yields substantial energy security benefits, and offers substantial environmental benefits. DOE currently recognizes the following as alternative fuels:

- methanol, ethanol, and other alcohols,
- blends of 85% or more of alcohol with gasoline,
- natural gas and liquid fuels domestically produced from natural gas,
- liquefied petroleum gas (propane),
- coal-derived liquid fuels
- hydrogen and electricity
- biodiesel,
- P-series.

DOE has established the Alternative Fuels Data Center (AFDC) in support of its work aimed at fulfilling the Alternative Motor Fuels Act (AMFA) directives. The AFDC is operated and managed by the National Renewable Energy Laboratory (NREL) in Golden, Colorado.

The purposes of the AFDC are:

- to gather and analyze information on the fuel consumption, emissions, operation, and durability of alternative fuel vehicles, and
- to provide unbiased, accurate information on alternative fuels and alternative fuel vehicles to government agencies, private industry, research institutions, and other interested organizations.

Much of the AFDC data can be obtained through their web site: **www.eere.energy.gov/afdc**. Several tables and graphs in this chapter contain statistics which were generated by the AFDC.



The 2004 data are the latest released by the Energy Information Administration.

Table 6.1
Estimates of Alternative Fuel Vehicles in Use, 1995–2004

Fuel type	1995	1998	2000	2001	2002	2003	2004 ^a	Average annual percentage change 1995–2004
LPG	172,806	177,183	181,994	185,053	187,680	190,438	194,389	1.3%
CNG	50,218	78,782	100,750	111,851	120,839	132,988	143,742	12.4%
LNG	603	1,172	2,090	2,576	2,708	3,030	3,134	20.1%
M85	18,319	19,648	10,426	7,827	5,873	4,917	4,592	-14.3%
M100	386	200	0	0	0	0	0	-100.0%
E85 ^b	1,527	12,788	87,570	100,303	120,951	133,776	146,195	66.0%
E95	136	14	4	0	0	0	0	-100.0%
Electricity	2,860	5,243	11,830	17,847	33,047	45,656	55,852	13.0%
Total	246,855	295,030	394,664	425,457	471,098	510,805	547,904	9.3%

Source:

U. S. Department of Energy, Energy Information Administration, *Alternatives to Traditional Transportation Fuels, 2003* Washington, DC, February 2004, web site
www.eia.doe.gov/cneaf/alternate/page/datatables.html. (Additional resources: www.eia.doe.gov)

^a 2004 data are based on plans or projections

^b Does not include flex-fuel vehicles.



Nearly 95% of private alternative fuel vehicles are fueled by LPG and CNG. The Federal Government does not own many LPG vehicles; its alternative fuel vehicle fleet was 60% CNG and 35% E85 vehicles in 2004. The Energy Information Administration has not released updates to these data.

Table 6.2
Estimates of Alternative Fuel Vehicles by Ownership, 2002 and 2004

Fuel type	Private		State and local government		Federal Government	
	2002	2004	2002	2004	2002	2004
LPG	202,833	222,927	20,097	19,277	213	164
CNG	62,046	78,798	52,482	73,217	6,142	7,449
LNG	1,461	1,687	7,797	9,035	124	146
M85	232	174	103	82	2	1
M100	0	0	0	0	0	0
E85	5,073	5,361	9,215	12,713	3,495	4,331
E95	0	0	0	0	0	0
Electricity	5,918	10,084	1,165	1,461	191	291
Total	277,563	319,031	90,859	115,785	10,167	12,382

Source:

U. S. Department of Energy, Energy Information Administration, *Alternatives to Traditional Transportation Fuels, 2004*, Washington, DC, February 2005, web site
www.eia.doe.gov/cneaf/alternate/page/datatables.html. (Additional resources: www.eia.doe.gov)



Table 6.3
Alternative Fuel Vehicles Available by Manufacturer, Model Year 2006

Model	Fuel	Type	Emission class
Daimler Chrysler: 1-800-999-FLEET; www.fleet.chrysler.com			
Chrysler Sebring Sedan	E85 flex fuel	Mid-size sedan	Tier II Bin 8
Dodge Stratus Sedan	E85 flex fuel	Sedan	Tier II Bin 8
Dodge Ram Pickup 1500	E85 flex fuel	Light-duty pickup	Tier II Bin 10A
Dodge Durango	E85 flex fuel	Sport utility vehicle	LEV
Dodge Caravan	E85 flex fuel	Minivan	Tier II Bin 9A
Dodge Grand Caravan	E85 flex fuel	Minivan	Tier II Bin 9A
Ford: 1-800-34-FLEET; www.fleet.ford.com; www.fordvehicles.com			
Ford Taurus, Taurus Wagon	E85 flex fuel	Mid-size sedan/wagon	ULEV
Ford Escape Hybrid	HEV	Sport utility vehicle	SULEV II
Mercury Mariner	HEV	Sport utility vehicle	SULEV II
Ford F-150	E85 flex fuel	Light-duty pickup	TBD
Crown Victoria	E85 flex fuel	Sedan	ULEV
Lincoln Town Car	E85 flex fuel	Sedan	ULEV
Mercury Grand Marquis	E85 flex fuel	Sedan	ULEV
General Motors: 1-800-25Electric, 313-556-7723 or 1-888-GM-AFT-4U (CNG)			
Chevy Silverado	CNG bi-fuel/CNG dedicated	Light-duty pickup	ULEV
GMC Sierra	CNG bi-fuel/CNG dedicated	Light-duty pickup	ULEV
Chevy Avalanche	E85 flex fuel	Sport utility vehicle	Tier II Bin 10
GMC Yukon & Yukon XL	E85 flex fuel	Sport utility vehicle	Tier II Bin 10
Chevrolet Tahoe	E85 flex fuel	Sport utility vehicle	Tier II Bin 10
Chevrolet Suburban	E85 flex fuel	Sport utility vehicle	Tier II Bin 10
GMC Sierra	E85 flex fuel	Light-duty pickup	Tier II Bin 10
Chevrolet Silverado	CNG dedicated	Light-duty pickup	SULEV/ULEV
GMC Sierra	CNG dedicated	Light-duty pickup	SULEV/ULEV
Chevrolet Impala	E85 flex fuel	Sedan	LEV2
Chevrolet Monte Carlo	E85 flex fuel	Sedan	LEV2
Honda: 1-888-CCHonda; www.honda.com			
Civic GX	CNG dedicated	Compact sedan	SULEV (Tier II Bin II)
Accord Hybrid	HEV	Sedan	ULEV
Civic Hybrid	HEV	Sedan	ULEV
Insight	HEV	Two-seater	SULEV/ULEV
Nissan: 1-800-NISSAN-1; www.nissanusa.com			
Titan	E85 flex fuel	Pickup	LEV
Toyota: 1-800-GO-Toyota; www.toyota.com			
Highlander	HEV	Sport utility vehicle	SULEV
Prius	HEV	Sedan	SULEV

Source:

U.S. Department of Energy, National Alternative Fuels Data Center, web site, www.eere.energy.gov/afdc/pdfs/my2006_afv_atv.pdf, June 14, 2006. (Additional resources: www.eere.energy.gov/afdc/afv/afvehicles.html)

Note: LEV=low emission vehicle. ILEV=inherently low emission vehicle. ULEV=ultra low emission vehicle. ZEV=zero emission vehicle. TLEV=transitional low emission vehicle. SULEV=super ultra low emission vehicle. See Chapter 12 for details on emissions.



This list includes public and private refuel sites; therefore, not all of these sites are available to the public.

Table 6.4
Number of Alternative Refuel Sites by State and Fuel Type, 2007

State	CNG sites	E85 site	LPG sites	Electric sites	Biodiesel sites	Hydrogen sites	LNG sites	Total
Alabama	1	1	60	0	1	0	0	63
Alaska	2	0	11	0	0	0	0	12
Arizona	31	8	63	11	6	1	4	124
Arkansas	3	2	46	0	5	0	0	56
California	182	3	232	379	32	23	28	879
Colorado	21	18	67	2	22	0	0	130
Connecticut	8	0	17	3	1	0	0	29
Delaware	1	0	3	0	3	0	0	7
Dist. of Columbia	1	2	0	0	1	1	0	5
Florida	20	11	56	2	10	0	0	99
Georgia	19	9	48	0	19	0	0	95
Hawaii	0	0	4	5	5	1	0	15
Idaho	7	2	27	0	14	0	1	51
Illinois	14	142	64	0	12	0	0	232
Indiana	11	73	36	0	9	0	0	129
Iowa	0	65	25	0	13	0	0	103
Kansas	3	14	47	0	4	0	0	68
Kentucky	0	8	31	0	5	0	0	44
Louisiana	8	0	12	0	1	0	0	21
Maine	1	0	7	0	2	0	0	10
Maryland	15	7	15	0	6	0	0	43
Massachusetts	11	0	23	18	6	0	0	58
Michigan	15	32	84	0	15	3	0	149
Minnesota	3	296	34	0	4	0	0	337
Mississippi	0	1	36	0	6	0	0	43
Missouri	7	52	82	0	48	0	0	189
Montana	3	3	31	0	5	0	0	42
Nebraska	2	27	23	0	2	0	0	54
Nevada	15	6	25	0	29	1	0	76
New Hampshire	3	0	11	10	11	0	0	35
New Jersey	14	0	10	0	0	0	0	24
New Mexico	10	6	55	0	5	0	0	76
New York	38	6	27	1	7	0	0	79
North Carolina	11	15	66	0	48	0	0	140
North Dakota	4	24	15	0	0	0	0	43
Ohio	12	26	75	0	20	0	0	133
Oklahoma	51	1	71	1	7	0	0	130
Oregon	13	4	34	9	25	0	0	85
Pennsylvania	31	11	64	0	35	1	0	142
Rhode Island	7	0	4	2	0	0	0	13
South Carolina	5	46	34	1	64	0	0	150
South Dakota	0	55	18	0	0	0	0	73
Tennessee	4	6	51	0	35	0	0	96
Texas	16	24	556	1	41	0	2	640
Utah	63	4	23	0	4	0	0	94
Vermont	1	0	5	1	6	1	0	14
Virginia	10	5	22	0	19	0	0	56
Washington	14	4	60	0	26	0	0	104
West Virginia	1	2	7	0	0	0	0	10
Wisconsin	16	59	46	0	3	0	0	124
Wyoming	11	5	32	0	13	0	0	61
Totals by Fuel:	738	1,085	2,495	445	655	32	35	5,485

Source:

U.S. Department of Energy, Alternative Fuels Data Center web site,
www.eere.energy.gov/afdc/infrastructure/station_counts.html, March 2007.



Clean Cities is a locally-based government/industry partnership, coordinated by the U.S. Department of Energy to expand the use of alternatives to gasoline and diesel fuel. By combining the decision-making with voluntary action by partners, the "grass-roots" approach of Clean Cities departs from traditional "top-down" Federal programs.

Figure 6.1. Clean Cities Coalitions



Source:

U.S. Department of Energy, Alternative Fuel Data Center, February 2007. (Additional resources: www.eere.energy.gov/cleancities)





FreedomCAR and Fuel Initiative

www.eere.energy.gov/vehiclesandfuels

www.eere.energy.gov/hydrogenandfuelcells

Freedom Cooperative Automotive Research (FreedomCAR) is a government-industry partnership for the advancement of high-efficiency vehicles, focused on fuel cells and hydrogen produced from renewable energy sources. The U.S. Department of Energy and the U.S. Council for Automotive Research (composed of automakers Ford, General Motors, and DaimlerChrysler) began this effort in January 2002 with the long-term goal of developing technologies for hydrogen-powered fuel cell cars and trucks that will require no foreign oil and emit no harmful pollutants or greenhouse gases.

But, successful marketing of hydrogen cars may depend on the development of a hydrogen infrastructure, like today's petroleum infrastructure, at the same time automakers are perfecting hydrogen vehicles. That means the creation of everything from hydrogen manufacturing plants, to distribution and storage networks, to convenient hydrogen fueling stations.

The FreedomCAR and Hydrogen Fuel Initiative is aimed at coordinating the efforts of the energy companies, automakers, utilities, state and local governments, foreign interests and other appropriate players. By working on parallel tracks, developing the hydrogen vehicles and infrastructure concurrently instead of consecutively, a decision to go forward with the commercialization of hydrogen cars could be made as early as 2015, 15 years ahead of current projections.

For additional information about the FreedomCAR and Hydrogen Fuel Initiative, visit the websites listed above or call 1-800-DOE-3732.



Hydrogen Analysis Resource Center

hydrogen.pnl.gov/cocoon/morf/hydrogen

The Hydrogen Analysis Resource Center was developed to provide reliable data and information for hydrogen-related analytical activities. The Center's website includes:

- Hydrogen Data Book - contains a wide range of factual information on hydrogen and fuel cells.
- Related Sites - provides links other sites with data relevant to hydrogen and fuel cell analysis.
- Guidelines and Assumptions for DOE Hydrogen Program Analysis - contains guidelines for conducting analysis (under development) and assumptions.
- Calculator Tools - provides tools to perform conversions of hydrogen and other calculations relevant to hydrogen and fuel cells.
- Analysis Tools - provides links to models and other tools relevant to hydrogen and fuel cells, such as H2A, GREET, PSAT, VISION, MOVES, and other transportation and energy models.

Hydrogen Data Book

hydrogen.pnl.gov/cocoon/morf/hydrogen/article/103

Hydrogen Properties

Hydrogen Production.

Hydrogen Storage.

Hydrogen Delivery

Fuel Cells

Fuel Cell Vehicles

Regional Demographic Information

Regional Energy Supply Data

Conversion Factors and Constants



In 1999 (the latest year for which data are available) the U.S. accounted for about 20% of world hydrogen consumption. Ammonia producers made up 61% of World hydrogen consumption, but only 38% of U.S. hydrogen consumption.

Table 6.5
U.S. and World Hydrogen Consumption by End-Use Category, 1999

	United States		World total		U.S. share of World total
	(trillion cubic feet)	(share)	(trillion cubic feet)	(share)	
Captive users:					
Ammonia producers	1.185	38%	9.662	61%	12%
Oil refiners ^a	1.164	37%	3.721	23%	31%
Methanol producers	0.303	10%	1.428	9%	21%
Other	0.121	4%	0.482	3%	25%
Merchant users	0.379	12%	0.570	4%	67%
Total	3.153	100%	15.864	100%	20%

Source:

SRI Consulting, *Chemical Economics Handbook 2001*, Menlo Park, CA, July 2001.

Note: Captive users consume hydrogen at the site where it is produced. Merchant users consume hydrogen at sites other than where it is produced.

^a Excluding byproduct hydrogen.



Table 6.6
U.S. Hydrogen Fueling Stations
(as of February 2007)

Location	Fuel	Project	Dates
Yucca, Arizona (mobile station)	Compressed H2	Ford Motor Company (Arizona Proving Ground)	2002
Phoenix, Arizona	Compressed H2, CNG, & H2/CNG blend	Arizona Public Service (Vehicle Testing Center – part of DOE Field Operations Program)	Opened in 2001
Auburn, California	Compressed H2	California Fuel Cell Partnership Station located at Pacific Gas & Electric service facility	2004
Burbank, California	Compressed H2	Burbank Station	January 2006
Chino, California	Compressed H2	Kia-Hyundai America Technical Center – partners include UTC Fuel Cells, Hyundai and Chevron Texaco Technology Ventures	February 2005
Chula Vista, California (mobile station)	Compressed H2	City of Chula Vista	June 2003
Davis, California	Compressed H2, CNG/H2	University of California, Davis Hydrogen Bus Technology Validation Program, Toyota FCVs	April 2004
Diamond Bar, California	Compressed H2	South Coast Air Quality Management headquarters	August 2004
El Segundo, California	Compressed H2	Xerox-Clean Air Now	Completed 1997
Irvine, California	Compressed H2	UC Irvine APCIRefueling Station	January 2003
Irvine, California	Compressed H2	UC Irvine Hydrogenics Refueling Station	June 2005
Lake Forest, California	Compressed H2	Quantum Technologies, US DOE, GM	
Los Angeles, California (mobile station)	Compressed H2	City of Los Angeles mobile fueler for Honda FCX fleet	December 2002
Los Angeles, California	Compressed H2	Los Angeles International Airport, Praxair, BP, DOE, SCAQMD	October 2004
Oakland, California	Compressed H2	Alameda-Contra Costa (AC) Transit, Chevron Texaco	August 2005
Ontario, California	Compressed H2	Air Products & Chemicals, Inc.	January 2006
Oxnard, California	Liquid H2	BMW North American Engineering and Emission Test Center	July 2001
Richmond, California	Compressed H2	AC Transit facility	October 2002
Riverside, California	Compressed H2	City of Riverside, SCAQMD, Air Products & Chemicals	January 2006
Riverside, California	Compressed H2	University of California, Riverside, College of Engineering – Center for Research and Technology with SCAQMD	1993
Sacramento, California (mobile station)	Compressed H2	Sacramento Municipal Utility District	March 2006
San Francisco, California (mobile station)		PG&E Hydrogen Station, Air Products, DaimlerChrysler	January 2006
San Francisco, California (mobile station)	Compressed H2	City of San Francisco mobile fueler for Honda FCX fleet	March 2004; decommissioned
San Jose, California	Compressed H2	Santa Clara Valley Transportation Authority	November 2004
Santa Ana, California (mobile station)	Compressed H2	Air Products and City of Santa Ana	January 2006



Table 6.6 (Continued)
U.S. Hydrogen Fueling Stations
(as of February 2007)

Location	Fuel	Project	Dates
Santa Monica, California	Compressed H2	Santa Monica Hydrogen Station	June 2006
Thousand Palms, California	Compressed H2	SunLine Transit Agency Hydrogenics & Hydradix.	April 2000
Thousand Palms, California	Compressed H2	Schatz Hydrogen Generation Center at SunLine Transit	Opened 1994; retro fit in 2001-02
Torrance, California	Compressed H2	American Honda Motors Co., Inc. Research and Development Center	July 2001
Torrance, California	Compressed H2	Honda Home Energy Station	October 2003
Torrance, California	Compressed H2	As part of Toyota's efforts to establish California fuel cell "communities" with the leasing of 6 FCHVs to 2 UC campuses, it plans to open 5 more refueling stations in addition to this one.	December 2002
West Sacramento, California	Liquid to Compressed H2, MeOH	CaFCP Hydrogen Fueling Station	December 2003
Wallingford, Connecticut		Proton Energy Systems Hydrogen Fueling Station	Fall 2006
Washington, DC	LH2 & Compressed H2	General Motors Corp. and Shell Hydrogen	November 2004
Oviedo, Florida		BP - Progress Energy Hydrogen Station	
Honolulu, Hawaii (mobile station)	Compressed H2	Hickam Air Force Base Hydrogen Station, Hydrogenics, Stuart Energy	February 2004
Honolulu, Hawaii		Hickam AFB Hydrogen Station	December 2006
Chicago, Illinois	Liquid to Compressed H2 at station	Chicago Transit Authority – Ballard Bus Demo.	3/98 – 02/ 2000
Crane, Indiana	Compressed H2	US Navy Surface Warfare Center Hydrogen Station - Hydrogenics	March 2004
Ann Arbor, Michigan	LH2 to Compressed H2	EPA's National Vehicle and Fuel Emissions Laboratory (NVFEL), DaimlerChrysler, UPS	2004
Detroit, Michigan		NextEnergy Center Hydrogen Station	October 2006
Milford, Michigan	Compressed H2	GM and APCI	2004
Southfield, Michigan	Compressed H2	DTE Energy, Stuart Energy Systems, BP, DaimlerChrysler	October 2004
Taylor, Michigan	Compressed H2	City of Taylor Hydrogen Station - Ford Motor Co, BP, US DOE	October 2006
Las Vegas, Nevada	Compressed H2	Las Vegas Energy Station	August 2002
Latham, New York	Compressed H2	Honda-Home Energy Station	November 2004
Charlotte, North Carolina	Compressed H2	APCI, John Deere, Hydrogenics	2004
Columbus, Ohio		Ohio State University's H2 Station	May 2006
University Park, Pennsylvania	Compressed H2	DOE, APCI, Penn State	Fall 2004
Burlington, Vermont	Compressed H2	EVermont hydrogen Station	July 2006

Source:

Fuel Cells 2000, www.fuelcells.org/info/charts/h2fuelingstations.pdf.

Note: This list differs from the hydrogen station count on Table 6.4 because mobile stations, stations not yet completed, and stations with no specific contact information are excluded from Table 6.4.



Table 6.7
Properties of Conventional and Alternative Fuels

Property	Gasoline	No. 2 diesel	Methanol	Ethanol
Chemical formula	C ₄ to C ₁₂	C ₃ to C ₂₅	CH ₃ OH	C ₂ H ₅ OH
Physical state	Liquid	Liquid	Liquid	Liquid
Molecular weight	100–105	≈200	32.04	46.07
Composition (weight %)				
Carbon	85–88	84–87	37.5	52.2
Hydrogen	12–15	33–16	12.6	13.1
Oxygen	0	0	49.9	34.7
Main fuel source(s)	Crude oil	Crude oil	Natural gas, coal, or woody biomass	Corn, grains, or agricultural waste
Specific gravity (60° F/ 60° F)	0.72–0.78	0.81–0.89	0.796	0.796
Density (lb/gal @ 60° F)	6.0–6.5	6.7–7.4	6.63	6.61
Boiling temperature (F°)	80–437	370–650	149	172
Freezing point (F°)	-40	-40–30	-143.5	-173.2
Autoignition temperature (F°)	495	≈600	867	793
Reid vapor pressure (psi)	8–15	0.2	4.6	2.3

Property	Propane	CNG	Hydrogen
Chemical formula	C ₃ H ₈	CH ₄	H ₂
Physical state	Compressed gas	Compressed gas	Compressed gas or liquid
Molecular weight	44.1	16.04	2.02
Composition (weight %)			
Carbon	82	75	0
Hydrogen	18	25	100
Oxygen	n/a	n/a	0
Main fuel source	Underground reserves	Underground reserves	Natural gas, methanol, and other energy sources
Specific gravity (60° F/ 60° F)	0.508	0.424	0.07
Density (lb/gal @ 60° F)	4.22	1.07	n/a
Boiling temperature (F°)	-44	-259	-423
Freezing point (F°)	-305.8	-296	-435
Autoignition temperature (F°)	850–950	1,004	1,050–1,080
Reid vapor pressure (psi)	208	2,400	n/a

Source:

Alternative Fuels Data Center, “Properties of Fuel,” www.afdc.doe.gov/pdfs/fueltable.pdf and “Fuel Comparison,” www.afdc.doe.gov/fuel_comp.html, August 2005.

Note: n/a = not applicable.



Chapter 7

Fleet Vehicles and Characteristics

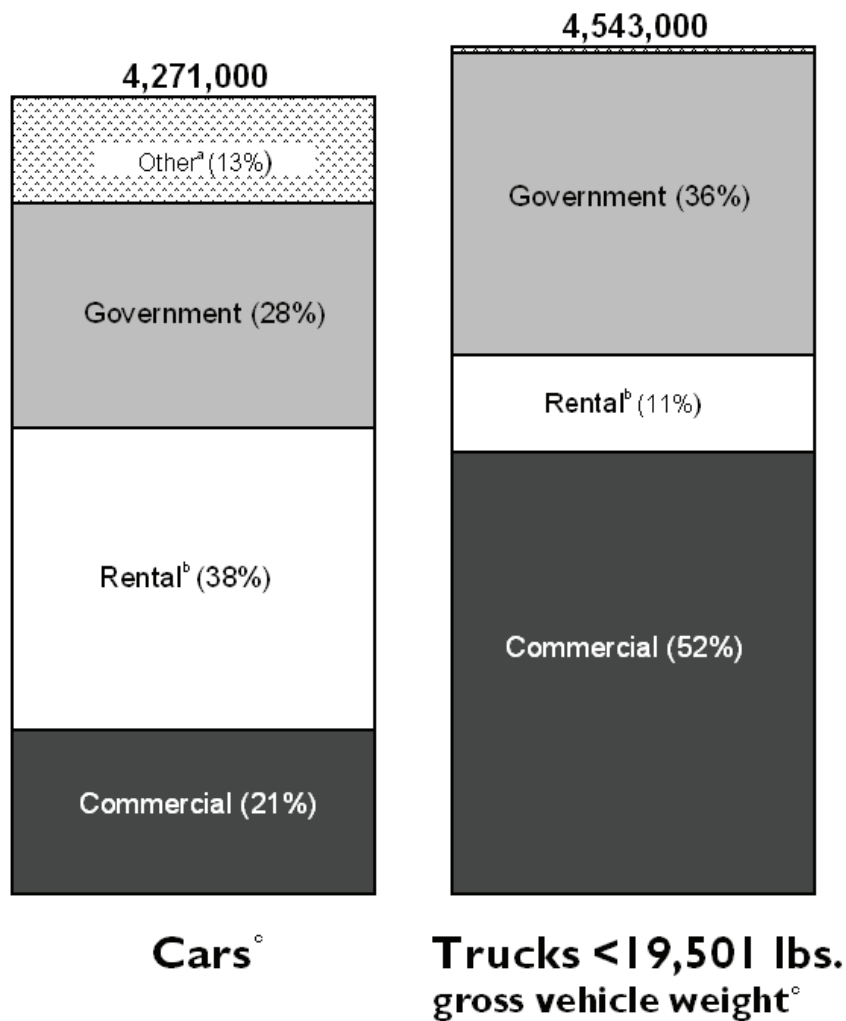
Summary Statistics from Tables/Figures in this Chapter

Source		
Figure 7.1	Fleet cars, 2006	4,271,000
Figure 7.1	Fleet trucks \leq 19,500 lbs. GVW, 2006	4,543,000
Table 7.3	Average annual miles per business fleet vehicle	
	<i>SUVs</i>	29,412
	<i>Pick up trucks</i>	28,908
	<i>Intermediate cars</i>	23,820
Figure 7.2	Average annual miles per Federal Government fleet vehicle	
	<i>Sedans & station wagons</i>	12,435
	<i>Buses</i>	11,201
	<i>SUVs</i>	10,207
	<i>Heavy trucks</i>	7,530
	<i>Medium trucks</i>	6,933
	<i>Light trucks</i>	5,977
	<i>Ambulances</i>	4,968
Table 7.4	Federal government vehicles, FY 2006	630,740
	<i>Light trucks (<8,500 lbs. GVW)</i>	278,866
	<i>Cars</i>	109,946
	<i>Medium trucks (8,500–26,000 lbs. GVW)</i>	81,721
	<i>Heavy trucks (>26,000 lbs. GVW)</i>	33,383
	<i>Buses</i>	7,752



Vehicles in fleets of 15 or more are counted as fleet vehicles, as well as vehicles in fleets where five or more vehicles are purchased annually. Historical data on fleets is not available due to definitional changes of what constitutes a fleet.

Figure 7.1. Fleet Vehicles in Service as of June 1, 2006



Source:

Bobit Publishing Company, Automotive Fleet Research Department, *Automotive Fleet Factbook 2006*, Redondo Beach, CA, 2006. (Additional resources: www.fleet-central.com)

^aTaxi category includes vans.

^bRental category includes vans and sports utility vehicles under **cars**, not trucks.

^cFleets of 15 or more in operation or 5 or more fleet vehicles purchased annually.



Rental companies made the largest light fleet vehicle purchases in 2005 buying nearly 3.3 million vehicles, most of them cars (61.8%). Almost 30% of the commercial fleet vehicles purchased were pickups.

Table 7.1
New Light Fleet Vehicle Purchases by Vehicle Type, 2005

	Commercial	Rental	Government	Total
Cars	25.5%	61.8%	40.4%	53.3%
Pickups	29.5%	3.9%	25.7%	11.7%
Vans	19.7%	11.4%	14.1%	14.0%
Sport utility vehicles	15.0%	20.9%	11.3%	16.7%
Medium trucks	10.2%	2.0%	8.5%	4.4%
Total	916,597	3,285,502	336,150	4,538,249

Source:

Bobit Publishing Company, *Automotive Fleet Factbook 2006*, pp. 12, 14, 24 and 26. (Additional resources: www.fleet-central.com)



The average length of service for an intermediate size fleet car is 31 months. Of the light vehicle types, full-size vans have the longest average months in service.

Table 7.2
Average Length of Time Business Fleet
Vehicles are in Service, 2005

Vehicle type	Average months in service
Compact cars	30
Intermediate cars	31
Pickup trucks	44
Minivans	37
Sport utility vehicles	31
Full-size vans	46

Source:

Bobit Publishing Company, *Automotive Fleet Factbook 2006*, pp. 40-45. (Additional resources: www.fleet-central.com)

Note: Based on data collected from four leading Fleet Management companies.

Table 7.3
Average Annual Vehicle-Miles of Travel
for Business Fleet Vehicles, 2005

Business fleet vehicles	Average annual miles of travel
Compact cars	22,596
Intermediate cars	23,820
Pickup trucks	28,908
Minivans	25,584
SUVs	29,412
Full-size vans	23,904

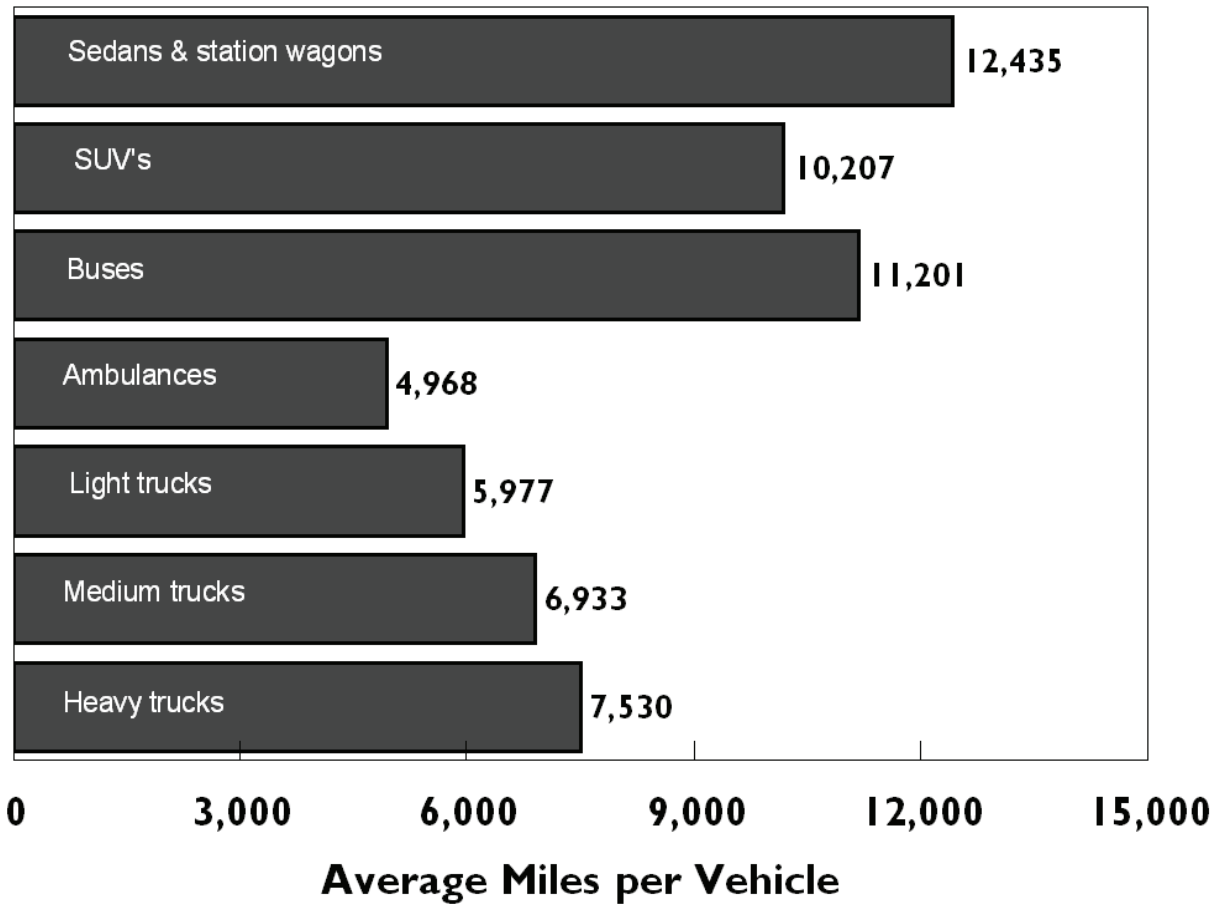
Source:

Bobit Publishing Company, *Automotive Fleet Factbook 2006*, pp. 40-45.



These data, which apply to domestic Federal fleet vehicles, indicate that sedans and station wagons have the highest average annual miles per vehicle, followed closely by buses and sport utility vehicles (SUVs). This is the first year for which SUV data was reported separately from other light trucks.

Figure 7.2. Average Miles per Domestic Federal Vehicle by Vehicle Type, 2005



Source:

U.S. General Services Administrations, Federal Vehicle Policy Division, *FY 2006 Federal Fleet Report*, Washington, DC, January 2007, Table 4-2. (Additional resources: www.gsa.gov/vehiclepolicy)



Table 7.4
Federal Government Vehicles by Year

Vehicle Type	2001	2002	2003	2004	2005	2006
Passenger Vehicles						
Subcompact	5,462	4,638	5,139	4,485	2,401	2,181
Compact	60,938	57,002	58,364	55,150	58,284	56,220
Midsized	36,921	40,779	37,695	35,012	36,656	39,762
Large	11,107	11,265	11,171	16,235	15,966	11,783
Limousines	116	130	115	227	191	318
Light duty passenger vans	56,563	61,518	60,030	42,213	42,109	41,911
Medium duty passenger vans	727	1,701	16,023	13,282	13,252	15,657
Light duty SUVs	40,842	48,343	42,316	54,992	50,445	52,393
Medium duty SUVs	0	0	7,593	7,594	6,096	7,192
Total Passenger Vehicles	212,676	225,376	238,446	229,190	225,400	227,417
Trucks and Other Vehicles						
Light duty 4x2	227,937	220,205	232,526	236,123	243,477	241,847
Light duty 4x4	29,975	27,108	28,654	32,121	35,417	37,019
Medium duty	88,993	86,949	77,569	80,474	83,747	81,721
Heavy duty	27,988	31,426	33,089	33,308	35,230	33,383
Ambulances	1,819	1,710	1,611	1,405	1,580	1,601
Buses	6,726	7,313	7,493	7,530	7,837	7,752
Total Trucks and Other Vehicles	383,438	374,711	380,942	390,961	407,288	403,323
GRAND TOTAL ALL VEHICLES	596,114	600,087	619,388	620,151	632,688	630,740

Source:

U.S. General Services Administration, Federal Supply Service, *FY 2006 Federal Fleet Report*, Washington, DC, 2007, Charts 2-5 and 2-6. (Additional resources: http://www.gsa.gov/gsa/cm_attachments/GSA_DOCUMENT/FFR2006_030707_R2K-g6_0Z5RDZ-i34K-pR.pdf))



Table 7.5
Federal Fleet Vehicle Acquisitions
by Fuel Type, FY 2002–2006

Fuel Type	Acquisitions by Year				
	2002	2003	2004	2005	2006
Gasoline	44,850	42,844	43,378	41,469	37,758
Diesel	8,107	5,831	5,822	6,050	6,809
CNG	1,267	1,223	809	188	243
E-85	8,054	19,626	13,991	16,892	18,168
Electric	7	31	88	13	--
LNG	3	--	--	--	--
LPG	59	49	26	1	--
M-85	25	--	--	--	--
Grand Total	62,372	69,604	64,114	64,613	62,978

Source:

U.S. General Services Administrations, Federal Vehicle Policy Division, *FY 2006 Federal Fleet Report*, Washington, DC, 2007, Chart 5-4. (Additional resources: www.gsa.gov/vehiclepolicy)

Table 7.6
Fuel Consumed by Federal Government Fleets, FY 2000–2006
(thousand gasoline equivalent gallons)

	FY00	FY01	FY02	FY03	FY04	FY05	FY06
Gasoline	284,480	281,791	281,205	296,017	284,460	300,261	288,923
Diesel	70,181	70,761	68,487	69,109	59,199	53,363	47,489
CNG	865	2,335	1,708	575	1,159	1,245	807
Electricity	1	35	56	19	3	6	5
Biodiesel	569	1,315	2,252	3,753	6,470	8,052	8,334
Methanol/M-85	14	5	4	3	0	0	0
LPG	34	102	108	104	126	231	105
Ethanol/E-85	347	5,900	4,673	1,592	1,784	3,060	3,206
LNG	0	52	27	23	91	102	90
Other	0	0	0	0	0	0	0
TOTAL	356,491	362,296	358,520	371,195	353,292	366,320	348,959

Source:

U.S. General Services Administrations, Federal Vehicle Policy Division, *FY 2006 Federal Fleet Report*, Washington, DC, 2007, Chart 5-1. (Additional resources: http://www.gsa.gov/gsa/cm_attachments/GSA_DOCUMENT/FFR2006_030707_R2K-g6_0Z5RDZ-i34K-pR.pdf)



Chapter 8

Household Vehicles and Characteristics

Summary Statistics from Tables/Figures in this Chapter

Source		
Table 8.2	Vehicles per capita, 2005	0.802
Table 8.3	Average household transportation expense, 2005	18.0%
Table 8.4	Share of households owning 3 or more vehicles	
	<i>1960</i>	<i>2.5%</i>
	<i>1970</i>	<i>5.5%</i>
	<i>1980</i>	<i>17.5%</i>
	<i>1990</i>	<i>17.3%</i>
	<i>2000</i>	<i>18.3%</i>
Table 8.5	Vehicles per licensed driver, 2001	1.06
Figure 8.1	Average occupancy rates by vehicle type, 2001	
	<i>Pickup Truck</i>	<i>1.46</i>
	<i>Car</i>	<i>1.58</i>
	<i>Sports Utility</i>	<i>1.74</i>
	<i>Van</i>	<i>2.20</i>
Table 8.9	Average annual miles per household vehicle, 2001	11,100
Table 8.14	Share of workers who car pooled, 2000	11.2%
Table 8.17	Long-distance trips in the U.S., 2001	
	<i>Person-trips</i>	<i>2,554 million</i>
	<i>Person-miles</i>	<i>1,138 billion</i>



Vehicle-miles are growing at a faster rate than vehicles and more than twice the rate of population. See Table 8.2 for vehicles per capita and vehicle-miles per capita.

Table 8.1
Population and Vehicle Profile, 1950–2005

Year	Resident population ^a (thousands)	Total households (thousands)	Number of vehicles in operation (thousands)	Total vehicle-miles (millions)	Number of licensed drivers (thousands)	Number of civilian employed persons (thousands)
1950	151,326	43,554	43,256	458,246	62,194	58,918
1955	165,069	47,874	55,804	605,646	74,686	62,170
1960	179,979	52,799	66,582	718,762	87,253	65,778
1965	193,526	57,251	82,067	887,812	98,502	71,088
1970	203,984	63,401	98,136	1,109,724	111,543	78,678
1975	215,465	71,120	120,054	1,327,664	129,791	85,846
1980	227,225	80,776	139,832	1,527,295	145,295	99,303
1985	237,924	86,789	157,048	1,774,826	156,868	107,150
1986	240,133	88,458	162,094	1,834,872	159,487	109,597
1987	242,289	89,479	167,193	1,921,204	161,975	112,440
1988	244,499	91,061	171,741	2,025,962	162,853	114,968
1989	246,819	92,830	175,960	2,096,487	165,555	117,342
1990	249,623	93,347	179,299	2,144,362	167,015	118,793
1991	252,981	94,312	181,438	2,172,050	168,995	117,718
1992	256,514	95,689	181,519	2,247,151	173,125	118,492
1993	259,919	96,391	186,315	2,296,378	173,149	120,259
1994	263,126	97,107	188,714	2,357,588	175,403	123,060
1995	266,278	98,990	193,441	2,422,696	176,628	124,900
1996	269,394	99,627	198,294	2,485,848	179,539	126,708
1997	272,647	101,018	201,071	2,561,695	182,709	129,558
1998	275,854	102,528	205,043	2,631,522	184,980	131,463
1999	279,040	103,874	209,509	2,691,056	187,170	133,488
2000	282,193	104,705	213,300	2,746,925	190,625	136,891
2001	285,108	108,209	216,683	2,797,287	191,276	136,933
2002	287,985	109,297	221,027	2,855,508	194,296	136,485
2003	290,850	111,278	225,882	2,890,450	196,166	137,736
2004	293,657	112,000	231,398	2,964,788	198,889	139,252
2005	296,410	113,146	237,697	2,989,807	200,549	141,730
<i>Average annual percentage change</i>						
1950–2005	1.2%	1.8%	3.1%	3.5%	2.2%	1.6%
1995–2005	1.1%	1.3%	2.1%	2.1%	1.3%	1.3%

Sources:

Resident population and civilian employed persons - U.S. Department of Commerce, Bureau of the Census, *Statistical Abstract of the United States–2007*, Washington, DC, 2007, pp. 7, 52, 373, and annual. (Additional resources: www.census.gov)

Vehicles in operation - The Polk Company. **FURTHER REPRODUCTION PROHIBITED.** (Additional resources: www.polk.com)

Licensed drivers and vehicle-miles - U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2005*, Tables DL-1C and VM-1, and annual. (Additional resources: www.fhwa.dot.gov)

^a Estimates as of July 1. Includes Armed Forces in the United States.



Vehicle-miles per capita reached 10,000 miles in 2004. There were 1.68 vehicles for every employed civilian in the U.S. in 2005.

Table 8.2
Vehicles and Vehicle-Miles per Capita, 1950–2005^a

Year	Vehicles per capita	Vehicle-miles per capita	Vehicles per civilian employed persons
1950	0.286	3,029	0.73
1955	0.338	3,656	0.90
1960	0.370	3,994	1.01
1965	0.424	4,587	1.15
1970	0.481	5,440	1.25
1975	0.560	6,191	1.40
1980	0.615	6,722	1.41
1985	0.660	7,460	1.47
1986	0.675	7,641	1.48
1987	0.690	7,929	1.49
1988	0.702	8,286	1.49
1989	0.713	8,494	1.50
1990	0.718	8,590	1.51
1991	0.717	8,586	1.54
1992	0.708	8,760	1.53
1993	0.717	8,835	1.55
1994	0.717	8,960	1.53
1995	0.726	9,098	1.55
1996	0.736	9,228	1.56
1997	0.737	9,396	1.55
1998	0.743	9,540	1.56
1999	0.751	9,644	1.57
2000	0.756	9,734	1.56
2001	0.760	9,811	1.58
2002	0.767	9,915	1.62
2003	0.777	9,938	1.64
2004	0.788	10,096	1.66
2005	0.802	10,087	1.68
<i>Average annual percentage change</i>			
1950–2005	1.9%	2.2%	1.5%
1995–2005	1.0%	1.0%	0.8%

Sources:

Resident population and civilian employed persons - U.S. Department of Commerce, Bureau of the Census, *Statistical Abstract of the United States–2007*, Washington, DC, 2007, pp. 7, 373, and annual.
(Additional resources: www.census.gov)

Vehicles in operation - The Polk Company. **FURTHER REPRODUCTION PROHIBITED.** (Additional resources: www.polk.com)

Vehicle-miles - U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2005*, Table VM-1 and annual. (Additional resources: www.fhwa.dot.gov)

^a Includes all vehicles (light and heavy).



Transportation (18.0%) is second only to housing (32.7%) as the largest expenditure for the average household. In 2005, approximately 23.9% of transportation expenditures were for purchasing gasoline and motor oil. There is an average of 2.0 vehicles per household.

Table 8.3
Average Annual Expenditures of Households by Income, 2005^a

	All households	Income before taxes			
		Less than \$5,000	\$5,000–\$9,999	\$10,000–\$14,999	\$15,000–\$19,999
Total expenditures	\$46,409	\$19,684	\$16,111	\$19,335	\$22,988
Percentage of total expenditures ^b					
Food ^c	12.8%	15.6%	17.1%	16.6%	14.0%
Housing	32.7%	39.5%	40.0%	39.1%	38.8%
Apparel and services	4.1%	5.1%	4.8%	4.7%	3.6%
Transportation	18.0%	14.2%	14.1%	12.9%	15.9%
Vehicle purchases (net outlay)	7.6%	5.0%	4.8%	3.0%	5.2%
Gasoline and motor oil	4.3%	4.4%	4.3%	4.8%	4.9%
Other vehicle expenditures	5.0%	3.9%	4.0%	4.5%	5.1%
Public transportation	1.0%	0.9%	0.9%	0.5%	0.7%
Health care	5.7%	5.7%	6.8%	8.7%	9.1%
Entertainment	5.1%	4.4%	5.0%	4.4%	4.7%
Personal Insurance & pensions	11.2%	1.8%	1.8%	2.7%	3.8%
Others ^d	9.5%	12.7%	9.4%	10.1%	9.1%
Households ^e (thousands)	117,356	4,482	6,421	8,473	7,514
Percentage of households	100%	3.8%	5.5%	7.2%	6.4%
Average number of vehicles in HH	2.0	0.8	0.8	1.0	1.3

Source:

U.S. Department of Labor, Bureau of Labor Statistics, web site:

www.bls.gov/pub/special.requests/ce/share/2005/income.txt, February 2007 (Additional resources: www.bls.gov)

^a Public assistance monies are included in reported income. Data for those reporting income.

^b Percentages may not sum to totals due to rounding.

^c Includes alcoholic beverages.

^d Includes personal care, reading, education, tobacco and smoking supplies, cash contributions, and miscellaneous items.

^e The term household refers to a “consumer unit,” which is defined differently than households on Table 8.1.



Table 8.3 (Continued)
Average Annual Expenditures of Households by Income, 2005^a

	Income before taxes				
	\$20,000- \$29,999	\$30,000- \$39,999	\$40,000- \$49,999	\$50,000- \$69,999	\$70,000 and over
Total expenditures	\$28,361	\$34,223	\$40,265	\$49,029	\$81,115
	Percentage of total expenditures ^b				
Food ^c	13.9%	13.3%	13.0%	13.4%	11.4%
Housing	35.1%	34.8%	33.6%	31.5%	31.0%
Apparel and services	3.9%	4.3%	3.6%	4.0%	4.0%
Transportation	19.9%	18.1%	19.4%	20.1%	17.6%
Vehicle purchases (net outlay)	8.7%	6.7%	8.0%	9.0%	7.8%
Gasoline and motor oil	5.1%	5.2%	5.1%	4.9%	3.7%
Other vehicle expenditures	5.3%	5.4%	5.5%	5.4%	4.9%
Public transportation	0.8%	0.7%	0.8%	0.8%	1.2%
Health care	7.9%	6.9%	6.9%	5.6%	4.7%
Entertainment	4.2%	4.9%	4.8%	4.9%	5.6%
Personal Insurance & pensions	5.4%	7.8%	9.3%	11.1%	14.8%
Others ^d	8.8%	9.0%	8.4%	8.6%	10.1%
Households ^e (thousands)	14,712	13,925	11,451	16,956	33,422
Percentage of households	12.5%	11.9%	9.8%	14.4%	28.5%
Average number of vehicles in HH	1.5	1.8	2.1	2.4	2.8

Source:

U.S. Department of Labor, Bureau of Labor Statistics, web site:

www.bls.gov/pub/special.requests/ce/share/2005/income.txt, February 2007. (Additional resources:
www.bls.gov)

^a Public assistance monies are included in reported income. Data for those reporting income.

^b Percentages may not sum to totals due to rounding.

^c Includes alcoholic beverages.

^d Includes personal care, reading, education, tobacco and smoking supplies, cash contributions, and miscellaneous items.

^e The term household refers to a “consumer unit,” which is defined differently than households on Table 8.1.



Household vehicle ownership shows a dramatic increase from 1960 to 1990. In 1960, nearly 79% of households owned less than two vehicles; by 1990, it declined to 45%. Census data prior to 1990 indicated that the majority of households owned one vehicle; in 1990 that changed to two vehicles.

Table 8.4
Household Vehicle Ownership, 1960–2000 Census
(percentage)

	No vehicles	One vehicle	Two vehicles	Three or more vehicles	Total vehicles ^a
1960	21.53%	56.94%	19.00%	2.53%	54,766,718
1970	17.47%	47.71%	29.32%	5.51%	79,002,052
1980	12.92%	35.53%	34.02%	17.52%	129,747,911
1990	11.53%	33.74%	37.35%	17.33%	152,380,479
2000	9.35%	33.79%	38.55%	18.31%	179,417,526

Source:

U. S. Department of Transportation, Volpe National Transportation Systems Center, *Journey-to-Work Trends in the United States and its Major Metropolitan Area, 1960–1990*, Cambridge, MA, 1994, p. 2-2.

2000 data - U.S. Bureau of the Census, American Fact Finder, factfinder.census.gov, Table QT-04, August 2001. (Additional resources: www.census.gov)

^a Estimates using Census Bureau data; these data on the total number of vehicles do not match the figures on Table 8.1. The figures on Table 8.1, from R.L. Polk and Company, are the preferred data.



2001 National Household Travel Survey Daily Trip Data

The Department of Transportation (DOT) collected data on daily trips in 1969, 1977, 1983, 1990 and 1995 via the Nationwide Personal Transportation Survey (NPTS). Data on longer trips were collected in 1977 and 1995 via the American Travel Survey (ATS). For 2001, the DOT combined the collection of long trip and daily trip data into one survey – the 2001 National Travel Household Travel Survey (NHTS).

The NHTS is the nation's inventory of daily and long-distance travel. The survey includes demographic characteristics of households, people, vehicles, and detailed information on daily and longer-distance travel for all purposes by all modes. NHTS survey data are collected from a sample of U.S. households and expanded to provide national estimates of trips and miles by travel mode, trip purpose, and a host of household attributes.

The NHTS was designed to continue the NPTS and ATS series, but as with all data surveys, caution should be used when comparing statistics from one survey to another due to changes in terminology, survey procedures, and target population. The 2001 survey collected data on trips of children under 5 years of age, while the previous NPTS did not. Improved methodologies first used in the collection of trip information in the 1995 NPTS make it difficult to compare these data with past NPTS survey data. Thus, the 1990 NPTS trip data have been adjusted to make it comparable with the later surveys.

The Nationwide Household Travel Survey has been discontinued by the Department of Transportation.
The 2001 survey data are the latest available.

Table 8.5
Demographic Statistics from the 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS

	1969	1977	1983	1990	1995	2001	Percent change 1969–2001
Persons per household	3.16	2.83	2.69	2.56	2.63	2.58	-18%
Vehicles per household	1.16	1.59	1.68	1.77	1.78	1.89	63%
Workers per household	1.21	1.23	1.21	1.27	1.33	1.35	12%
Licensed drivers per household	1.65	1.69	1.72	1.75	1.78	1.77	7%
Vehicles per worker	0.96	1.29	1.39	1.40	1.34	1.39	45%
Vehicles per licensed driver	0.70	0.94	0.98	1.01	1.00	1.06	52%
Average vehicle trip length (miles)	8.89	8.34	7.90	8.98	9.06	9.87	11%

Sources:

U.S. Department of Transportation, Federal Highway Administration, *1990 Nationwide Personal Transportation Survey: Summary of Travel Trends*, FHWA-PL-92-027, Washington, DC, March 1992, Table 2. Data for 1995 and 2001 were generated from the Internet sites www-cta.ornl.gov/npts, and nhts.ornl.gov.
(Additional resources: www.fhwa.dot.gov)

Note: Average vehicle trip length for 1990 and 1995 is calculated using only those records with trip mileage information present. The 1969 survey does not include pickups and other light trucks as household vehicles.



Due to methodology improvements in collecting trip information, the 2001 and 1995 data should be compared only to the 1990 adjusted data. The original 1990 data are comparable to all previous surveys; however, comparisons should always be made with caution because of differing survey methodologies.

Table 8.6
Average Annual Vehicle-Miles, Vehicle Trips and
Trip Length per Household
1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS

	Journey-to-work ^a	All trips
<i>Average annual vehicle-miles per household</i>		
1969	4,183	12,423
1977	3,815	12,036
1983	3,538	11,739
1990 original	4,853	15,100
1990 adjusted	4,853	18,161
1995	6,492	20,895
2001	5,724	21,171
<i>Average annual vehicle trips per household</i>		
1969	445	1,396
1977	423	1,442
1983	414	1,486
1990 original	448	1,702
1990 adjusted	448	2,077
1995	553	2,321
2001	479	2,171
<i>Average vehicle trip length (miles)</i>		
1969	9.4	8.9
1977	9.0	8.4
1983	8.5	7.9
1990 original	11.0	9.0
1990 adjusted	11.0	8.9
1995	11.8	9.1
2001	12.2	9.9

Sources:

U.S. Department of Transportation, Federal Highway Administration, *1990 Nationwide Personal Transportation Survey: Summary of Travel Trends*, FHWA-PL-92-027, Washington, DC, March 1992, Table 7. Data for 1995 were generated from the Internet site www-cta.ornl.gov/npts. 1990 adjusted data - Oak Ridge National Laboratory, Oak Ridge, TN, August 1998. 2001 NHTS data were generated from the Internet site nhts.ornl.gov. (Additional resources: www.fhwa.dot.gov, www-cta.ornl.gov/npts)

^a It is believed that the methodology changes in the 1995 NPTS did not affect journey-to-work trips; therefore, no adjustment is necessary.



In 2001 vehicle-miles traveled (vmt) for a three-person household is over 28,000 miles. The number of drivers in a household makes a big difference in vmt, as does the presence of children in the household. Households with children have 74% more vmt than households without children.

Table 8.7
Average Number of Vehicles and Vehicle Travel per Household,
1990 NPTS and 2001 NHTS

	Average number of vehicles per household		Average vehicle-miles traveled per household	
Number of Licenced Drivers	1990	2001	1990	2001
1	1.5	1.2	15,200	9,700
2	2.1	2.2	22,900	25,800
3	2.9	3.0	29,400	37,900
4 or more	3.8	3.8	40,500	47,200
Household size				
1 person	1.2	1.0	11,400	7,500
2 persons	1.9	2.0	19,300	21,200
3 persons	2.2	2.3	23,700	28,400
4 persons	2.4	2.4	25,300	28,600
5 persons	2.4	2.4	24,900	33,200
6 or more persons	2.7	2.5	29,200	33,800
Household urban status				
Urban	1.9	1.8	19,000	19,300
Rural	2.1	2.3	22,200	28,400
Household composition				
With children	2.2	2.2	24,100	28,300
Without children	1.8	1.7	17,600	16,700
All households	1.8	1.9	18,300	21,200

Source:

Generated from the Department of Transportation, Federal Highway Administration, Nationwide Personal Transportation Survey Public Use Files, Washington, DC, 2000 and the National Household Travel Survey Internet site: nhts.ornl.gov. (Additional resources: www-cta.ornl.gov/npts)



Table 8.8
Trip Statistics by Trip Purpose, 2001 NHTS

Trip Purpose	Share of trips	Share of vehicle-miles traveled	Trip length (miles)	Trip duration (minutes)
To/from work	22.1%	27.0%	12.1	22.3
Work-related business	4.1%	8.4%	20.3	30.9
Shopping	21.1%	14.5%	6.7	14.4
Other family/personal business	24.7%	18.7%	7.5	15.2
School/church	4.9%	3.7%	7.5	15.8
Medical/dental	2.2%	2.2%	9.9	20.7
Vacation	0.4%	1.8%	47.4	59.6
Visit friends/relatives	6.3%	9.4%	14.9	24.4
Other social/recreational	13.7%	13.2%	9.6	18.2
Other	0.5%	1.0%	18.1	31.4
All	99.9%	100.0%	9.9	18.7

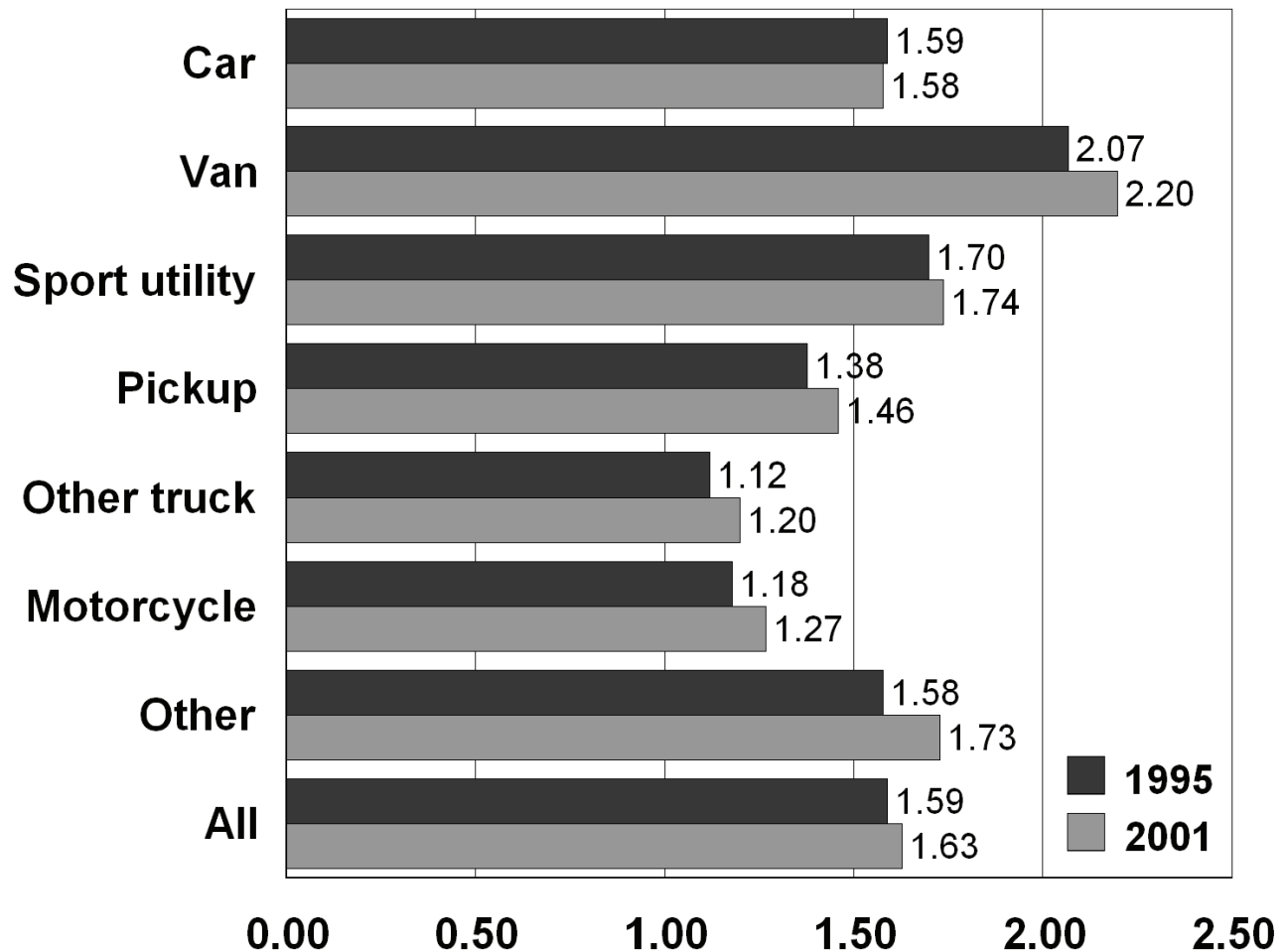
Source:

Generated from the National Household Travel Survey Internet site: nhts.ornl.gov.



While car occupancy declined slightly from 1995 to 2001, all other vehicle types showed increased occupancy. Vans and sport utility vehicles have higher vehicle occupancies than cars.

Figure 8.1 Average Vehicle Occupancy by Vehicle Type, 1995 NPTS and 2001 NHTS



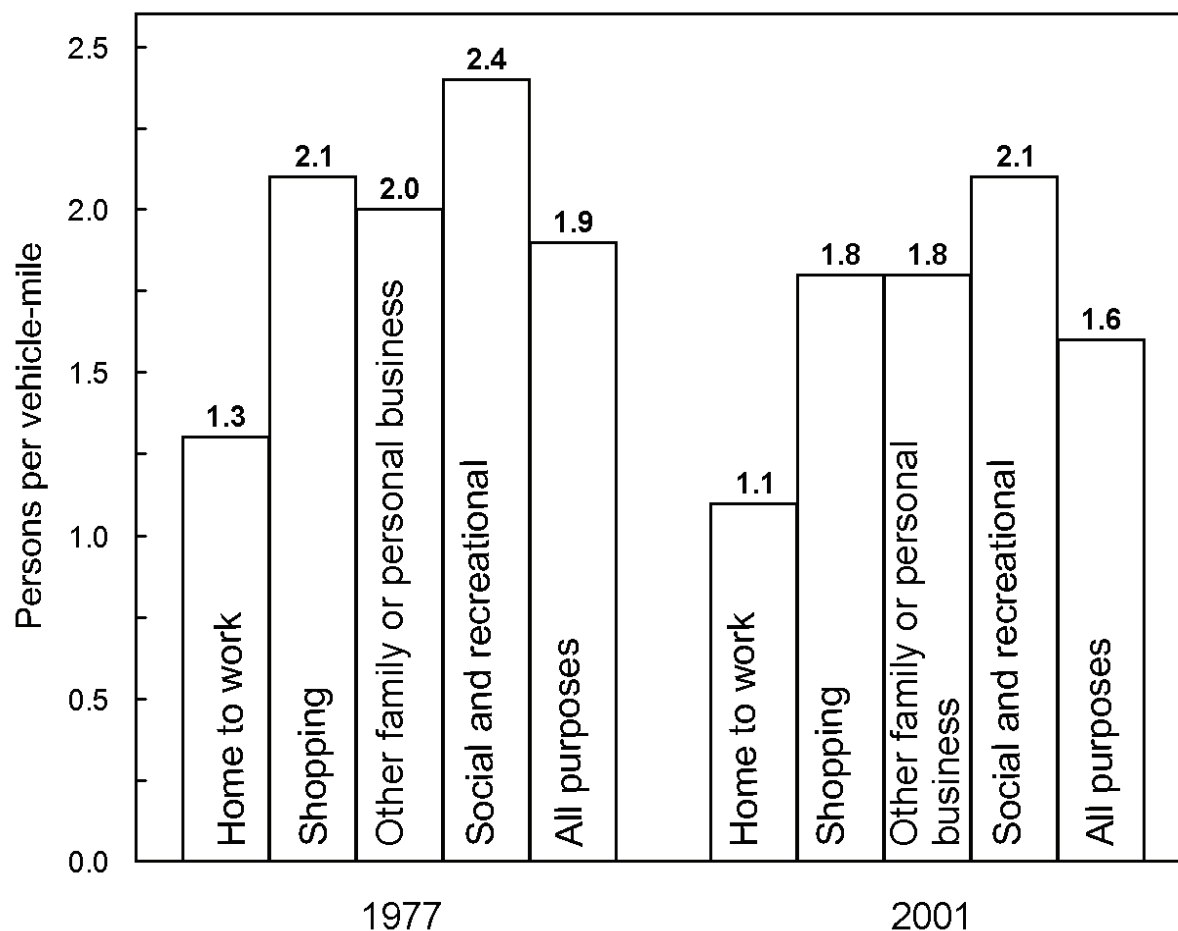
Sources:

U.S. Department of Transportation, Federal Highway Administration, 1995 Nationwide Personal Transportation Survey, Washington, DC, 1997, and 2001 National Household Travel Survey, Washington, DC, 2004. (Additional resources: www.fhwa.dot.gov, www-cta.ornl.gov/npts, nhts.ornl.gov)



The average vehicle occupancy, calculated as person-miles per vehicle-mile, is highest for social and recreational purposes. The highest vehicle occupancy levels for all purposes were in 1977. The increase in number of vehicles per household and the decrease in average household size could have contributed to the decline since then.

**Figure 8.2. Average Vehicle Occupancy by Trip Purpose
1977 NPTS and 2001 NHTS**



Sources:

U.S. Department of Transportation, Federal Highway Administration, *1990 Nationwide Personal Transportation Survey: Summary of Travel Trends*, FHWA-PL-92027, Washington, DC, March 1992, Figure 6. Data from 2001 NHTS were generated from the Internet site nhts.ornl.gov, June 2003. (Additional resources: www.fhwa.dot.gov, nhts.ornl.gov)



The 1990 household survey reports the highest average annual miles per vehicle. These data show that younger vehicles are typically driven more miles than older vehicles.

Table 8.9
Average Annual Miles Per Household Vehicle by Vehicle Age

Vehicle age (years)	1983 self-reported	1990 self-reported	1995 self-reported	2001 self-reported
Under 1	8,200	19,600	15,900	15,500
1	15,200	16,800	16,800	14,300
2	16,800	16,600	15,500	14,000
3	14,500	14,700	14,400	13,100
4	13,000	13,600	14,100	12,500
5	12,100	12,900	13,500	12,000
6	11,300	13,200	13,200	11,800
7	10,000	12,400	12,800	11,600
8	9,800	12,600	12,200	10,900
9	9,000	11,500	12,200	10,800
10 and older	7,300	9,200	8,900	7,400
All household vehicles	10,400	12,500	12,200	11,100

Sources:

Nationwide Personal Transportation Study—1983: D. Klinger and J. Richard Kuzmyak, COMSIS Corporation, Personal Travel in the United States, Volume 1: 1983–84 Nationwide Personal Travel Study, prepared for the U.S. Department of Transportation, Washington, DC, August 1986, Table 4-22, p.4-21. 1990: Generated from the 1990 Nationwide Personal Transportation Study Public Use Tape, March 1992. 1995: Generated from the Internet site: www-cta.ornl.gov/npts. 2001: Generated from the Internet site: nhts.ornl.gov. (Additional resources: www.fhwa.dot.gov, www.eia.doe.gov)

Note: Data include all household vehicles, and have been rounded to the nearest hundred.



Historically, the data from the Nationwide Personal Transportation Survey (NPTS) are based on estimates reported by survey respondents. For the 1995 NPTS and the 2001 National Household Travel Survey (NHTS), odometer data were also collected. The 1995 data indicate that respondents overestimate the number of miles they drive in a year, but the 2001 data do not show that same trend.

Table 8.10
Self-Reported vs. Odometer Average Annual Miles, 1995 NPTS and 2001 NHTS

Vehicle age (years)	1995 self-reported	1995 odometer	2001 self-reported	2001 odometer
Under 1	15,900	15,600	15,500	14,500
1	16,800	14,500	14,300	14,200
2	15,500	14,800	14,000	13,700
3	14,400	13,800	13,100	14,100
4	14,100	12,900	12,500	13,400
5	13,500	12,700	12,000	12,900
6	13,200	12,400	11,800	12,400
7	12,800	11,600	11,600	12,100
8	12,200	11,300	10,900	11,300
9	12,200	11,200	10,800	10,500
10 and older	8,900	9,000	7,400	8,100
All household vehicles	12,200	11,800	11,100	11,800

Source:

Generated from the Internet site: www-cta.ornl.gov/npts and 2001 NHTS public use file.

Note: Survey methodology on odometer reading data differs from 1995 to 2001 data.



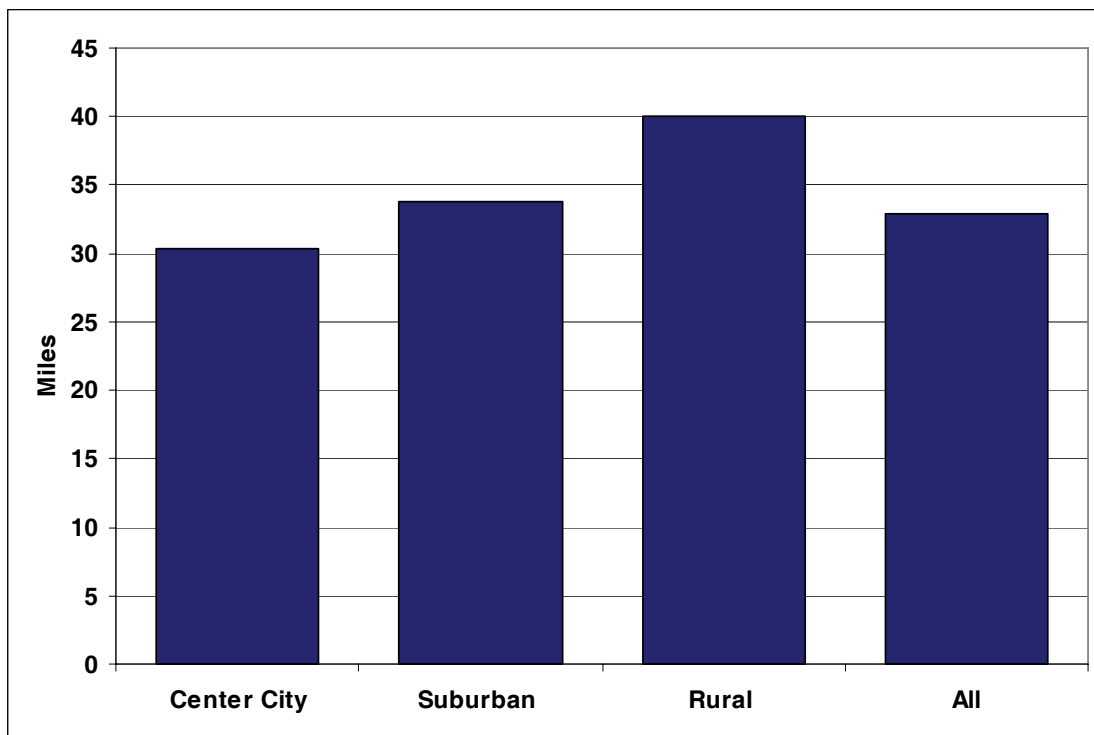
Table 8.11
Household Vehicle Trips, 2001 NHTS

	Number of daily vehicle trips	Average vehicle trip length (miles)	Daily vehicle miles of travel
1990	3.3	8.9	28.5
1995	3.6	9.1	32.1
2001	3.4	9.9	32.7

Source:

U.S. Department of Transportation, *Summary of Travel Trends, 2001 Household Travel Survey*, December 2004, p. 12.

**Figure 8.3. Average Daily Miles Driven (per Driver),
NHTS 2001**



Source:

National Household Travel Survey, nhts.ornl.gov



Table 8.12
Daily Vehicle Miles of Travel (per Vehicle) by Number of Vehicles in the Household, 2001 NHTS

Number of household vehicles	Miles
1	25.6
2	27.5
3	24.2
4	23.0
5	21.1
More than 5	18.4
All	25.2

Source:
 2001 National Household Travel Survey,
nhts.ornl.gov

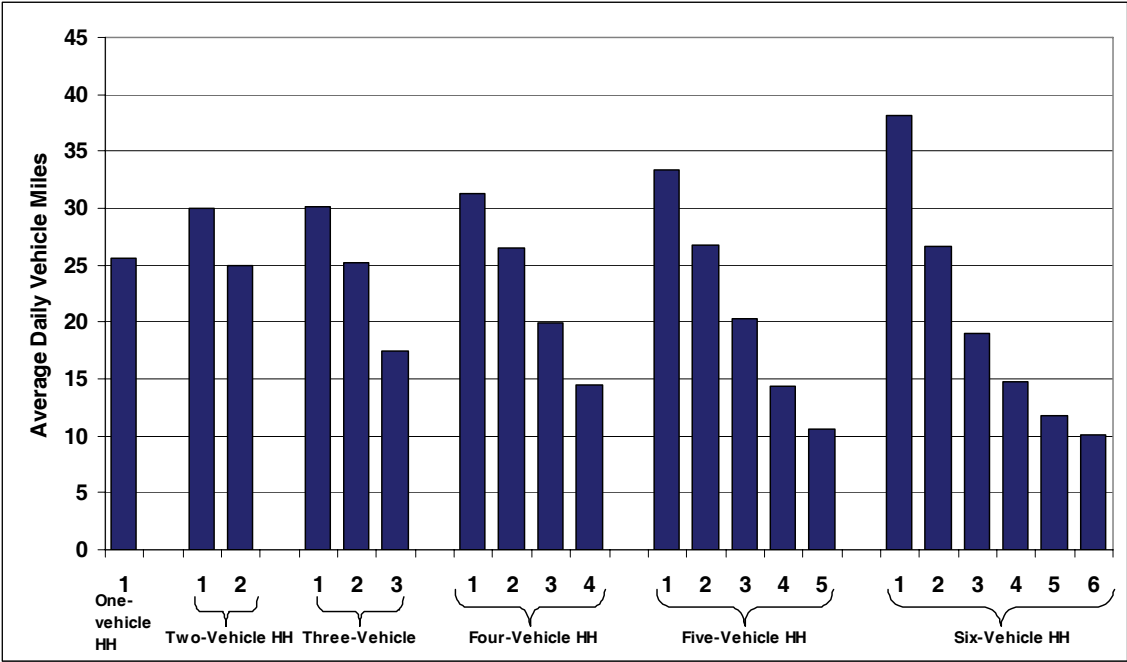
Table 8.13
Daily and Annual Vehicle Miles of Travel and Average Age for Each Vehicle in a Household, 2001 NHTS

Vehicle number	Average daily miles	Average annual miles	Average age (years)
One-vehicle household			
1	25.6	9,339	8.2
Two-vehicle household			
1	30.0	10,966	5.5
2	24.9	9,090	10.0
Three-vehicle household			
1	30.1	10,983	5.1
2	25.2	9,202	9.2
3	17.4	6,359	13.6
Four-vehicle household			
1	31.3	11,407	5.0
2	26.5	9,668	8.4
3	20.0	7,282	12.7
4	14.5	5,278	15.6
Five-vehicle household			
1	33.4	12,181	4.9
2	26.8	9,793	8.2
3	20.3	7,423	11.6
4	14.4	5,237	15.6
5	10.6	3,863	16.6
Six-vehicle household			
1	38.2	13,946	5.2
2	26.7	9,737	9.3
3	19.1	6,955	13.3
4	14.8	5,396	15.2
5	11.7	4,286	17.6
6	10.1	3,685	18.5

Source:
 2001 National Household Travel Survey,
nhts.ornl.gov

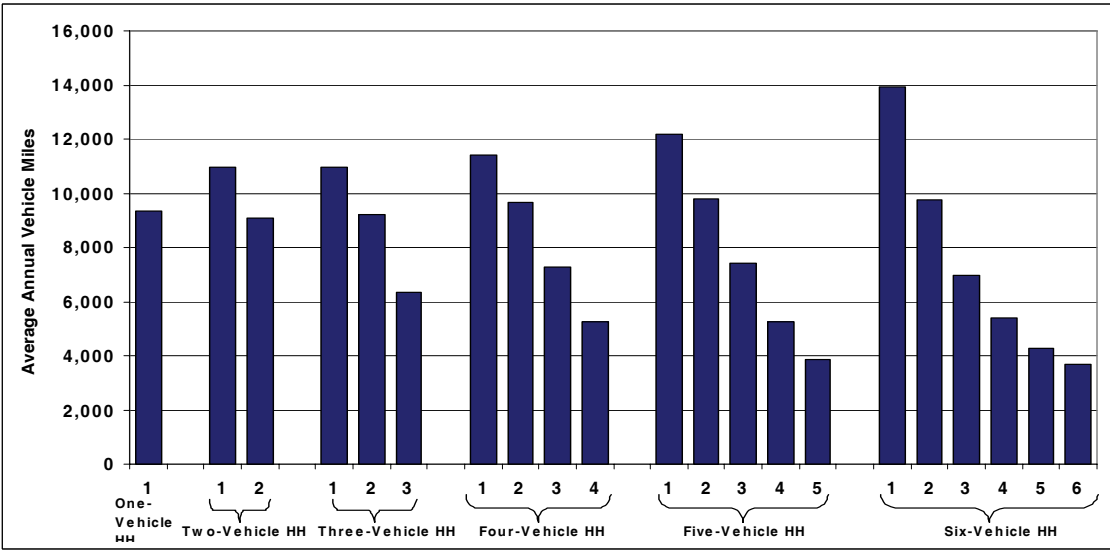


Figure 8.4. Daily Vehicle Miles of Travel for Each Vehicle in a Household, 2001 NHTS



Source:
2001 National Household Travel Survey, nhts.ornl.gov

Figure 8.5. Annual Vehicle Miles of Travel for Each Vehicle in a Household, 2001 NHTS



Source:
2001 National Household Travel Survey, nhts.ornl.gov



According to the U.S. Census data, the percentage of workers who car pooled has dropped from 19.7% in 1980 to 11.2% in 2000. The percent of workers using public transit declined from 6.4% to 5.3% in the ten year period between 1980 and 1990, but stayed relatively the same from 1990 to 2000 (5.2%). The average travel time increased by 2.6 minutes from 1980 to 2000.

Table 8.14
Means of Transportation to Work, 1980, 1990 and 2000 Census

Means of transportation	1980 Census		1990 Census		2000 Census	
	Number of workers (thousands)	Share	Number of workers (thousands)	Share	Number of workers (thousands)	Share
Private vehicle	81,258	84.1%	99,593	86.5%	111,554	87.5%
<i>Drove alone</i>	62,193	64.4%	84,215	73.2%	97,247	76.3%
<i>Car pooled</i>	19,065	19.7%	15,378	13.4%	14,307	11.2%
Public transportation	6,175	6.4%	6,070	5.3%	6,575	5.2%
<i>Bus or trolley bus^a</i>	3,925	4.1%	3,445	3.0%	3,572	2.8%
<i>Streetcar or trolley car^a</i>	<i>b</i>	<i>b</i>	78	0.1%	88	0.1%
<i>Subway or elevated</i>	1,529	1.6%	1,755	1.5%	1,981	1.6%
<i>Railroad</i>	554	0.6%	574	0.5%	696	0.5%
<i>Ferryboat</i>	<i>b</i>	<i>b</i>	37	0.0%	43	0.0%
<i>Taxicab</i>	167	0.2%	179	0.2%	194	0.2%
Motorcycle	419	0.4%	237	0.2%	158	0.1%
Bicycle	468	0.5%	467	0.4%	563	0.4%
Walked only	5,413	5.6%	4,489	3.9%	3,413	2.7%
Other means	703	0.7%	809	0.7%	1,099	0.9%
Worked at home	2,180	2.3%	3,406	3.0%	4,075	3.2%
Total workers	96,617	100.0%	115,070	100.0%	127,437	100.0%
Average travel time (minutes)	21.7		22.4		24.3	

Sources:

1980-1990 data - Provided by the Journey-to-Work and Migration Statistics Branch, Population Division, U.S. Bureau of the Census

2000 data - U.S. Bureau of the Census, American Fact Finder, factfinder.census.gov, Tables QT-03 and P047, August 2001. (Additional resources: www.census.gov)

^a This category was "Bus or streetcar" in 1980.

^b Data are not available.



More than half of workers had 15-29 minute commutes in 1990, but that dropped to 35% by 2000. The share of workers commuting less than 15 minutes increased the most in the ten-year period (14 percentage points), but the share of workers commuting 30 minutes or more also saw small increases.

Table 8.15
Workers by Commute Time, 1990 and 2000 Census

Commute time	1990	2000
Less than 15 minutes	15.9%	30.1%
15–29 minutes	51.6%	36.3%
30–39 minutes	14.7%	15.7%
40–59 minutes	9.0%	10.7%
60 minutes or more	5.9%	7.3%
Average travel time (minutes)	22.4	24.3

Sources:

1990 - U. S. Department of Transportation, Volpe National Transportation Systems Center, *Journey-to-Work Trends in the United States and its Major Metropolitan Area, 1960–1990*, FHWA-PL-94-012, Cambridge, MA, 1994, p. 2-6.

2000 - U.S. Bureau of the Census, American Fact Finder, factfinder.census.gov, Tables QT-03 and P048, August 2001. (Additional resources: www.census.gov)



Sales of bicycles with wheel sizes of 20-inches and over have grown at an average annual rate of 1.9% from 1981 to 2005. The largest growth in bicycle sales, however, were bicycles with wheel sizes under 20 inches which grew at an average annual rate of 3.5%.

Table 8.16
Bicycle Sales, 1981–2005
(millions)

	Wheel sizes under 20 inches	Wheel sizes of 20 inches and over	All wheel sizes
1981	^a	8.9	^a
1982	^a	6.8	^a
1983	^a	9.0	^a
1984	^a	10.1	^a
1985	^a	11.4	^a
1986	^a	12.3	^a
1987	^a	12.6	^a
1988	^a	9.9	^a
1989	^a	10.7	^a
1990	^a	10.8	^a
1991	^a	11.6	^a
1992	3.7	11.6	15.3
1993	3.8	13.0	16.8
1994	4.2	12.5	16.7
1995	4.1	12.0	16.1
1996	4.5	10.9	15.4
1997	4.2	11.0	15.2
1998	4.7	11.1	15.8
1999	5.9	11.6	17.5
2000	9.0	11.9	20.9
2001	5.4	11.3	16.7
2002	5.9	13.6	19.5
2003	5.6	12.9	18.5
2004	5.3	13.0	18.3
2005	5.8	14.0	19.8
<i>Average annual percentage change</i>			
1981–2005	^a	1.9%	^a
1995–2005	3.5%	1.6%	2.1%

Source:

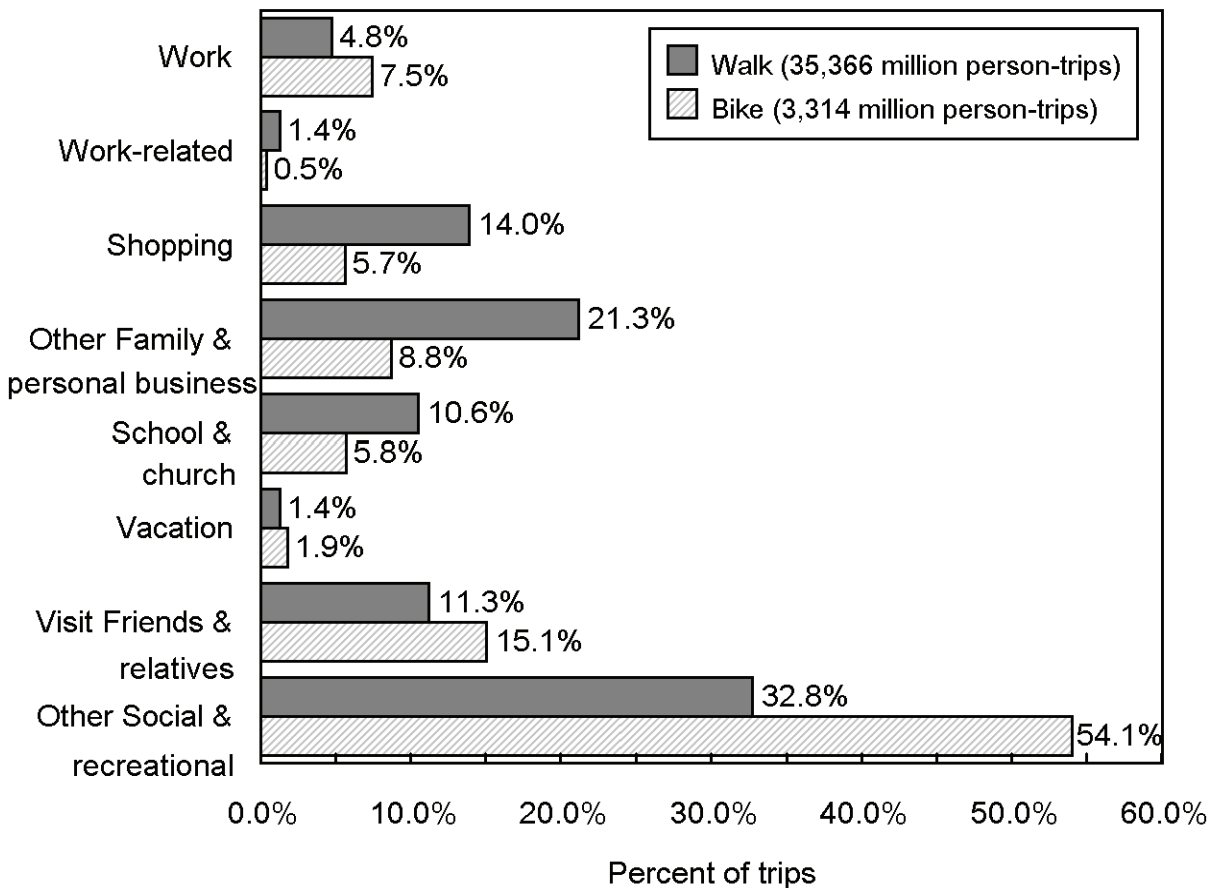
1981–1996: Bicycle Manufacturers Association. 1997–on: The Bicycle Council.
(Additional resources: www.nbda.com)

^a Data are not available.



In 2001, 4.8% of walk trips and 7.5% of bike trips were to/from work. More than half of all bike trips were for social/recreational purposes. Fourteen-percent of walk trips were shopping trips.

Figure 8.6 Walk and Bike Trips by Trip Purpose, 2001 NHTS



Source:

U.S. Department of Transportation, Federal Highway Administration, National Household Travel Survey
web site: nhts.ornl.gov.



Long Distance Trips – 2001 National Household Travel Survey

The 2001 National Household Travel Survey (NHTS) collected data on long-distance trips as well as everyday travel. The everyday travel data is a continuation of the Nationwide Personal Transportation Survey (NPTS), while the long-distance travel data is a continuation of the American Travel Survey (ATS) which was collected in 1977 and 1985. The survey collected trip-related data such as mode of transportation, duration, distance and purpose of trip. It also gathered demographic, geographic, and economic data for analysis purposes.

A long-distance trip is defined as a trip of 50 miles or more, one-way. Long-trip data from the 2001 NHTS were released in the summer of 2004. For additional information about the 2001 NHTS data, contact the Bureau of Transportation Statistics at 202-366-3282 or visit the following Internet site: www.bts.gov/programs/national_household_travel_survey.



Table 8.17
Long-Distance Trip^a Characteristics, 2001 NHTS

Trip characteristic	Person trips		Person miles	
	(thousands)	(percent)	(thousands)	(percent)
Total	2,554,068	100.0	1,138,322,697	100.0
Principal means of transportation:				
Personal use vehicles	2,310,376	90.5	735,882,255	64.7
Airplane	165,039	6.5	367,888,741	32.3
Commercial airplane	158,880	6.2	361,717,015	31.8
Bus ^b	52,962	2.1	23,747,433	2.1
Intercity bus	3,456	0.1	1,765,696	0.2
Charter, tour, or school bus	45,952	1.8	21,019,942	1.9
Train	20,672	0.8	9,266,373	0.8
Round trip distance:				
100 to 300 miles	1,688,358	66.1	284,586,370	25.0
300 to 499 miles	373,550	14.6	143,571,597	12.6
500 to 999 miles	261,802	10.3	180,669,482	15.9
1,000 to 1,999 miles	125,665	4.9	178,629,838	15.7
2,000 miles or more	104,694	4.1	350,865,409	30.8
Mean (miles)	446	^c	^c	^c
Median (miles)	206	^c	^c	^c
Calendar quarter:				
1 st quarter	566,502	22.2	246,556,190	21.7
2 nd quarter	653,310	25.6	298,154,812	26.2
3 rd quarter	734,878	28.8	341,021,290	30.0
4 th quarter	599,378	23.5	252,590,405	22.2
Main purpose of trip:				
Commuting	329,395	12.9	65,877,968	5.8
Other business	405,866	15.9	242,353,212	21.3
Personal/leisure	1,406,411	55.1	667,471,358	58.7
Personal business	322,645	12.6	130,020,982	11.4
Other	88,230	3.5	32,031,679	2.8
Nights away from home:				
None	1,454,847	57.0	304,469,524	26.8
1 to 3 nights	808,281	31.7	414,219,147	36.4
4 to 7 nights	214,464	8.4	269,265,597	23.7
8 or more nights	76,475	3.0	150,368,429	13.2
Destination:				
Within Census division	2,077,810	81.4	549,651,116	48.3
Across Census division, within Census	196,890	7.7	134,930,113	11.9
Across Census region	279,367	10.9	453,741,468	39.9

Source:

U.S. Bureau of Transportation Statistics and the U.S. Federal Highway Administration, 2001 National Household Transportation Survey.

^a A long-distance trip is defined as a trip of 50 miles or more, one-way.

^b Includes other types of buses.

^c Not applicable.



Chapter 9

Nonhighway Modes

Summary Statistics from Tables in this Chapter

Source		
	Passenger-miles	(millions)
<i>Table 9.2</i>	<i>Domestic and international air carrier, 2005</i>	<i>795,117</i>
<i>Table 9.3</i>	<i>General aviation, 2001</i>	<i>16</i>
<i>Table 9.10</i>	<i>Amtrak, 2005</i>	<i>5,381</i>
<i>Table 9.11</i>	<i>Commuter rail, 2005</i>	<i>9,473</i>
<i>Table 9.12</i>	<i>Transit rail, 2005</i>	<i>16,117</i>
	Freight ton-miles	(millions)
<i>Table 9.5</i>	<i>Domestic waterborne commerce, 2004</i>	<i>621,000</i>
<i>Table 9.8</i>	<i>Class I railroad, 2005</i>	<i>1,696,425</i>
	Passenger energy use	(trillion Btus)
<i>Table 9.2</i>	<i>Domestic and international air carrier, 2005</i>	<i>2,606.8</i>
<i>Table 9.3</i>	<i>General aviation, 2005</i>	<i>242.4</i>
<i>Table 9.6</i>	<i>Recreational boats, 2005</i>	<i>247.6</i>
<i>Table 9.10</i>	<i>Amtrak, 2005</i>	<i>14.6</i>
<i>Table 9.11</i>	<i>Commuter rail, 2005</i>	<i>28.1</i>
<i>Table 9.12</i>	<i>Transit rail, 2005</i>	<i>44.9</i>
	Freight energy use	(trillion Btus)
<i>Table 9.5</i>	<i>Domestic waterborne commerce, 2004</i>	<i>316.7</i>
<i>Table 9.8</i>	<i>Class I railroad, 2005</i>	<i>571.4</i>



Nonhighway transportation modes accounted for 19% of total transportation energy use in 2005.

Table 9.1
Nonhighway Energy Use Shares, 1970–2005

Year	Share of transportation energy use					Transportation total (trillion Btu)
	Air	Water	Pipeline	Rail	Nonhighway total	
1970	8.5%	5.5%	6.4%	3.6%	24.0%	15,399
1971	8.1%	4.9%	6.3%	3.5%	22.8%	16,019
1972	7.7%	4.7%	6.1%	3.4%	21.9%	17,040
1973	7.7%	5.0%	5.6%	3.4%	21.7%	17,878
1974	7.3%	5.1%	5.4%	3.5%	21.4%	17,164
1975	7.3%	5.3%	4.8%	3.1%	20.6%	17,414
1976	7.2%	5.9%	4.3%	3.1%	20.5%	18,481
1977	7.1%	6.2%	4.1%	3.0%	20.4%	19,116
1978	7.1%	6.9%	3.9%	2.9%	20.7%	20,086
1979	7.4%	8.0%	4.3%	2.9%	22.6%	20,088
1980	7.6%	7.4%	4.7%	3.0%	22.7%	18,930
1981	7.6%	8.4%	4.7%	2.9%	23.7%	19,066
1982	7.8%	7.3%	4.6%	2.5%	22.2%	18,503
1983	7.7%	6.7%	4.0%	2.5%	20.9%	18,621
1984	8.4%	6.6%	4.1%	2.7%	21.7%	19,260
1985	8.6%	6.5%	3.9%	2.5%	21.4%	19,595
1986	9.0%	6.3%	3.6%	2.3%	21.3%	20,207
1987	9.2%	6.2%	3.7%	2.3%	21.5%	20,670
1988	9.3%	6.2%	4.1%	2.3%	21.9%	21,200
1989	9.2%	6.2%	4.1%	2.3%	21.9%	21,492
1990	9.6%	6.7%	4.3%	2.3%	22.9%	21,601
1991	9.2%	7.2%	4.1%	2.2%	22.6%	21,193
1992	9.0%	7.3%	3.9%	2.2%	22.4%	21,854
1993	8.9%	6.5%	4.0%	2.2%	21.5%	22,308
1994	9.0%	6.1%	4.1%	2.3%	21.6%	22,928
1995	9.1%	6.3%	4.1%	2.4%	21.9%	23,467
1996	9.2%	5.9%	4.1%	2.4%	21.6%	23,975
1997	9.5%	5.1%	4.2%	2.4%	21.2%	24,329
1998	9.6%	5.0%	3.6%	2.3%	20.5%	24,758
1999	9.5%	5.3%	3.5%	2.3%	20.6%	25,948
2000	9.7%	5.5%	3.4%	2.3%	21.0%	26,268
2001	9.3%	4.6%	3.4%	2.3%	19.6%	25,959
2002	8.3%	4.7%	3.5%	2.3%	18.8%	26,520
2003	8.3%	4.0%	3.2%	2.3%	17.8%	26,673
2004	8.7%	4.8%	3.0%	2.4%	18.9%	27,066
2005	9.0%	5.0%	3.1%	2.4%	19.5%	27,385

Source:

See Appendix A for Nonhighway Energy Use.



These data include ALL international and domestic certificated route air carrier statistics; therefore, the data are different than those in Chapter 2. Revenue aircraft-miles, passenger-miles, and seat-miles continued to rise in 2004 and 2005. Passenger load factor rose to 77.2% in 2005 –the highest in the series.

Table 9.2
Summary Statistics for U.S. Domestic and International
Certificated Route Air Carriers (Combined Totals), 1970–2005^a

Year	Revenue aircraft-miles (millions)	Revenue passenger-miles (millions)	Available seat-miles (millions)	Available seats per aircraft ^b	Passenger load factor (percentage) ^c	Revenue freight ton-miles (millions)	Energy use (trillion Btu) ^d
1970	2,542	148,137	264,904	111	49.7%	3,755	1,363.4
1975	2,241	173,324	315,823	135	54.9%	5,062	1,283.4
1980	2,924	267,722	448,479	148	59.7%	7,885	1,386.0
1985	3,462	351,073	565,677	163	62.1%	9,048	1,701.4
1986	3,873	378,923	623,075	161	60.8%	10,987	1,847.1
1987	4,182	417,808	670,825	160	62.3%	13,137	1,945.9
1988	4,354	437,649	696,337	160	62.9%	14,632	2,049.4
1989	4,442	447,480	703,888	158	63.6%	16,347	2,087.4
1990	4,724	472,236	753,211	159	62.7%	16,403	2,213.0
1991	4,661	463,296	738,030	158	62.8%	16,149	2,085.2
1992	4,899	493,715	772,869	158	63.9%	17,306	2,144.2
1993	5,118	505,996	793,959	155	63.7%	19,083	2,169.7
1994	5,360	537,518	809,259	151	66.4%	21,773	2,266.2
1995	5,627	558,794	832,081	150	66.1%	23,375	2,338.6
1996	5,855	596,164	859,721	147	69.3%	24,892	2,409.1
1997	6,025	620,029	880,715	146	70.4%	27,610	2,514.2
1998	6,220	634,933	899,029	145	70.6%	28,015	2,573.4
1999	6,558	668,626	942,311	144	71.0%	25,147	2,653.1
2000	6,946	708,926	981,080	139	72.3%	30,221	2,743.1
2001	6,814	664,849	950,519	139	69.9%	27,882	2,599.4
2002	6,834	655,215	913,898	133	71.9%	30,507	2,408.3
2003	7,367	674,160	922,440	125	73.0%	32,446	2,402.3
2004	7,479	752,341	1,000,193	134	75.2%	37,958	2,504.8
2005	7,716	795,117	1,029,316	133	77.2%	39,286	2,606.8
<i>Average annual percentage change</i>							
1970–2005	3.2%	4.9%	4.0%	0.5%		6.9%	1.9%
1995–2005	3.2%	3.6%	2.1%	-1.2%		5.3%	1.1%

Sources:

U.S. Department of Transportation, Bureau of Transportation Statistics, *Air Carrier Traffic Statistics, 1981-2004*. (Additional resources: www.bts.gov/programs/airline_information/air_carrier_traffic_statistics)

1970–76 Energy Use - Department of Transportation, Civil Aeronautics Board, *Fuel Cost and Consumption*, Washington, DC, 1981, and annual.

1977–2003 Energy Use - Department of Transportation, Bureau of Transportation Statistics, "Fuel Cost and Consumption Table," Washington, DC. (Additional resources: www.bts.gov, www.faa.gov)

^a Data are for all U.S. air carriers reporting on Form 41.

^b Available seats per aircraft is calculated as the ratio of available seat-miles to revenue aircraft-miles.

^c Passenger load factor is calculated as the ratio of revenue passenger-miles to available seat-miles for scheduled and nonscheduled services.

^d Energy use includes fuel purchased abroad for international flights.



General aviation includes: (1) aircraft operating under general operating and flight rules; (2) not-for-hire airplanes with a seating capacity of 20 or more or a maximum payload capacity of 6,000 lbs. or more; (3) rotocraft external load operations; (4) on-demand and commuter operations not covered under Federal Aviation Regulations Part 121; and (5) agricultural aircraft operations.

Table 9.3
Summary Statistics for General Aviation, 1970–2005

Calendar year	Total number of aircraft	Aircraft hours flown (thousands)	Intercity passenger travel (billion passenger-miles)	Energy use (trillion btu)
1970	131,700 ^a	26,030 ^b	9.1	94.4
1975	168,475	30,298	11.4	121.5
1976	177,964	31,950	12.1	130.3
1977	184,294	33,679	12.8	149.7
1978	199,178	36,844	14.1	159.4
1979	210,339	40,432	15.5	167.2
1980	211,045	41,016	14.7	169.0
1981	213,226	40,704	14.6	162.4
1982	209,779	36,457	13.1	170.5
1983	213,293	35,249	12.7	143.9
1984	220,943	36,119	13.0	148.9
1985	196,500	31,456	12.3	144.0
1986	205,300	31,782	12.4	148.0
1987	202,700	30,883	12.1	139.1
1988	196,200	31,114	12.6	148.6
1989	205,000	32,332	13.1	134.0
1990	198,000	32,096	13.0	131.9
1991	196,874	29,862	12.1	120.4
1992	185,650	26,747	10.8	104.7
1993	177,120	24,455	9.9	97.5
1994	172,935	24,092	9.8	95.3
1995	188,089	26,612	10.8	106.6
1996	191,129	26,909	12.0	111.1
1997	192,414	27,713	12.5	121.1
1998	204,710	28,100	13.1	147.4
1999	219,464	31,756	14.1	172.1
2000	217,533	30,975	15.2	175.2
2001	211,446	29,133	15.9	165.1
2002	211,244	27,040	c	141.5
2003	209,708	27,329	c	141.4
2004	219,426	28,126	c	175.9
2005	224,352	26,982	c	242.4
<i>Average annual percentage change</i>				
1970–2005	1.5%	0.1%		2.7%
1995–2005	1.8%	1.1%		8.6%

Sources:

Intercity passenger-miles - Eno Foundation for Transportation, *Transportation in America 2001*, Nineteenth edition, Lansdowne, VA, 2002, p. 45, and annual.

All other- U.S. Department of Transportation, Federal Aviation Administration, *General Aviation Activity and Avionics Survey: Calendar Year 2004*, Tables 1.2, 1.5, 5.1, and annual. (Additional resources: apo.faa.gov/pubs.asp)

^a Active fixed-wing general aviation aircraft only.

^b Includes rotocraft.

^c Data are not available.



In the early seventies, domestic waterborne commerce accounted for over 60% of total tonnage, but by 1994 foreign tonnage grew to more than half of all waterborne tonnage. Total foreign and domestic tons shipped was over 2.5 billion tons in 2004.

Table 9.4
Tonnage Statistics for Domestic and
International Waterborne Commerce, 1970–2004
(million tons shipped)

Year	Foreign and domestic total	Foreign total ^a	Domestic total ^b	Percent domestic of total
1970	1,532	581	951	62.1%
1975	1,695	749	946	55.8%
1976	1,835	856	979	53.4%
1977	1,908	935	973	51.0%
1978	2,021	946	1,075	53.2%
1979	2,073	993	1,080	52.1%
1980	1,999	921	1,077	53.9%
1981	1,942	887	1,054	54.3%
1982	1,777	820	957	53.9%
1983	1,708	751	957	56.0%
1984	1,836	803	1,033	56.3%
1985	1,788	774	1,014	56.7%
1986	1,874	837	1,037	55.3%
1987	1,967	891	1,076	54.7%
1988	2,088	976	1,112	53.3%
1989	2,140	1,038	1,103	51.5%
1990	2,164	1,042	1,122	51.8%
1991	2,092	1,014	1,079	51.6%
1992	2,132	1,037	1,095	51.4%
1993	2,128	1,060	1,068	50.2%
1994	2,215	1,116	1,099	49.6%
1995	2,240	1,147	1,093	48.8%
1996	2,284	1,183	1,101	48.2%
1997	2,333	1,221	1,113	47.7%
1998	2,340	1,245	1,094	46.8%
1999	2,323	1,261	1,062	45.7%
2000	2,425	1,355	1,070	44.1%
2001	2,393	1,351	1,042	43.5%
2002	2,340	1,319	1,021	43.6%
2003	2,394	1,378	1,016	42.4%
2004	2,552	1,505	1,047	41.0%
<i>Average annual percentage change</i>				
1970–2004	1.5%	2.8%	0.3%	
1994–2004	1.4%	3.0%	-0.5%	

Source:

U.S. Department of the Army, Corps of Engineers, *Waterborne Commerce of the United States, Calendar Year 2004*, Part 5: National Summaries, New Orleans, Louisiana, 2005, Table 1-1, p. 1-3, and annual. (Additional resources: www.iwr.usace.army.mil/ndc)

^a All movements between the U.S. and foreign countries and between Puerto Rico and the Virgin Islands and foreign countries are classified as foreign trade.

^b All movements between U.S. ports, continental and noncontiguous, and on the inland rivers, canals, and connecting channels of the U.S., Puerto Rico, and the Virgin Islands, excluding the Panama Canal. Beginning in 1996, fish was excluded for internal and intra port domestic traffic.



Table 9.5
Summary Statistics for Domestic Waterborne Commerce, 1970–2004

Year	Number of vessels ^a	Ton-miles (billions)	Tons shipped ^b (millions)	Average length of haul (miles)	Energy intensity (Btu/ton-mile)	Energy use (trillion Btu)
1970	25,832	596	949	628.2	545	324.8
1975	31,666	566	944	599.9	549	311.0
1976	33,204	592	976	606.3	468	277.3
1977	35,333	599	969	618.0	458	274.3
1978	35,723	827	1,072	771.6	383	316.6
1979	36,264	829	1,076	770.0	457	378.7
1980	38,792	922	1,074	856.4	358	329.8
1981	42,079	929	1,051	884.0	360	334.5
1982	42,079	886	954	929.0	310	274.9
1983	41,784	920	953	964.6	319	293.7
1984	41,784	888	1,029	862.5	346	307.3
1985	41,672	893	1,011	883.5	446	398.6
1986	40,308	873	1,033	845.3	463	404.0
1987	40,000	895	1,072	835.0	402	370.7
1988	39,192	890	1,106	804.3	361	321.3
1989	39,209	816	1,097	743.2	403	328.6
1990	39,233	834	1,118	745.7	388	323.2
1991	39,233	848	1,074	789.9	386	327.5
1992	39,210	857	1,090	785.7	398	341.0
1993	39,064	790	1,063	742.7	389	307.0
1994	39,064	815	1,093	745.5	369	300.7
1995	39,641	808	1,086	743.6	374	302.2
1996	41,104	765	1,093	699.4	412	314.9
1997	41,419	707	1,106	639.5	415	293.2
1998	42,032	673	1,087	619.0	436	293.1
1999	41,766	656	1,056	621.1	457	299.9
2000	41,354	646	1,064	606.8	473	305.6
2001	41,588	622	1,037	599.7	460	286.1
2002	41,002	612	1,016	602.5	470	287.7
2003	39,983	606	1,010	600.3	418	253.2
2004	40,290	621	1,042	596.4	510	316.7
<i>Average annual percentage change</i>						
1970–2004	1.3%	0.1%	0.3%	-0.2%	-0.2%	-0.1%
1994–2004	0.3%	-2.7%	-0.5%	-2.2%	3.3%	0.5%

Sources:

Number of vessels -1970–92, 1995–2004 - U.S. Department of the Army, Corps of Engineers, *Waterborne Transportation Lines of the United States, 2004*, New Orleans, LA, 2005, and annual.

1993–94 - U.S. Dept of the Army, Corps of Engineers, *The U.S. Waterway System-Facts*, Navigation Data Center, New Orleans, Louisiana, January 1996.

Ton-miles, tons shipped, average length of haul - U.S. Department of the Army, Corps of Engineers, *Waterborne Commerce of the United States, Calendar Year 2003 Part 5: National Summaries*, New Orleans, LA, 2004, Table 1-4, pp. 1-6, 1-7, and annual.

Energy use - See Appendix A for Water Energy Use. (Additional resources: www.wrc-ndc.usace.army.mil/ndc)

^a Grand total for self-propelled and non-self-propelled.

^b These figures are not consistent with the figures on Table 9.3 because intra-territory tons are not included in this table. Intra-territory traffic is traffic between ports in Puerto Rico and the Virgin Islands.



Before Edition 24, the recreational boat energy use was based on data from a 1980's off-highway study. The new data displayed in this table come from the Environmental Protection Agency's NONROAD2005 model. The diesel fuel use estimates remained unchanged from NONROAD2004, but the gasoline estimates increased.

Table 9.6
Recreational Boat Energy Use, 1970–2005

Year	Number of boats (thousands)	Diesel fuel	Gasoline	Total energy use
		(trillion Btu)		
1970	10,080	5.5	155.6	161.1
1971	10,130	6.5	156.5	163.1
1972	10,180	7.6	157.5	165.0
1973	10,230	8.6	158.4	167.0
1974	10,280	9.7	159.3	169.0
1975	10,330	10.7	160.2	171.0
1976	10,380	11.8	161.2	172.9
1977	10,430	12.8	162.1	174.9
1978	10,450	13.9	163.0	176.9
1979	10,530	14.9	164.0	178.9
1980	10,580	16.0	164.9	180.8
1981	10,630	17.0	165.8	182.8
1982	10,680	18.0	166.7	184.8
1983	10,730	19.1	167.7	186.7
1984	10,780	20.1	168.6	188.7
1985	10,830	21.2	169.5	190.7
1986	10,880	22.2	170.4	192.7
1987	10,930	23.3	171.4	194.6
1988	11,022	24.3	173.8	198.1
1989	11,115	25.4	176.2	201.6
1990	11,207	26.4	178.6	205.0
1991	11,320	27.5	181.8	209.2
1992	11,433	28.5	184.9	213.4
1993	11,545	29.5	188.0	217.5
1994	11,763	30.6	194.8	225.4
1995	11,981	31.6	201.6	233.2
1996	12,198	32.7	208.3	241.0
1997	12,237	33.7	208.8	242.5
1998	12,275	34.8	208.9	243.7
1999	12,313	35.8	208.7	244.5
2000	12,352	36.8	208.1	244.9
2001	12,456	37.9	208.4	246.3
2002	12,561	39.0	208.1	247.2
2003	12,665	40.2	207.5	247.6
2004	12,770	41.3	206.4	247.7
2005	12,874	42.4	205.2	247.6
Average annual percentage change				
1970–2005	0.7%	6.0%	0.8%	1.2%
1995–2005	0.7%	3.0%	0.2%	0.6%

Source:

U.S. Environmental Protection Agency, NONROAD2004 model, downloadable file from
<http://www.epa.gov/otaq/nonrdmdl.htm>.



The Interstate Commerce Commission designates Class I railroads on the basis of annual gross revenues. In 2003, seven railroads were given this designation. The number of railroads designated as Class I has changed considerably in the last 25 years; in 1976 there were 52 railroads given Class I designation.

Table 9.7
Class I Railroad Freight Systems in the United States
Ranked by Revenue Ton-Miles, 2005

Railroad	Revenue ton-miles (billions)	Percent
Burlington Northern and Sante Fe Railway Company	595	35.1%
Union Pacific Railroad Company	549	32.3%
CSX Transportation	247	14.6%
Norfolk Southern Railway	203	12.0%
Canadian National, Grand Trunk Corporation	54	3.2%
Soo Line Railroad Company	25	1.4%
Kansas City Southern Railway Company	24	1.4%
Total	1,697	100.0%

Source:

Association of American Railroads, *Railroad Facts, 2005 Edition*, Washington, DC, November 2006, p. 66. (Additional resources: www.aar.org)



Revenue ton-miles for Class I freight railroads was over 1.5 trillion in 2003. Though there are many regional and local freight railroads, the Class I freight railroads accounted for 93% of the railroad industry's freight revenue in 2003 and 70% of the industry's mileage operated. The energy intensity of Class I railroads hit an all-time low of 344 btu/ton-mile in 2003.

Table 9.8
Summary Statistics for Class I Freight Railroads, 1970–2005

Year	Number of locomotives in service ^a	Number of freight cars (thousands) ^b	Train-miles (millions)	Car-miles (millions)	Tons originated ^c (millions)	Average length of haul (miles)	Revenue ton-miles (millions)	Energy intensity (Btu/ton-mile)	Energy use (trillion Btu)
1970	27,077 ^d	1,424	427	29,890	1,485	515	764,809	691	528.1
1975	27,846	1,359	403	27,656	1,395	541	754,252	687	518.3
1980	28,094	1,168	428	29,277	1,492	616	918,958	597	548.7
1981	27,421	1,111	408	27,968	1,453	626	910,169	572	521.0
1982	26,795	1,039	345	23,952	1,269	629	797,759	553	440.8
1983	25,448	1,007	346	24,358	1,293	641	828,275	525	435.1
1984	24,117	948	369	26,409	1,429	645	921,542	510	469.9
1985	22,548	867	347	24,920	1,320	665	876,984	497	436.1
1986	20,790	799	347	24,414	1,306	664	867,722	486	421.5
1987	19,647	749	361	25,627	1,372	688	943,747	456	430.3
1988	19,364	725	379	26,339	1,430	697	996,182	443	441.4
1989	19,015	682	383	26,196	1,403	723	1,013,841	437	442.6
1990	18,835	659	380	26,159	1,425	726	1,033,969	420	434.7
1991	18,344	633	375	25,628	1,383	751	1,038,875	391	405.8
1992	18,004	605	390	26,128	1,399	763	1,066,781	393	419.2
1993	18,161	587	405	26,883	1,397	794	1,109,309	389	431.6
1994	18,505	591	441	28,485	1,470	817	1,200,701	388	465.4
1995	18,812	583	458	30,383	1,550	843	1,305,688	372	485.9
1996	19,269	571	469	31,715	1,611	842	1,355,975	368	499.4
1997	19,684	568	475	31,660	1,585	851	1,348,926	370	499.7
1998	20,261	576	475	32,657	1,649	835	1,376,802	365	502.0
1999	20,256	579	490	33,851	1,717	835	1,433,461	363	520.0
2000	20,028	560	504	34,590	1,738	843	1,465,960	352	516.0
2001	19,745	500	500	34,243	1,742	859	1,495,472	346	517.3
2002	20,506	478	500	34,680	1,767	853	1,507,011	345	520.3
2003	20,774	467	516	35,555	1,799	862	1,551,438	344	533.9
2004	22,015	474	535	37,071	1,844	902	1,662,598	341	566.2
2005	22,779	475	548	37,712	1,899	894	1,696,425	337	571.4
<i>Average annual percentage change</i>									
1970–2005	-0.5%	-3.1%	0.7%	0.7%	0.7%	1.6%	2.3%	-2.0%	0.2%
1995–2005	1.9%	-2.0%	1.8%	2.2%	2.1%	0.6%	2.7%	-1.0%	1.6%

Source:

Association of American Railroads, *Railroad Facts, 2005 Edition*, Washington, DC, November 2006, pp. 27, 28, 33, 34, 36, 49, 51, 61. (Additional resources: www.aar.org)

^a Does not include self-powered units.

^b Does not include private or shipper-owned cars. Beginning in 2001, Canadian-owned U.S. railroads are excluded.

^c Tons originated is a more accurate representation of total tonnage than revenue tons. Revenue tons often produces double-counting of loads switched between rail companies.

^d Data represent total locomotives used in freight and passenger service. Separate estimates are not available.



According to the 2002 Commodity Flow Survey, 5% of all freight ton-miles are rail intermodal shipments (truck/rail or rail/water). **See Table 5.11 for details.** The number of trailers and containers moved by railroads has increased more than seven-fold from 1965 to 2005. Containerization has increased in recent years, evidenced by the 279% increase in the number of containers from 1988 to 2005.

Table 9.9
Intermodal Rail Traffic, 1965-2005

Year	Trailers & containers	Trailers	Containers
1965	1,664,929	a	a
1970	2,363,200	a	a
1975	2,238,117	a	a
1980	3,059,402	a	a
1985	4,590,952	a	a
1986	4,997,229	a	a
1987	5,503,819	a	a
1988	5,779,547	3,481,020	2,298,527
1989	5,987,355	3,496,262	2,491,093
1990	6,206,782	3,451,953	2,754,829
1991	6,246,134	3,201,560	3,044,574
1992	6,627,841	3,264,597	3,363,244
1993	7,156,628	3,464,126	3,692,502
1994	8,128,228	3,752,502	4,375,726
1995 ^b	7,936,172	3,492,463	4,443,709
1996 ^b	8,143,258	3,302,128	4,841,130
1997 ^b	8,698,308	3,453,907	5,244,401
1998 ^b	8,772,663	3,353,032	5,419,631
1999 ^c	8,907,626	3,207,407	5,700,219
2000 ^c	9,176,890	2,888,630	6,288,260
2001	8,935,444	2,603,423	6,332,021
2002	9,312,360	2,531,338	6,781,022
2003	9,955,605	2,625,837	7,329,768
2004	10,993,662	2,928,123	8,065,539
2005	11,693,512	2,979,906	8,713,606
<i>Average annual percentage change</i>			
1965-2005	5.7%	a	a
1995-2005	4.0%	-1.6%	7.0%

Source:

Association of American Railroads, *Railroad Facts, 2005 Edition*, Washington, DC, November 2006, p. 26. (Additional resources: www.aar.org)

^a Data are not available.

^b The Grand Trunk Western Railroad and the Soo Line Railroad Company data are excluded.

^c The Illinois Central, Grand Trunk Western Railroad and the Soo Line Railroad Company data are excluded.



The National Railroad Passenger Corporation, known as Amtrak, began operation in 1971. Amtrak revenue passenger-miles have grown at an average annual rate of 3% from 1971 to 2005.

Table 9.10
Summary Statistics for the National Railroad Passenger Corporation (Amtrak), 1971–2005

Year	Number of locomotives in service	Number of passenger cars	Train-miles (thousands)	Car-miles (thousands)	Revenue passenger-miles (millions)	Average trip length (miles)	Energy intensity (Btu per revenue passenger-mile)	Energy use (trillion Btu)
1971	^a	1,165	16,537	140,147	1,993	188	^a	^a
1975	355	1,913	30,166	253,898	3,753	224	3,548	13.3
1980	448	2,128	29,487	235,235	4,503	217	3,065	13.8
1981	398	1,830	30,380	222,753	4,397	226	2,883	12.7
1982	396	1,929	28,833	217,385	3,993	220	3,052	12.2
1983	388	1,880	28,805	223,509	4,227	223	2,875	12.2
1984	387	1,844	29,133	234,557	4,427	227	2,923	12.9
1985	382	1,818	30,038	250,642	4,785	238	2,703	12.9
1986	369	1,793	28,604	249,665	5,011	249	2,481	12.4
1987	381	1,850	29,515	261,054	5,361	259	2,450	13.1
1988	391	1,845	30,221	277,774	5,686	265	2,379	13.5
1989	312	1,742	31,000	285,255	5,859	274	2,614	15.3
1990	318	1,863	33,000	300,996	6,057	273	2,505	15.2
1991	316	1,786	34,000	312,484	6,273	285	2,417	15.2
1992	336	1,796	34,000	307,282	6,091	286	2,534	15.4
1993	360	1,853	34,936	302,739	6,199	280	2,565	15.9
1994	411	1,874	34,940	305,600	5,869	276	2,282	13.4 ^b
1995	422	1,907	31,579	282,579	5,401	266	2,501	13.5
1996	348	1,501	30,542	277,750	5,066	257	2,690	13.6
1997	292	1,572	32,000	287,760	5,166	255	2,811	14.5
1998	362	1,347	32,926	315,823	5,325	251	2,788	14.8
1999	385	1,285	34,080	349,337	5,289	245	2,943	15.6
2000	385	1,891	35,404	371,215	5,574	243	3,235	18.0
2001	401	2,084	36,512	377,705	5,571	238	3,257	18.1
2002	372	2,896	37,624	378,542	5,314	228	3,212	17.1
2003	442	1,623	37,459	331,864	5,680	231	2,800	15.9
2004	276	1,211	37,159	308,437	5,511	219	2,760	15.2
2005	258	1,186	36,199	264,796	5,381	215	2,709	14.6
<i>Average annual percentage change</i>								
1971–2005	^a	0.1%	2.3%	1.9%	3.0%	0.4%	^a	^a
1995–2005	4.8%	-4.6%	1.4%	-0.6%	0.0%	-2.1%	0.8%	0.8%

Sources:

1971–83- Association of American Railroads, Economics and Finance Department, *Statistics of Class I Railroads*, Washington, DC, and annual.

1984–88- Association of American Railroads, *Railroad Facts*, 1988 Edition, Washington, DC, December 1989, p. 61, and annual.

1989–93- Personal communication with the Corporate Accounting Office of Amtrak, Washington, D.C.

1994–2003 - Number of locomotives in service, number of passenger cars, train-miles, car-miles, revenue passenger-miles, and average trip length - Association of American Railroads, *Railroad Facts*, 2005 Edition, Washington, DC, 2006, p. 77.

Energy use - Personal communication with the Amtrak, Washington, DC. (Additional resources: www.amtrak.com, www.aar.org)

^a Data are not available.

^b Energy use for 1994 on is not directly comparable to earlier years. Some commuter rail energy use may have been inadvertently included in earlier years.



Commuter rail, which is also known as regional rail or suburban rail, is long-haul rail passenger service operating between metropolitan and suburban areas, whether within or across state lines. Commuter rail lines usually have reduced fares for multiple rides and commutation tickets for regular, recurring riders.

Table 9.11
Summary Statistics for Commuter Rail Operations, 1984–2005

Year	Number of passenger vehicles	Vehicle- miles (millions)	Passenger trips (millions)	Passenger- miles (millions)	Average trip length (miles)	Energy intensity (Btu/ passenger- mile)	Energy use (trillion Btu)
1984	4,075	167.9	267	6,207	23.2	3,011	18.7
1985	4,035	182.7	275	6,534	23.8	3,053	20.0
1986	4,440	188.6	306	6,723	22.0	3,174	21.3
1987	4,686	188.9	311	6,818	21.9	3,043	20.7
1988	4,649	202.2	325	6,964	21.4	3,075	21.4
1989	4,472	209.6	330	7,211	21.9	3,120	22.5
1990	4,415	212.7	328	7,082	21.6	3,068	21.7
1991	4,370	214.9	318	7,344	23.1	3,011	22.1
1992	4,413	218.8	314	7,320	23.3	2,848	20.8
1993	4,494	223.9	322	6,940	21.6	3,222	22.4
1994	4,517	230.8	339	7,996	23.6	2,904	23.2
1995	4,565	237.7	344	8,244	24.0	2,849	23.5
1996	4,665	241.9	352	8,351	23.7	2,796	23.3
1997	4,943	250.7	357	8,038	22.5	2,949	23.7
1998	4,963	259.5	381	8,704	22.8	2,859	24.9
1999	4,883	265.9	396	8,766	22.1	2,929	25.7
2000	5,073	270.9	413	9,402	22.8	2,759	25.9
2001	5,124	277.3	419	9,548	22.8	2,717	25.9
2002	5,381	283.7	414	9,504	22.9	2,714	25.8
2003	5,959	286.0	410	9,559	23.3	2,751	26.3
2004	6,228	295.0	414	9,719	23.5	2,782	27.0
2005 ^a	6,392	303.0	423	9,473	22.4	2,996	28.1
<i>Average annual percentage change</i>							
1984–2005	2.2%	2.9%	2.2%	2.0%	-0.2%	-0.1%	2.0%
1995–2005	3.4%	2.5%	2.1%	1.4%	-0.7%	0.4%	1.9%

Source:

American Public Transportation Association, *2007 Public Transportation Fact Book*, Washington, DC, April 2007, Table 80. (Additional resources: www.apta.com)

^a Preliminary data.



This table on transit rail operations includes data on light rail and heavy rail systems. Light rail vehicles are usually single vehicles driven electrically with power drawn from overhead wires. Heavy rail is characterized by high speed and rapid acceleration of rail cars operating on a separate right-of-way.

Table 9.12
Summary Statistics for Rail Transit Operations, 1970–2005^a

Year	Number of passenger vehicles	Vehicle-miles (millions)	Passenger trips (millions) ^b	Passenger-miles (millions) ^c	Average trip length (miles) ^d	Energy intensity (Btu/passenger-mile) ^e	Energy use (trillion Btu)
1970	10,548	440.8	2,116	12,273	^f	2,157	26.5
1975	10,617	446.9	1,797	10,423	^f	2,625	27.4
1980	10,654	402.2	2,241	10,939	4.9	2,312	25.3
1981	10,824	436.6	2,217	10,590	4.8	2,592	27.5
1982	10,831	445.2	2,201	10,428	4.7	2,699	28.1
1983	10,904	423.5	2,304	10,741	4.7	2,820	30.3
1984	10,848	452.7	2,388	10,531	4.4	3,037	32.0
1985	11,109	467.8	2,422	10,777	4.4	2,809	30.3
1986	11,083	492.8	2,467	11,018	4.5	3,042	33.5
1987	10,934	508.6	2,535	11,603	4.6	3,039	35.3
1988	11,370	538.3	2,462	11,836	4.8	3,072	36.2
1989	11,261	553.4	2,704	12,539	4.6	2,909	36.5
1990	11,332	560.9	2,521	12,046	4.8	3,024	36.4
1991	11,426	554.8	2,356	11,190	4.7	3,254	36.4
1992	11,303	554.0	2,395	11,438	4.8	3,155	36.1
1993	11,286	549.8	2,234	10,936	4.9	3,373	36.9
1994	11,192	565.8	2,453	11,501	4.7	3,338	38.4
1995	11,156	571.8	2,284	11,419	5.0	3,340	38.1
1996	11,341	580.7	2,418	12,487	5.2	3,016	37.7
1997	11,471	598.9	2,692	13,091	4.9	2,854	37.4
1998	11,521	609.5	2,669	13,412	5.0	2,822	37.9
1999	11,603	626.4	2,813	14,108	5.0	2,786	39.3
2000	12,168	648.0	2,952	15,200	5.1	2,729	41.5
2001	12,084	662.4	3,064	15,615	5.1	2,737	42.7
2002	12,479	681.9	3,025	15,095	5.0	2,872	43.3
2003	12,236	694.2	3,005	14,896	4.8	2,837	42.8
2004	12,480	709.7	3,098	15,930	4.9	2,750	4.38
2005 ^h	12,755	715.4	3,189	16,117	4.8	2,784	44.9
Average annual percentage change							
1970–2005	0.5%	1.4%	1.2%	0.8%	-0.1% ^g	0.7%	1.5%
1995–2005	1.3%	2.3%	3.4%	3.5%	-0.4%	-1.8%	1.7%

Sources:

American Public Transit Association, *2007 Public Transportation Fact Book*, Washington, DC, April 2007, Tables 81 and 82.

(Additional resources: www.apta.com)

Energy use - See Appendix A for Rail Transit Energy Use.

^a Heavy rail and light rail. Series not continuous between 1983 and 1984 because of a change in data source by the American Public Transit Association (APTA). Beginning in 1984, data provided by APTA are taken from mandatory reports filed with the Urban Mass Transit Administration (UMTA). Data for prior years were provided on a voluntary basis by APTA members and expanded statistically.

^b 1970–79 data represents total passenger rides; after 1979, data represents unlinked passenger trips.

^c Estimated for years 1970–76 based on an average trip length of 5.8 miles.

^d Calculated as the ratio of passenger-miles to passenger trips.

^e Large system-to-system variations exist within this category.

^f Data are not available.

^g Average annual percentage change is calculated for years 1980–2005.

^h Preliminary data.



Chapter 10

Transportation and the Economy

Summary Statistics from Tables/Figures in this Chapter

Source		
Figure 10.1	Share of gasoline cost attributed to taxes, 2003	
	<i>Canada</i>	40%
	<i>France</i>	76%
	<i>Germany</i>	74%
	<i>Japan</i>	54%
	<i>United Kingdom</i>	76%
	<i>United States</i>	24%
Table 10.10	Average price of a new car, 2005 (current dollars)	22,013
	<i>Domestic</i>	19,431
	<i>Import</i>	28,542
Table 10.11	Car operating costs, 2006	
	<i>Variable costs (constant 2006 dollars per 10,000 miles)</i>	1,612
	<i>Fixed costs (constant 2006 dollars per 10,000 miles)</i>	5,001
Table 10.15	Transportation sector share of total employment	
	<i>1996</i>	8.5%
	<i>2006</i>	7.7%



Table 10.1
Gasoline Prices^a for Selected Countries, 1990–2005

	Current dollars per gallon						Average annual percent change
	1990	1995	2000	2003	2004	2005	1990–2005
China	^c	1.03	1.06	^c	^c	^c	^c
Japan	3.16	4.43	3.65	3.47	3.93	4.28	2.0%
France ^b	3.63	4.26	3.80	4.35	4.99	5.46	2.8%
United Kingdom ^b	2.82	3.21	4.58	4.70	5.56	5.97	5.1%
Germany	2.65	3.96	3.45	4.59	5.24	5.60	5.1%
Canada	1.87	1.53	1.86	1.99	2.37	2.87	2.9%
United States ^d	1.16	1.15	1.51	1.59	1.88	2.30	4.7%

	Constant 2005 dollars ^c per gallon						Average annual percent change
	1990	1995	2000	2003	2004	2005	1990–2005
China	^c	1.32	1.20	^c	^c	^c	^c
Japan	4.72	5.68	4.14	3.68	4.06	4.28	-0.7%
France ^b	5.42	5.46	4.31	4.62	5.16	5.46	0.0%
United Kingdom ^b	4.21	4.11	5.19	4.99	5.75	5.97	2.4%
Germany	3.96	5.07	3.91	4.87	5.42	5.60	2.3%
Canada	2.79	1.96	2.11	2.11	2.45	2.87	0.2%
United States ^d	1.73	1.47	1.71	1.69	1.94	2.30	1.7%

Source:

U.S. Department of Energy, Energy Information Administration, *Annual Energy Review 2005*, Washington, DC, July 2006.
 (Additional resources: www.eia.doe.gov)

Note: Comparisons between prices and price trends in different countries require care. They are of limited validity because of fluctuations in exchange rates; differences in product quality, marketing practices, and market structures; and the extent to which the standard categories of sales are representative of total national sales for a given period.

^a Prices represent the retail prices (including taxes) for regular unleaded gasoline, except for France and the United Kingdom which are premium unleaded gasoline.

^b Premium gasoline.

^c Data are not available.

^d These estimates are international comparisons only and do not necessarily correspond to gasoline price estimates in other sections of the book.

^e Adjusted by the U.S. Consumer Price Inflation Index.



Table 10.2
Diesel Fuel Prices^a for Selected Countries, 1998–2005

	Current dollars per gallon								Average annual percentage change
	1998	1999	2000	2001	2002	2003	2004	2005	1998–2005
China	b	b	b	1.20	1.20	1.32	1.47	1.69	b
Japan	2.25	2.62	2.85	2.63	2.50	2.76	3.09	3.45	6.3%
France	2.71	2.77	2.95	2.71	2.75	3.39	4.16	4.81	8.5%
United Kingdom	4.10	4.44	4.66	4.25	4.29	4.82	5.68	6.26	6.2%
Germany	2.45	2.57	2.79	2.79	3.00	3.79	4.41	5.01	10.8%
United States ^c	1.04	1.12	1.50	1.40	1.32	1.51	1.81	2.42	12.8%
	Constant 2005 dollars ^d per gallon								Average annual percentage change
	1998	1999	2000	2001	2002	2003	2004	2005	1998–2005
China	b	b	b	1.33	1.30	1.41	1.52	1.69	b
Japan	2.70	3.07	3.24	2.90	2.72	2.93	3.19	3.45	3.6%
France	3.24	3.25	3.34	2.98	2.99	3.60	4.30	4.81	5.8%
United Kingdom	4.92	5.21	5.28	4.69	4.65	5.11	5.87	6.26	3.5%
Germany	2.93	3.01	3.17	3.07	3.25	4.02	4.56	5.01	8.0%
United States ^c	1.25	1.32	1.70	1.55	1.43	1.60	1.87	2.42	9.9%

Source:

U.S. Department of Energy, Energy Information Administration, *International and United States Petroleum (Oil) Price and Crude Oil Import Cost Tables*, Washington, DC, April 2007. (Additional resources: www.eia.doe.gov)

Note: Comparisons between prices and price trends in different countries require care. They are of limited validity because of fluctuations in exchange rates; differences in product quality, marketing practices, and market structures; and the extent to which the standard categories of sales are representative of total national sales for a given period.

^a Prices represent the retail prices (including taxes) for automotive diesel fuel for non-commercial (household) use.

^b Data are not available.

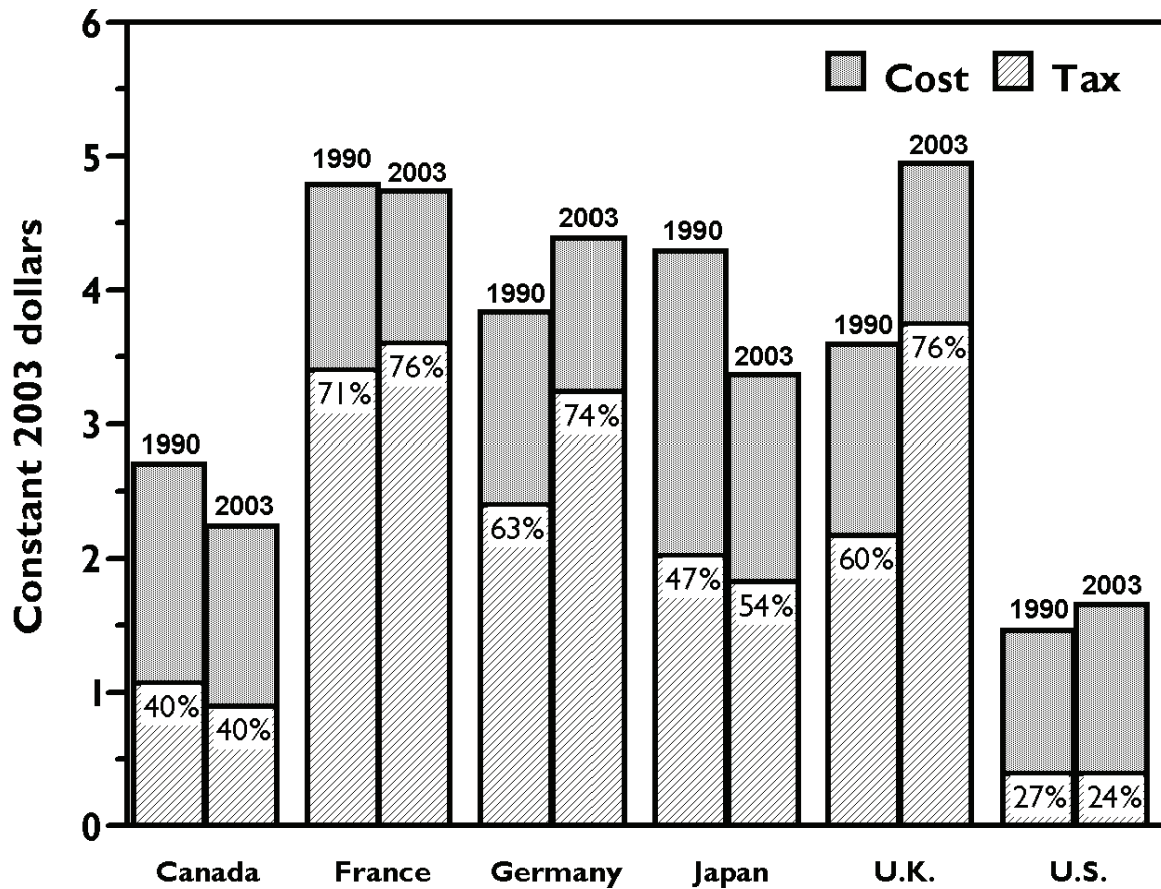
^c These estimates are for international comparisons only and do not necessarily correspond to gasoline price estimates in other sections of the book.

^d Adjusted by the U.S. Consumer Price Inflation Index.



In 2003 more than seventy percent of the cost of gasoline in France, Germany, and the United Kingdom went for taxes. Of the listed countries, the U.S. has the lowest percentage of taxes.

Figure 10.1. Gasoline Prices for Selected Countries, 1990 and 2003



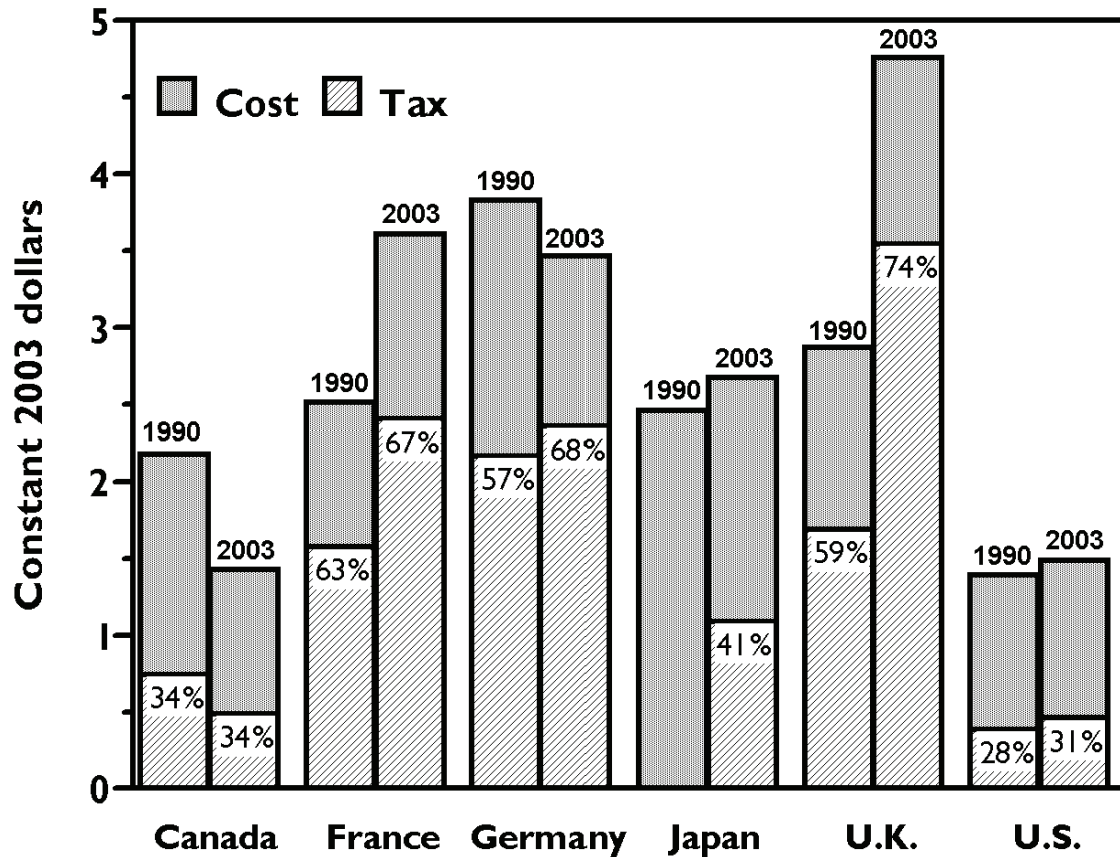
Source:

U.S. Department of Energy, Energy Information Administration, *Annual Energy Review 2005*, Washington, DC, July 2006, Table 7.2 and annual. (Additional resources: www.eia.doe.gov)



Diesel fuel is taxed heavily in the European countries shown here. The U.S. diesel fuel tax share is the lowest of the listed countries.

Figure 10.2. Diesel Prices for Selected Countries, 1990 and 2003



Source:

U.S. Department of Energy, Energy Information Administration, *Annual Energy Review 2005*, Washington, DC, July 2006, Table 7.2 and annual. (Additional resources: www.eia.doe.gov)



Though the cost of crude oil certainly influences the price of gasoline, it is not the only factor which determines the price at the pump. Processing cost, transportation cost, and taxes also play a major part of the cost of a gallon of gasoline. The average price of a barrel of crude oil (in constant 2006 dollars) rose by 64% from 2000 to 2006, while the average price of a gallon of gasoline increased only 31% in this same time period.

Table 10.3
Prices for a Barrel of Crude Oil and a Gallon of Gasoline, 1978–2006

Year	Crude oil ^a (dollars per barrel)		Gasoline ^b (cents per gallon)		Ratio of gasoline to crude oil
	Current	Constant 2006 ^c	Current	Constant 2006 ^c	
1978	12.5	38.5	65.2	201.6	219.8
1979	17.7	49.2	88.2	244.9	209.1
1980	28.1	68.7	122.1	298.7	182.7
1981	35.2	78.2	135.3	300.1	161.3
1982	31.9	66.6	128.1	267.6	168.8
1983	29.0	58.7	122.5	248.0	177.5
1984	28.6	55.6	119.8	232.5	175.7
1985	26.8	50.1	119.6	224.1	187.8
1986	14.6	26.8	93.1	171.2	268.7
1987	17.9	31.8	95.7	169.8	224.5
1988	14.7	25.0	96.3	164.1	275.7
1989	18.0	29.2	106.0	172.3	247.7
1990	22.2	34.3	121.7	187.7	230.0
1991	19.1	28.2	119.6	177.0	263.5
1992	18.4	26.5	119.0	171.0	271.2
1993	16.4	22.9	117.3	163.7	300.2
1994	15.6	21.2	117.4	159.7	316.3
1995	17.2	22.8	120.5	159.4	293.7
1996	20.7	26.6	128.8	165.5	261.2
1997	19.0	23.9	129.1	162.2	284.8
1998	12.5	15.5	111.5	137.9	374.0
1999	17.5	21.2	122.1	147.8	292.9
2000	28.3	33.1	156.3	183.0	232.3
2001	23.0	26.1	153.1	174.3	280.2
2002	24.1	27.0	144.1	161.5	251.1
2003	28.5	31.3	163.8	179.5	241.1
2004	37.0	39.5	192.3	205.2	218.4
2005	50.2	51.9	233.8	241.3	195.5
2006	60.2	60.2	263.5	263.5	183.7
<i>Average annual percentage change</i>					
1978–2006	5.8%	1.6%	5.1%	1.0%	
1996–2006	11.3%	8.5%	7.4%	4.8%	

Sources:

Crude oil - U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, March 2007, Washington, DC, Table 9.1.

Gasoline - U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, March 2007, Washington, DC, Table 9.4. (Additional resources: www.eia.doe.gov)

^a Refiner acquisition cost of composite (domestic and imported) crude oil.

^b Average for all types. These prices were collected from a sample of service stations in 85 urban areas selected to represent all urban consumers. Urban consumers make up about 80% of the total U.S. population.

^c Adjusted by the Consumer Price Inflation Index.



Diesel fuel price has generally been lower than gasoline; however, in 2005 and 2006 the price of diesel fuel was higher than that of gasoline.

Table 10.4
Retail Prices for Motor Fuel, 1978–2006
(cents per gallon, including tax)

Year	Diesel fuel ^a		Average for all gasoline types ^b	
	Current	Constant 2006 ^c	Current	Constant 2006 ^c
1978	d	d	65	202
1979	d	d	88	245
1980	101	247	122	299
1981	118	262	135	300
1982	116	242	128	268
1983	120	243	123	248
1984	122	237	120	232
1985	122	229	120	224
1986	94	173	93	171
1987	96	170	96	170
1988	95	162	96	164
1989	102	166	106	172
1990	107	165	122	188
1991	91	135	120	177
1992	106	152	119	171
1993	98	137	117	164
1994	111	152	117	160
1995	111	147	121	159
1996	124	159	129	165
1997	120	150	129	162
1998	104	129	112	138
1999	112	136	122	148
2000	149	175	156	183
2001	140	159	153	174
2002	132	148	144	161
2003	151	165	164	179
2004	181	193	192	205
2005	240	248	234	241
2006	271	271	264	264
Average annual percentage change				
1978–2006	3.9% ^c	0.4% ^c	5.1%	1.0%
1996–2006	8.1%	5.5%	7.4%	4.8%

Sources:

Gasoline - U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, March 2007, Washington, DC, Table 9.4.

Diesel - U.S. Department of Energy, Energy Information Administration, *International Energy Annual 2004*, Washington, DC, June 2004, Table 7.2. 2005 and 2006 data from EIA Petroleum Navigator website. (Additional resources: www.eia.doe.gov)

^a 1980–1993: Collected from a survey of prices on January 1 of the current year. 1994–on: Annual average.

^b These prices were collected from a sample of service stations in 85 urban areas selected to represent all urban consumers. Urban consumers make up about 80 percent of the total U.S. population.

^c Adjusted by the Consumer Price Inflation Index.

^d Data are not available.

^e Average annual percentage change is from the earliest year possible to 2004.



*The fuel prices shown here are **refiner sales prices** of transportation fuels to end users, excluding tax. Sales to end users are those made directly to the ultimate consumer, including bulk consumers. Bulk sales to utility, industrial, and commercial accounts previously included in the wholesale category are now counted as sales to end users.*

Table 10.5
Refiner Sales Prices for Propane and No. 2 Diesel, 1978–2006
(cents per gallon, excluding tax)

Year	Propane ^a		No. 2 diesel fuel	
	Current	Constant 2006 ^b	Current	Constant 2006 ^b
1978	33.5	103.6	37.7	116.6
1979	35.7	99.1	58.5	162.4
1980	48.2	117.9	81.8	200.1
1981	56.5	125.3	99.5	220.7
1982	59.2	123.7	94.2	196.8
1983	70.9	143.5	82.6	167.2
1984	73.7	143.0	82.3	159.7
1985	71.7	134.3	78.9	147.8
1986	74.5	137.0	47.8	87.9
1987	70.1	124.4	55.1	97.8
1988	71.4	121.7	50.0	85.2
1989	61.5	100.0	58.5	95.1
1990	74.5	114.9	72.5	111.8
1991	73.0	108.1	64.8	95.9
1992	64.3	92.4	61.9	88.9
1993	67.3	93.9	60.2	84.0
1994	53.0	72.1	55.4	75.4
1995	49.2	65.1	56.0	74.1
1996	60.5	77.7	68.1	87.5
1997	55.2	69.3	64.2	80.6
1998	40.5	50.1	49.4	61.1
1999	45.8	55.4	58.4	70.7
2000	60.3	70.6	93.5	109.5
2001	50.6	57.6	84.2	95.8
2002	41.9	47.0	76.2	85.4
2003	57.7	63.2	94.4	103.4
2004	83.9	89.5	124.3	132.7
2005	108.9	112.4	178.6	184.4
2006	135.6	135.6	207.5	207.5
Average annual percentage change				
1978–2006	5.1%	1.0%	6.3%	2.1%
1996–2006	8.4%	5.7%	11.8%	9.0%

Source:

U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, March 2007, Washington, DC, Table 9.7. (Additional resources: www.eia.doe.gov)

^a Consumer grade.

^b Adjusted by the Consumer Price Inflation Index.



The average price of finished aviation gasoline jumped 45 cents from 2005 to 2006; jet fuel rose by 26 cents in that same time period.

Table 10.6
Refiner Sales Prices for Aviation Gasoline and Jet Fuel, 1978–2006
 (cents per gallon, excluding tax)

Year	Finished aviation gasoline		Kerosene-type jet fuel	
	Current	Constant 2006 ^a	Current	Constant 2006 ^a
1978	51.6	159.5	38.7	119.7
1979	68.9	191.3	54.7	151.9
1980	108.4	265.2	86.6	211.9
1981	130.3	289.0	102.4	227.1
1982	131.2	274.1	96.3	201.2
1983	125.5	254.0	87.8	177.7
1984	123.4	239.4	84.2	163.4
1985	120.1	225.0	79.6	149.1
1986	101.1	186.0	52.9	97.3
1987	90.7	161.0	54.3	96.4
1988	89.1	151.8	51.3	87.4
1989	99.5	161.8	59.2	96.2
1990	112.0	172.8	76.6	118.2
1991	104.7	155.0	65.2	96.5
1992	102.7	147.6	61.0	87.7
1993	99.0	138.1	58.0	80.9
1994	95.7	130.2	53.4	72.6
1995	100.5	132.9	54.0	71.4
1996	111.6	143.4	65.1	83.6
1997	112.8	141.7	61.3	77.0
1998	97.5	120.6	45.2	55.9
1999	105.9	128.1	54.3	65.7
2000	130.6	152.9	89.9	105.2
2001	132.3	150.6	77.5	88.2
2002	128.8	144.3	72.1	80.8
2003	149.3	163.6	87.2	95.5
2004	181.9	194.1	120.7	128.8
2005	223.1	230.3	173.5	179.1
2006	268.2	268.2	199.8	199.8
Average annual percentage change				
1978–2006	6.1%	1.9%	6.0%	1.8%
1996–2006	9.2%	6.5%	11.9%	9.1%

Source:

U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, March 2007, Washington, DC, Table 9.7. (Additional resources: www.eia.doe.gov)

^a Adjusted by the Consumer Price Inflation Index.



At the end of 2005, only four states offered tax exemptions to encourage the use of gasohol for transportation purposes. This list is quite short compared to the 30 states which offered gasohol tax exemptions twenty years ago. Still, the Federal Government encourages gasohol use via a difference in the Federal tax rates of gasoline and gasohol.

Table 10.7
State Tax Exemptions for Gasohol, 2005

State	Exemption (Cents/gallon of gasohol)
Connecticut	1.0
Idaho	2.5
Iowa	1.0
South Dakota	2.0

Source:

U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2005*, November 2006, Washington, DC, Table MF-121T. (Additional resources: www.fhwa.dot.gov)

Table 10.8
Federal Excise Taxes on Motor Fuels, 2005

Fuel	Cents per gallon
Gasoline	18.40
Diesel ^a	24.40
Gasohol ^b	18.40
Other special fuels ^a	18.40
Neat alcohol (85% Alcohol)	9.25
CNG	48.54/mcf ^c
LNG	11.90
LPG	13.60

Source:

U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2005*, November 2006, Washington, DC, Table FE-21B. (Additional resources: www.fhwa.dot.gov)

^a Includes benzol, benzene, naphtha, and other liquid used a motor fuel.

^b All gasohol blends are taxed at the same rate as gasoline effective January 1, 2005.

^c Thousand cubic feet.



These states have laws and incentives for alternative fuels production and/or use.

Table 10.9
Federal and State Alternative Fuel Incentives, 2005

State	Alternative fuel - all	Biodiesel	Ethanol	Natural gas	Liquefied petroleum gas (LPG)	Electric vehicles (EV and NEV)	Hydrogen fuel cells	Blends
Federal US	16	22	20	17	17	0	20	2
Alabama	0	0	0	2	1	0	0	0
Alaska	1	1	1	1	1	2	1	0
Arizona	1	2	2	9	9	10	7	0
Arkansas	2	5	3	5	5	3	4	2
California	16	18	17	25	19	28	20	1
Colorado	5	6	6	9	7	5	5	1
Connecticut	2	2	3	8	6	6	4	0
Delaware	2	4	2	3	3	2	2	0
Dist. of Columbia	3	3	3	4	3	3	3	0
Florida	3	7	8	3	3	4	7	0
Georgia	4	5	5	6	4	6	5	0
Hawaii	4	5	8	4	5	5	5	1
Idaho	0	2	0	2	2	1	1	1
Illinois	2	9	12	5	4	5	3	2
Indiana	2	9	9	4	2	3	2	13
Iowa	6	11	14	7	6	8	6	5
Kansas	2	4	6	4	4	4	2	1
Kentucky	1	4	3	3	2	1	1	2
Louisiana	2	5	4	5	3	4	2	0
Maine	5	6	8	6	6	6	5	0
Maryland	1	4	3	1	1	2	1	0
Massachusetts	1	1	1	3	1	1	1	0
Michigan	4	8	6	4	4	4	5	4
Minnesota	4	7	9	4	4	6	5	2
Mississippi	1	3	2	5	3	1	1	0
Missouri	3	7	6	5	4	5	4	4
Montana	2	5	5	4	4	2	3	2
Nebraska	2	4	4	4	4	2	2	1
Nevada	3	3	3	4	4	3	3	0
New Hampshire	1	3	1	1	1	2	1	0
New Jersey	4	5	5	7	6	6	5	1
New Mexico	4	8	7	5	4	5	5	0
New York	9	11	12	16	10	12	12	1
North Carolina	4	11	9	5	5	5	4	5
North Dakota	0	6	3	0	0	0	1	5
Ohio	3	2	2	1	1	1	2	0
Oklahoma	4	6	7	7	7	7	4	0
Oregon	5	8	8	6	5	8	5	3
Pennsylvania	3	5	5	5	2	3	2	0
Puerto Rico	0	0	0	0	0	0	0	0
Rhode Island	4	5	4	4	4	6	4	0
South Carolina	3	6	6	3	4	4	4	1
South Dakota	0	3	2	1	2	0	0	4
Tennessee	1	5	4	3	3	2	1	0
Texas	7	8	8	11	11	8	8	1
Utah	5	5	5	7	6	7	6	0
Vermont	3	4	3	3	2	3	2	1
Virginia	7	10	9	9	7	8	7	0
Washington	6	12	9	9	8	8	6	2
West Virginia	2	2	3	3	3	3	2	1
Wisconsin	7	12	9	8	7	8	8	0
Wyoming	0	0	2	1	0	0	0	1
Totals	182	309	296	281	239	238	219	79

Source:

U.S. Department of Energy, Energy Efficiency and Renewable Energy, Alternative Fuels Data Center. (Additional resources: www.eere.energy.gov/afdc/laws/incen_laws.html)



In current dollars, import cars, on average, were less expensive than domestic cars until 1982. Since then, import prices have nearly tripled, while domestic prices have nearly doubled (current dollars).

Table 10.10
Average Price of a New Car, 1970–2005

Year	Domestic ^a		Import		Total	
	Current dollars	Constant 2005 dollars ^b	Current dollars	Constant 2005 dollars ^b	Current dollars	Constant 2005 dollars ^b
1970	3,708	18,664	2,648	13,329	3,542	17,829
1975	5,084	18,455	4,384	15,914	4,950	17,969
1980	7,609	18,034	7,482	17,733	7,574	17,951
1981	8,912	19,148	8,896	19,113	8,910	19,143
1982	9,865	19,965	9,957	20,151	9,890	20,016
1983	10,516	20,620	10,868	21,310	10,606	20,797
1984	11,079	20,825	12,336	23,188	11,375	21,381
1985	11,589	21,035	12,853	23,329	11,838	21,487
1986	12,319	21,952	13,670	24,359	12,652	22,545
1987	12,922	22,215	14,470	24,877	13,386	23,013
1988	13,418	22,152	15,221	25,128	13,932	23,000
1989	13,936	21,949	15,510	24,428	14,371	22,634
1990	14,489	21,650	16,640	24,865	15,042	22,477
1991	15,192	21,784	16,327	23,412	15,475	22,190
1992	15,644	21,777	18,593	25,882	16,336	22,740
1993	15,976	21,592	20,261	27,384	16,871	22,802
1994	16,930	22,311	21,989	28,977	17,903	23,593
1995	16,864	21,611	23,202	29,733	17,959	23,014
1996	17,468	21,743	26,205	32,618	18,777	23,373
1997	17,907	21,790	27,722	33,733	19,531	23,766
1998	18,479	22,141	29,614	35,482	20,364	24,399
1999	18,630	21,839	28,931	33,915	20,658	24,217
2000	18,897	21,432	27,767	31,492	20,427	23,167
2001	18,757	20,685	27,563	30,396	20,962	23,116
2002	18,896	20,514	27,439	29,788	21,253	23,072
2003	18,877	20,036	27,869	29,581	21,339	22,649
2004	19,022	19,666	28,130	29,083	21,631	22,364
2005	19,431	19,431	28,542	28,542	22,013	22,013
Average annual percentage change						
1970–2005	4.8%	0.1%	7.0%	2.2%	5.4%	0.6%
1995–2005	1.4%	-1.1%	2.1%	-0.4%	2.1%	-0.4%

Source:

U.S. Department of Commerce, Bureau of Economic Analysis, *National Income and Product Accounts*, underlying detail estimates for Motor Vehicle Output, Washington, DC, 2004. (Additional resources: www.stat-usa.gov)

^a Includes transplants.

^b Adjusted by the Consumer Price Inflation Index.



The total cost of operating an car is the sum of the fixed cost (depreciation, insurance, finance charge, and license fee) and the variable cost (gas and oil, tires, and maintenance), which is related to the amount of travel. The gas and oil share of total cost in 2006 was 15.3%.

Table 10.11
Car Operating Cost per Mile, 1985–2006

Model year	Constant 2006 dollars per 10,000 miles ^a			Total cost per mile ^b (constant 2006 cents ^a)	Percentage gas and oil of total cost
	Variable cost	Fixed cost	Total cost		
1985	1,502	4,172	5,674	56.74	19.9%
1986	1,265	4,476	5,741	57.41	15.1%
1987	1,255	4,362	5,617	56.17	14.7%
1988	1,453	5,573	7,027	70.27	13.6%
1989	1,420	5,182	6,602	66.02	14.2%
1990	1,431	5,549	6,980	69.80	13.2%
1991	1,577	5,798	7,375	73.75	14.6%
1992	1,388	5,837	7,225	72.25	12.6%
1993	1,362	5,509	6,871	68.71	12.7%
1994	1,308	5,512	6,820	68.20	11.8%
1995	1,339	5,588	6,927	69.27	11.7%
1996	1,306	5,704	7,010	70.10	10.9%
1997	1,429	5,752	7,194	71.94	12.1%
1998	1,375	5,818	7,180	71.80	11.1%
1999	1,331	5,853	7,185	71.85	9.8%
2000	1,509	5,843	7,352	73.52	11.6%
2001	1,646	5,592	7,238	72.38	13.2%
2002	1,381	5,706	7,088	70.88	9.7%
2003	1,491	5,560	7,051	70.51	11.6%
2004	1,412	6,312	7,724	77.24	9.4%
2005	1,545	5,930	7,475	74.75	12.0%
2006	1,612	5,001	6,613	66.13	15.3%
Average annual percentage change					
1985–2006	0.3%	0.9%	0.7%	0.7%	

Source:

Ward's Communications, *Motor Vehicle Facts and Figures 2006*, Southfield, Michigan, 2006, p. 65, and annual. Original data from AAA "Your Driving Costs."

^a Adjusted by the Consumer Price Inflation Index.

^b Based on 10,000 miles per year.



While the previous table shows costs per *mile*, this table presents costs per *year* for fixed costs associated with car operation. For 2006 model year autos, the fixed cost is almost \$16 per day.

Table 10.12
Fixed Car Operating Costs per Year, 1975–2006
(constant 2006 dollars)^a

Model year	Insurance ^b	License, registration & taxes	Depreciation	Finance charge	Total	Average fixed cost per day
1975	1,435	112	2,897	^c	4,444	12.18
1980	1,199	201	2,540	^c	4,974	13.63
1985	871	206	2,364	1,001	4,442	12.18
1986	936	239	2,428	1,172	4,775	13.08
1987	949	227	2,651	933	4,761	13.04
1988	976	237	3,040	963	5,216	14.30
1989	1,049	234	3,281	956	5,520	15.12
1990	1,038	255	3,636	1,049	5,977	16.38
1991	1,048	249	3,706	1,282	5,397	14.79
1992	1,131	250	3,904	1,144	6,429	17.62
1993	1,038	248	3,948	935	6,169	16.91
1994	1,046	264	3,999	881	6,191	16.96
1995	1,036	269	4,065	907	6,277	17.20
1996	1,086	276	4,073	923	6,358	17.42
1997	1,064	271	4,110	965	6,410	17.56
1998	1,113	280	4,161	1,006	6,559	17.97
1999	1,174	273	4,158	1,002	6,607	18.10
2000	1,136	261	4,088	994	6,479	17.75
2001	1,128	237	4,039	986	6,390	17.51
2002	1,136	225	4,170	928	6,459	17.69
2003	1,207	225	4,096	815	6,343	17.38
2004	1,711	443	4,036	791	6,981	19.12
2005	1,330	402	4,004	763	6,498	17.81
2006	926	535	3,392	716	5,569	15.26
<i>Average annual percentage change</i>						
1975–2006	-1.4%	5.2%	0.5%	^c	0.7%	0.7%
1996–2006	-1.1%	6.8%	-1.8%	-2.5%	-1.3%	-1.3%

Source:

Ward's Communications, *Motor Vehicle Facts and Figures 2006*, Southfield, Michigan, 2006, p. 65 and annual.
Original data from AAA "Your Driving Costs."

^a Adjusted by the Consumer Price Inflation Index.

^b Fire & Theft: \$50 deductible 1975 through 1977; \$100 deductible 1978 through 1992; \$250 deductible for 1993 – on. Collision: \$100 deductible through 1977; \$250 deductible 1978 through 1992; \$500 deductible for 1993 – on. Property Damage & Liability: coverage = \$100,000/\$300,000.

^c Data are not available.



Table 10.13
Personal Consumption Expenditures, 1970–2006
(billion dollars)

Year	Personal consumption expenditures		Transportation personal consumption expenditures		Transportation PCE as a percent of PCE
	Current	Constant 2006 ^a	Current	Constant 2006 ^a	
1970	648.5	3,369.5	81.4	422.9	12.6%
1980	1,757.1	4,298.9	238.9	584.5	13.6%
1990	3,839.9	5,922.9	471.7	727.6	12.3%
2000	6,739.4	7,890.0	853.5	999.2	12.7%
2001	7,055.0	8,031.0	872.3	993.0	12.4%
2002	7,350.7	8,237.4	882.2	988.6	12.0%
2003	7,703.6	8,440.5	921.7	1,009.9	12.0%
2004	8,211.5	8,763.6	976.1	1,041.7	11.9%
2005	8,742.4	9,024.4	1,048.8	1,082.6	12.0%
2006	9,270.8	9,270.8	1,098.2	1,098.2	11.8%

Source:

U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts, Table 2.3.5, <http://www.bea.doc.gov/bea/dn/nipaweb>.

Note: Transportation PCE includes the following categories: transportation, motor vehicles and parts, and gasoline and oil.

Table 10.14
Consumer Price Indices, 1970–2006
(1970 = 1.000)

Year	Consumer Price Index	Transportation Consumer Price Index ^b	New vehicle Consumer Price Index	Used vehicle Consumer Price Index	Gross National Product Index
1970	1.000	1.000	1.000	1.000	1.000
1980	2.124	2.216	1.667	1.997	2.706
1990	3.369	3.213	2.286	3.769	5.575
2000	4.438	4.088	2.689	4.994	9.422
2002	4.637	4.077	2.637	4.872	10.037
2003	4.742	4.203	2.597	4.580	10.553
2004	4.869	4.349	2.582	4.272	11.241
2005	5.034	4.637	2.597	4.468	11.937
2006	5.196	4.824	2.591	4.487	^c

Source:

Bureau of Labor Statistics, Consumer Price Index Table 1A for 2006, and annual.

(Additional resources: www.bls.gov)

GNP – U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts, Table 1.7.5. (Additional resources: www.bea.doc.gov)

^a Adjusted by the GNP price deflator.

^b Transportation Consumer Price Index includes new and used cars, gasoline, auto insurance rates, intracity mass transit, intracity bus fare, and airline fares.

^c Data are not available.



The data below were summarized from the Bureau of Labor Statistics (BLS) Current Employment Statistics Survey data using the North American Industry Classification System (NAICS). Transportation-related employment was 7.7% of total employment in 2006.

Table 10.15
Transportation-related Employment, 1996 and 2006
(thousands)

	1996	2006
Truck transportation	1,282.4	1,437.3
Transit and ground transportation	339.1	394.3
Air transportation	525.7	486.5
Rail transportation	225.2	225.1
Water transportation	51.0	64.1
Pipeline transportation	51.4	39.0
Motor vehicle and parts - retail	1,685.6	1,907.8
Motor vehicles and parts - wholesale	342.5	349.2
Gasoline stations - retail	946.4	886.9
Automotive repair and maintenance	781.4	887.4
Automotive equipment rental and leasing	179.8	199.5
Manufacturing	2,058.3	1,825.4
<i>Autos and light trucks</i>	241.9	2,199.5
<i>Heavy-duty trucks</i>	43.5	36.1
<i>Motor vehicle bodies and trailers</i>	155.1	180.2
<i>Motor vehicle parts</i>	799.9	654.2
<i>Aerospace products and parts</i>	514.2	471.6
<i>Railroad rolling stock</i>	33.4	28.0
<i>Ship & boat building</i>	145.4	155.5
<i>All other transportation equipment</i>	40.5	39.6
<i>Tires</i>	84.4	60.7
Oil and gas pipeline construction	72.1	81.4
Highway street and bridge construction	287.5	349.2
Scenic & sightseeing	23.2	27.1
Support activities for transportation	445.8	570.7
Couriers and messengers	539.9	584.4
Travel arrangement and reservation services	294.3	227.0
Total transportation-related employment	10,131.6	10,516.3
Total nonfarm employment	119,708.0	136,171.0
Transportation-related to total employment	8.5%	7.7%

Source:

Bureau of Labor Statistics web site query system: www.bls.gov/ces/cesnaics.htm.
 (Additional resources: www.bls.gov)



Chapter 11

Greenhouse Gas Emissions

Summary Statistics from Tables in this Chapter

Source			
Table 11.1	Carbon dioxide emissions (million metric tonnes)	1990	2003
	<i>United States</i>	<i>4,978</i>	<i>5,796</i>
	<i>OECD Europe</i>	<i>4,089</i>	<i>4,264</i>
	<i>China</i>	<i>2,241</i>	<i>3,541</i>
	<i>Russia</i>	<i>2,334</i>	<i>1,606</i>
	<i>Japan</i>	<i>1,011</i>	<i>1,206</i>
	<i>Non-OECD Europe</i>	<i>1,859</i>	<i>1,118</i>
	<i>India</i>	<i>578</i>	<i>1,023</i>
Table 11.4	Transportation share of U.S. carbon dioxide emissions from fossil fuel consumption		
	<i>1990</i>		<i>31.4%</i>
	<i>1995</i>		<i>31.6%</i>
	<i>2000</i>		<i>31.9%</i>
	<i>2005</i>		<i>32.9%</i>



The U. S. accounted for 23.4% of the World's carbon dioxide emissions in 1990 and 23.1% in 2003. Nearly half (43%) of the U.S. carbon emissions are from oil use.

Table 11.1
World Carbon Dioxide Emissions, 1990 and 2003

	1990		2003	
	Million metric tons	Percent of emissions from oil use	Million metric tons	Percent of emissions from oil use
United States	4,978	44%	5,796	43%
Canada	474	47%	596	46%
Mexico	300	77%	405	64%
OECD ^a Europe	4,089	46%	4,264	49%
OECD ^a Asia	234	60%	470	52%
Japan	1,011	66%	1,206	55%
Australia/New Zealand	291	38%	415	33%
Russia	2,334	34%	1,606	22%
Non-OECD ^a Europe	1,859	31%	1,118	28%
China	2,241	15%	3,541	30%
India	578	28%	1,023	30%
Non-OECD ^a Asia	1,807	57%	1,508	54%
Middle East	704	70%	1,182	60%
Africa	649	46%	893	42%
Central & South America	673	75%	1,006	71%
Total World	21,223	42%	25,028	42%

Source:

U.S. Department of Energy, Energy Information Administration, *International Energy Outlook 2006*, Washington, DC, June 2006, Tables A10 and A11. (Additional resources: www.eia.doe.gov)

^a OECD is the Organization for Economic Cooperation and Development. See Glossary for included countries.



Global Warming Potentials (GWP) were developed to allow comparison of the ability of each greenhouse gas to trap heat in the atmosphere relative to carbon dioxide. Extensive research has been performed and it has been discovered that the effects of various gases on global warming are too complex to be precisely summarized by a single number. Further understanding of the subject also causes frequent changes to estimates. Despite that, the scientific community has developed approximations, which are shown below. Most analysts use the 100-year time horizon.

Table 11.2
Numerical Estimates of Global Warming Potentials Compared with Carbon Dioxide
(kilogram of gas per kilogram of carbon dioxide)

Gas	Lifetime (years)	Global warming potential direct effect for time horizons of		
		20 years	100 years	500 years
Carbon Dioxide (CO ₂)	5-200 ^a	1	1	1
Methane (CH ₄)	12	62	23	7
Nitrous Oxide (N ₂ O)	114	275	296	156
HFCs ^b , PFCs ^c , and Sulfur Hexafluoride				
HFC-23	260	9,400	12,000	10,000
HFC-125	29	5,900	3,400	1,100
HFC-134a	14	3,300	1,300	400
HFC-152a	1	410	120	37
HFC-227ea	33	5,600	3,500	1,100
Perfluoromethane (CF ₄)	50,000	3,900	5,700	8,900
Perfluoroethane (C ₂ F ₆)	10,000	8,000	11,900	18,000
Sulfur hexafluoride (SF ₆)	3,200	15,100	22,200	32,400

Source:

U.S. Department of Energy, Energy Information Administration, *Emissions of Greenhouse Gases in the United States 2005*, Washington, DC, November 2006, Table 4. Original source:
 Intergovernmental Panel on Climate Change; *Climate Change 2001: The Scientific Basis*
 (Cambridge, UK: Cambridge University Press, 2000), pp. 38 and 388-389.
 (Additional resources: www.eia.doe.gov, www.ipcc.ch)

Note: The typical uncertainty for global warming potentials is estimated by the Intergovernmental Panel on Climate Change ± 35 percent.

^a No single lifetime can be defined for carbon dioxide due to different rates of uptake by different removal processes.

^b Hydrofluorocarbons

^c Perfluorocarbons



Carbon dioxide emissions in 2004 were 20% higher than in 1990. Carbon dioxide accounts for the majority of greenhouse gases.

Table 11.3
Estimated U.S. Emissions of Greenhouse Gases, 1990–2004
 (million metric tons of gas^a)

Greenhouse gas	1990	1995	2000	2001	2002	2004 ^b
Carbon dioxide	4,990.6	5,308.5	5,853.4	5,767.0	5,814.7	5,988.7
Methane	30.5	29.2	26.6	26.0	26.1	26.4
Nitrous oxide	1.1	1.2	1.2	1.1	1.1	1.2
HFCs, PFCs, and SF ₆ ^c	87.1	94.9	133.9	138.0	137.8	149.5

Source:

U.S. Department of Energy, Energy Information Administration, *Emissions of Greenhouse Gases in the United States, 2005*, Washington, DC, November 2006, Tables ES1 and ES2. (Additional resources: www.eia.doe.gov)

^a Gases that contain carbon can be measured either in terms of the full molecular weight of the gas or just in terms of their carbon content. See Appendix B, Table B.5 for details.

^b Preliminary

^c Carbon dioxide equivalent. HFC-hydrofluorocarbons. PFC-perfluorocarbons. SF₆-sulfur hexafluoride.



Gases which contain carbon can be measured in terms of the full molecular weight of the gas or just in terms of their carbon content. This table presents carbon dioxide gas. The ratio of the weight of carbon to carbon dioxide is 0.2727. The transportation sector accounts for approximately one-third of carbon emissions.

Table 11.4
U.S. Carbon Emissions from Fossil Energy Consumption
by End-Use Sector, 1990–2005^a
(million metric tons of carbon dioxide)

End use sector	1990	1995	2000	2001	2002	2003	2004	2005
Residential	953.7	1,030.7	1,171.9	1,161.1	1,186.4	1,214.0	1,213.9	1,253.8
Commercial	780.7	841.1	1,006.4	1,014.2	1,009.4	1,020.3	1,034.1	1,050.6
Industrial	1,683.6	1,728.6	1,778.0	1,702.8	1,684.7	1,688.0	1,736.0	1,682.3
Transportation	1,566.8	1,665.3	1,854.0	1,831.7	1,871.7	1,878.2	1,939.2	1,958.6
Percentage	31.4%	31.6%	31.9%	32.1%	32.5%	32.4%	32.7%	32.9%
All sectors	4,984.8	5,265.7	5,810.3	5,709.8	5,752.2	5,800.5	5,923.2	5,945.3

Source:

U.S. Department of Energy, Energy Information Administration, *Emissions of Greenhouse Gases in the United States, 2005*, Washington, DC, November 2006, Table 6, and annual. (Additional resources: www.eia.doe.gov)

^a Includes energy from petroleum, coal, and natural gas. Electric utility emissions are distributed across consumption sectors.



Most U.S. transportation sector carbon dioxide emissions come from petroleum fuels (98%). Motor gasoline has been responsible for about 60% of U.S. carbon dioxide emissions over the last twenty years.

Table 11.5
U.S. Carbon Emissions from Energy Use in the Transportation Sector, 1990–2004
 (million metric tons of carbon dioxide)

Fuel	1990		1995		2004	
	Emissions	Percentage	Emissions	Percentage	Emissions	Percentage
Petroleum						
Motor gasoline	952.1	60.8%	1,019.4	61.2%	1,169.0	60.3%
LPG ^a	1.3	0.1%	1.0	0.1%	1.1	0.1%
Jet fuel	220.4	14.1%	219.9	13.2%	237.4	12.2%
Distillate fuel	265.1	16.9%	303.8	18.2%	429.6	22.2%
Residual fuel	79.3	5.1%	71.0	4.3%	57.7	3.0%
Lubricants	6.5	0.4%	6.2	0.4%	5.6	0.3%
Aviation gas	3.1	0.2%	2.7	0.2%	2.1	0.1%
Subtotal	1,527.8	97.5%	1,624.0	97.5%	1,902.5	98.1%
Other energy						
Natural gas	35.9	2.3%	38.2	2.3%	32.1	1.7%
Electricity ^b	3.2	0.2%	3.2	0.2%	4.6	0.2%
Total	1,566.9	100.0%	1,666.4	100.0%	1,939.2	100.0%

Source:

U.S. Department of Energy, Energy Information Administration, *Emissions of Greenhouse Gases in the United States, 2005*, Washington, DC, November 2006, Table 10, and annual. (Additional resources: www.eia.doe.gov)

^a Liquified petroleum gas.

^b Share of total electric utility carbon dioxide emissions weighted by sales to the transportation sector.

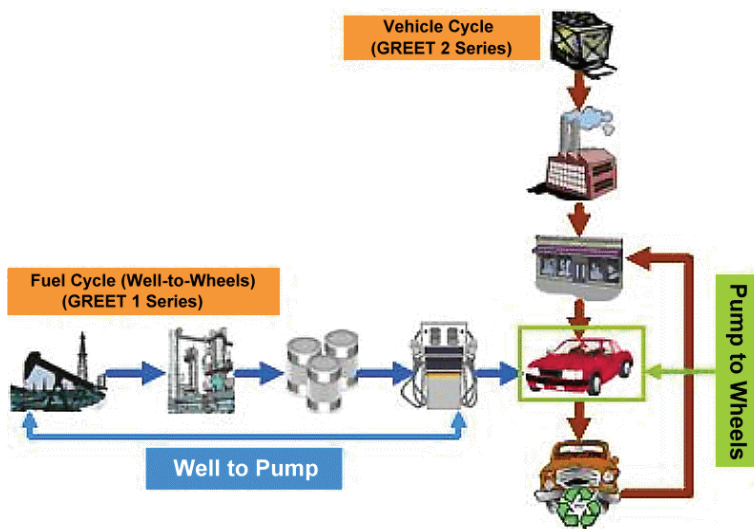


The Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation (GREET) Model

<http://www.transportation.anl.gov/software/GREET/>

Sponsored by the U.S. Department of Energy's Office of Energy Efficiency and Renewable Energy (EERE), Argonne has developed a full life-cycle model called GREET (Greenhouse gases, Regulated Emissions, and Energy use in Transportation). It allows researchers and analysts to evaluate energy and emission impacts of various vehicle and fuel combinations on a full fuel-cycle/vehicle-cycle basis. The first version of GREET was released in 1996. Since then, Argonne has continued to update and expand the model. The most recent GREET versions are GREET 1.7 version for fuel-cycle analysis and GREET 2.7 version for vehicle-cycle analysis.

Figure 11.1. GREET Model



For a given vehicle and fuel system, GREET separately calculates the following:

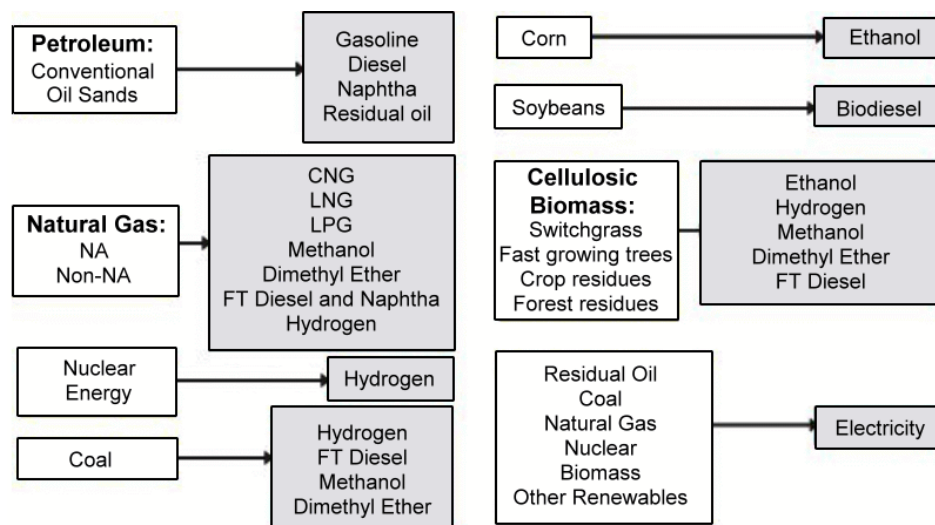
- Consumption of total energy (energy in non-renewable and renewable sources), fossil fuels (petroleum, natural gas, and coal together), petroleum, coal and natural gas.
- Emissions of CO₂-equivalent greenhouse gases - primarily carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O).
- Emissions of six criteria pollutants: volatile organic compounds (VOCs), carbon monoxide (CO), nitrogen oxide (NO_x), particulate matter with size smaller than 10 micron (PM₁₀), particulate matter with size smaller than 2.5 micron (PM_{2.5}), and sulfur oxides (SO_x).



GREET includes more than 100 fuel production pathways and more than 70 vehicle/fuel systems. These vehicle/fuel systems cover all major vehicle technologies in the market and R&D arena:

- Conventional spark-ignition engines
- Direct-injection, spark-ignition engines
- Direct injection, compression-ignition engines
- Grid-independent hybrid electric vehicles
- Grid-connected (or plug-in) hybrid electric vehicles
- Battery-powered electric vehicles
- Fuel-cell vehicles

Figure 11.2. GREET Model Feedstocks and Fuels



To address technology improvements over time, GREET simulates vehicle/fuel systems over the period from 1990 to 2020, in five-year intervals.

For additional information about the GREET model, see the GREET website, or contact:

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Chapter 12

Criteria Air Pollutants

Summary Statistics from Tables in this Chapter

Source		
Table 12.1	Transportation's share of U.S. emissions, 2002	
	<i>CO</i>	77.3%
	<i>NO_x</i>	54.3%
	<i>VOC</i>	43.7%
	<i>NH₃</i>	8.8%
	<i>PM-2.5</i>	6.5%
	<i>SO₂</i>	4.5%
	<i>PM-10</i>	2.3%

Note: The Environmental Protection Agency's latest National Emissions Inventory data are for 2002. No later data are available.



Transportation accounts for the majority of carbon monoxide and nitrogen oxide emissions. Highway vehicles are responsible for the largest share of transportation emissions.

Table 12.1
Total National Emissions of the Criteria Air Pollutants by Sector, 2002
 (millions of short tons/percentage)

Sector	CO	NO _x	VOC	PM-10	PM-2.5	SO ₂	NH ₃
Highway vehicles	62.16	7.37	4.54	0.20	0.15	0.28	0.29
	55.5%	34.9%	27.5%	0.9%	2.2%	1.8%	8.0%
Aircraft	0.26	0.08	0.02	0.00	0.00	0.01	0.00
	0.2%	0.4%	0.1%	0.0%	0.0%	0.1%	0.0%
Railroads	0.09	0.89	0.03	0.02	0.02	0.06	0.00
	0.1%	4.2%	0.2%	0.1%	0.3%	0.3%	0.0%
Vessels	0.13	1.01	0.03	0.04	0.04	0.16	0.00
	0.1%	4.8%	0.2%	0.2%	0.6%	1.0%	0.0%
Other off-highway	23.97	2.11	2.61	0.24	0.23	0.21	0.03
	21.4%	10.0%	15.8%	1.1%	3.3%	1.3%	0.8%
Transportation total	86.61	11.45	7.23	0.52	0.43	0.70	0.29
	77.3%	54.3%	43.7%	2.3%	6.5%	4.5%	8.8%
Stationary source fuel combustion	4.43	8.29	1.01	1.37	1.16	13.17	0.02
	4.0%	39.3%	6.1%	6.2%	17.2%	85.8%	0.4%
Industrial processes	2.66	0.85	6.96	0.68	0.42	1.37	0.07
	2.4%	4.0%	42.1%	3.1%	6.2%	8.9%	1.9%
Waste disposal and recycling total	1.85	0.15	0.46	0.44	0.42	0.03	0.01
	1.6%	0.7%	2.8%	2.0%	6.2%	0.2%	1.3%
Miscellaneous	16.50	0.36	0.88	19.14	4.31	0.09	3.21
	14.7%	1.7%	5.3%	86.4%	64.0%	0.6%	89.3%
Total of all sources	112.05	21.10	16.54	22.15	6.73	15.35	3.60
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source:

U. S. Environmental Protection Agency, National Emission Inventory Air Pollutant Emission Trends website
www.epa.gov/ttn/chieftrends (Additional resources: www.epa.gov/oar/oaqps)

Note: CO = Carbon monoxide. NO_x = Nitrogen oxides. PM-10 = Particulate matter less than 10 microns.
 PM-2.5 = Particulate matter less than 2.5 microns. SO₂ = Sulfur dioxide. VOC = Volatile organic compounds.
 NH₃ = Ammonia.



The transportation sector accounted for more than 77% of the nation's carbon monoxide (CO) emissions in 2002. Highway vehicles are by far the source of the greatest amount of CO. For details on the highway emissions of CO, see Table 12.3.

Table 12.2
Total National Emissions of Carbon Monoxide, 1970–2002^a
(million short tons)

Source category	1970	1980	1990	1995	2000	2002	Percent of total, 2002
Highway vehicles	163.23	143.83	110.26	83.88	68.06	62.16	55.5%
Aircraft	0.17	0.21	0.24	0.25	0.27	0.26	0.2%
Railroads	0.11	0.12	0.09	0.10	0.10	0.09	0.1%
Vessels ^b	0.13	0.13	0.13	0.14	0.13	0.13	0.1%
Other off-highway	10.96	16.23	20.98	23.39	23.68	23.97	21.4%
Transportation total	174.60	160.51	131.70	107.76	92.24	86.61	77.3%
Stationary fuel combustion total	4.63	7.30	5.51	5.93	4.78	4.43	4.0%
Industrial processes total	9.84	6.95	4.77	4.61	2.63	2.66	2.4%
Waste disposal and recycling total	7.06	2.30	1.08	1.19	1.85	1.85	1.6%
Miscellaneous total	7.91	8.34	11.12	7.30	12.96	16.50	14.7%
Total of all sources	204.04	185.41	154.19	126.78	114.47	112.05	100.0%

Source:

U. S. Environmental Protection Agency, National Emission Inventory Air Pollutant Emission Trends website
www.epa.gov/ttn/chief/trends (Additional resources: www.epa.gov/oar/oaqps)

^a The sums of subcategories may not equal total due to rounding.

^b Recreational marine vessels.



Though gasoline-powered light vehicles continue to be responsible for the majority of carbon monoxide emissions from highway vehicles, the total pollution from light vehicles in 2002 is less than half what it was in 1970. This is despite the fact that there were many more light vehicles on the road in 2002.

Table 12.3
Emissions of Carbon Monoxide from Highway Vehicles, 1970–2002^a
(million short tons)

Source category	1970	1980	1990	1995	2000	2002	Percent of total, 2002
Gasoline powered							
Light vehicles & motorcycles	119.14	98.21	67.24	46.54	36.40	34.40	55.3%
Light trucks ^b	22.27	28.83	32.23	29.81	27.04	24.19	38.9%
Heavy vehicles	21.27	15.35	8.92	5.96	3.42	2.55	4.1%
Total	162.68	142.39	108.39	82.31	66.86	61.15	98.4%
Diesel powered							
Light vehicles	0.01	0.03	0.04	0.02	0.01	0.01	0.0%
Light trucks ^b	0.06	0.05	0.03	0.02	0.01	0.01	0.0%
Heavy vehicles	0.49	1.36	1.81	1.53	1.19	1.12	1.6%
Total	0.56	1.43	1.87	1.57	1.20	1.13	1.6%
Total							
Highway vehicle total	163.23	143.83	110.26	83.88	68.06	62.16	100.0%
Percent diesel	0.3%	1.0%	1.7%	1.9%	1.8%	1.6%	

Source:

U. S. Environmental Protection Agency, National Emission Inventory Air Pollutant Emission Trends website
www.epa.gov/ttn/chief/trends (Additional resources: www.epa.gov/oar/oaqps)

^a The sums of subcategories may not equal total due to rounding.

^b Less than 8,500 pounds.



The transportation sector accounted for over half of the nation's nitrogen oxide (NO_x) emissions in 2002, with the majority coming from highway vehicles. For details on the highway emissions of NO_x, see Table 12.5.

Table 12.4
Total National Emissions of Nitrogen Oxides, 1970–2002^a
(million short tons)

Source category	1970	1980	1990	1995	2000	2002	Percent of total, 2002
Highway vehicles	12.64	11.49	9.59	8.88	8.39	7.37	34.9%
Railroads	1.14	1.19	0.95	1.03	1.00	0.89	4.2%
Other off-highway	1.52	2.17	2.84	3.08	3.17	3.20	15.2%
Transportation total	15.29	14.85	13.27	12.99	12.56	11.45	54.3%
Stationary fuel combustion total	10.06	11.32	10.89	10.83	8.82	8.29	39.3%
Industrial processes total	0.78	0.56	0.80	0.77	0.81	0.85	4.0%
Waste disposal and recycling total	0.44	0.11	0.09	0.10	0.13	0.15	0.7%
Miscellaneous total	0.33	0.25	0.37	0.27	0.28	0.36	1.7%
Total of all sources	26.90	27.08	25.53	24.96	22.60	21.10	100.0%

Source:

U. S. Environmental Protection Agency, National Emission Inventory Air Pollutant Emission Trends website www.epa.gov/ttn/chief/trends (Additional resources: www.epa.gov/oar/oaqps)

^a The sums of subcategories may not equal total due to rounding.



Heavy diesel-powered vehicles were responsible for nearly one-half (46%) of highway vehicle nitrogen oxide emissions in 2002, while light gasoline vehicles were responsible for the rest.

Table 12.5
Emissions of Nitrogen Oxides from Highway Vehicles, 1970–2002^a
 (million short tons)

Source category	1970	1980	1990	1995	2000	2002	Percent of total, 2002
Gasoline powered							
Light vehicles & motorcycles	8.54	6.63	4.26	3.05	2.31	2.17	29.4%
Light trucks ^b	1.54	1.58	1.50	1.46	1.44	1.40	19.0%
Heavy vehicles	0.72	0.62	0.57	0.52	0.45	0.40	5.5%
Total	10.81	8.83	6.33	5.03	4.20	3.97	53.9%
Diesel powered							
Light vehicles	0.00	0.03	0.04	0.02	0.01	0.01	0.1%
Light trucks ^b	0.07	0.05	0.02	0.01	0.01	0.01	0.1%
Heavy vehicles	1.76	2.59	3.19	3.82	4.18	3.38	45.9%
Total	1.83	2.66	3.26	3.85	4.19	3.39	46.1%
Total							
Highway vehicle total	12.64	11.49	9.59	8.88	8.39	7.37	100.0%
Percent diesel	14.5%	23.1%	34.0%	43.4%	49.9%	46.1%	

Source:

U. S. Environmental Protection Agency, National Emission Inventory Air Pollutant Emission Trends website www.epa.gov/ttn/chief/trends (Additional resources: www.epa.gov/oar/oaqps)

^a The sums of subcategories may not equal total due to rounding.

^b Less than 8,500 pounds.



The transportation sector accounted for over 40% of the nation's volatile organic compound (VOC) emissions in 2002, with the majority coming from highway vehicles. For details on the highway emissions of VOC, see Table 12.7.

Table 12.6
Total National Emissions of Volatile Organic Compounds, 1970–2002^a
(million short tons)

Source category	1970	1980	1990	1995	2000	2002	Percent of total, 2002
Highway vehicles	16.91	13.87	9.39	6.75	5.33	4.54	27.5%
Off-highway	1.62	2.19	2.66	2.89	2.64	2.69	16.2%
Transportation total	18.53	16.06	12.05	9.64	7.97	7.23	43.7%
Stationary fuel combustion total	0.72	1.05	1.01	1.07	1.18	1.01	6.1%
Industrial processes total	12.33	12.10	9.01	9.71	10.21	6.96	42.1%
Waste disposal and recycling total	1.98	0.76	0.99	1.07	0.42	0.46	2.8%
Miscellaneous total	1.10	1.13	1.06	0.55	0.73	0.88	5.3%
Total of all sources	34.66	31.11	24.11	22.04	20.51	16.54	100.0%

Source:

U. S. Environmental Protection Agency, National Emission Inventory Air Pollutant Emission Trends website www.epa.gov/ttn/chief/trends (Additional resources: www.epa.gov/oar/oaqps)

^a The sum of subcategories may not equal total due to rounding. The EPA's definition of volatile organic compounds excludes methane, ethane, and certain other nonphotochemically reactive organic compounds.



Gasoline-powered vehicles are responsible for 95% of highway vehicle emissions of volatile organic compounds. VOC emissions from highway vehicles in 2002 were less than half the 1990 level.

Table 12.7
Emissions of Volatile Organic Compounds from Highway Vehicles, 1970–2002^a
(thousand short tons)

Source category	1970	1980	1990	1995	2000	2002	Percent of total, 2002
Gasoline powered							
Light vehicles & motorcycles	11,996	9,304	5,690	3,768	2,903	2,496	55.0%
Light trucks ^b	2,776	2,864	2,617	2,225	1,929	1,638	36.1%
Heavy vehicles	1,679	1,198	633	421	256	201	4.4%
Total	16,451	13,366	8,940	6,414	5,088	4,335	95.4%
Diesel powered							
Light vehicles	8	16	18	9	3	3	0.1%
Light trucks ^b	41	28	15	10	4	6	0.1%
Heavy vehicles	411	459	415	315	230	198	4.4%
Total	460	503	448	335	238	207	4.6%
Total							
Highway vehicle total	16,911	13,869	9,388	6,749	5,326	4,542	100.0%
Percent diesel	2.7%	3.6%	4.8%	5.0%	4.5%	4.6%	

Source:

U. S. Environmental Protection Agency, National Emission Inventory Air Pollutant Emission Trends website www.epa.gov/ttn/chief/trends (Additional resources: www.epa.gov/oar/oaqps)

^a The sums of subcategories may not equal total due to rounding.

^b Less than 8,500 pounds.



The transportation sector accounted for only 2% of the nation's particulate matter (PM-10) emissions in 2002. For details on the highway emissions of PM-10, see Table 12.9.

Table 12.8
Total National Emissions of Particulate Matter (PM-10), 1970–2002^a
(million short tons)

Source category	1970	1980	1990	1995	2000	2002	Percent of total, 2002
Highway vehicles	0.48	0.43	0.39	0.30	0.23	0.20	0.9%
Off-highway	0.16	0.26	0.33	0.34	0.32	0.31	1.4%
Transportation total	0.64	0.69	0.72	0.64	0.55	0.52	2.3%
Stationary fuel combustion total	2.87	2.45	1.20	1.18	1.47	1.37	6.2%
Industrial processes total	7.67	2.75	1.04	0.95	0.71	0.68	3.1%
Waste disposal and recycling total	1.00	0.27	0.27	0.29	0.36	0.44	2.0%
Fugitive dust	^b	^b	18.06	17.01	14.31	13.27	59.9%
Other miscellaneous	^b	^b	6.47	5.75	6.34	5.86	27.7%
Miscellaneous total	0.84	0.85	24.54	22.77	20.65	19.14	86.4%
Total of all sources	13.02	7.01	27.75	25.82	23.75	22.15	100.0%

Source:

U. S. Environmental Protection Agency, National Emission Inventory Air Pollutant Emission Trends website www.epa.gov/ttn/chief/trends (Additional resources: www.epa.gov/oar/oaqps)

Note: Because PM-10 is fine particle matter less than 10 microns, it also includes PM-2.5. Specific data for PM-2.5 are shown on Tables 12.10 and 12.11.

^a Fine particle matter less than 10 microns. The sums of subcategories may not equal total due to rounding.

^b Data are not available.



Since the mid-1980's, diesel-powered vehicles have been responsible for more than half of highway vehicle emissions of particulate matter (PM-10). Heavy vehicles are clearly the main source.

Table 12.9
Emissions of Particulate Matter (PM-10) from Highway Vehicles, 1970–2002^a
 (thousand short tons)

Source category	1970	1980	1990	1995	2000	2002	Percent of total, 2002
Gasoline powered							
Light vehicles & motorcycles	249	141	57	53	51	52	25.5%
Light trucks ^b	74	49	31	32	32	30	14.7%
Heavy vehicles	44	30	17	13	10	9	4.4%
Total	367	220	104	98	93	91	44.6%
Diesel powered							
Light vehicles	2	9	11	4	1	1	0.5%
Light trucks ^b	19	12	5	3	1	1	0.5%
Heavy vehicles	92	191	268	199	135	111	54.4%
Total	113	212	284	206	137	113	55.5%
Total							
Highway vehicle total	480	432	389	304	230	204	100.0%
Percent diesel	23.5%	49.1%	73.0%	67.7%	59.5%	55.3%	

Source:

U. S. Environmental Protection Agency, National Emission Inventory Air Pollutant Emission Trends website www.epa.gov/ttn/chief/trends (Additional resources: www.epa.gov/oar/oaqps)

Note: Because PM-10 is fine particle matter less than 10 microns, it also includes PM-2.5. Specific data for PM-2.5 are shown on Tables 12.10 and 12.11.

^a The sums of subcategories may not equal total due to rounding.

^b Less than 8,500 pounds.



The transportation sector accounted for only 6% of the nation's particulate matter (PM-2.5) emissions in 2002. For details on the highway emissions of PM-2.5, see Table 12.11.

Table 12.10
Total National Emissions of Particulate Matter (PM-2.5), 1990–2002
(million short tons)

Source category	1990	1995	2000	2002	Percent of total, 2002
Highway vehicles	0.32	0.25	0.17	0.15	2.2%
Off-highway	0.30	0.31	0.30	0.29	4.2%
Transportation total	0.62	0.56	0.47	0.43	6.4%
Stationary fuel combustion total	0.91	0.90	1.29	1.16	17.2%
Industrial processes total	0.56	0.50	0.50	0.42	6.2%
Waste disposal and recycling total	0.23	0.25	0.33	0.42	6.2%
Fugitive dust	3.17	3.04	2.57	2.12	31.5%
Other miscellaneous	2.07	1.69	2.11	2.25	33.5%
Miscellaneous total	5.23	4.73	4.69	4.31	64.0%
Total of all sources	7.56	6.93	7.29	6.73	100.0%

Source:

U. S. Environmental Protection Agency, National Emission Inventory Air Pollutant Emission Trends website www.epa.gov/ttn/chief/trends (Additional resources: www.epa.gov/oar/oaqps)



Diesel vehicles are responsible for the majority of highway vehicle PM-2.5 emissions. More than two-thirds of the highway vehicles' PM-2.5 emissions are from heavy diesel trucks.

Table 12.11
Emissions of Particulate Matter (PM-2.5) from Highway Vehicles, 1990–2002^a
 (thousand short tons)

Source category	1990	1995	2000	2002	Percent of total, 2002
Gasoline powered					
Light vehicles & motorcycles	35	30	27	27	18.1%
Light trucks ^b	21	20	18	16	10.7%
Heavy vehicles	11	9	7	7	4.7%
Total	67	59	52	50	33.6%
Diesel powered					
Light vehicles	9	4	1	1	0.7%
Light trucks ^b	4	2	1	1	0.7%
Heavy vehicles	243	179	119	97	65.1%
Total	256	185	121	99	66.4%
Total					
Highway vehicle total	323	245	173	149	100.0%
Percent diesel	79.3%	75.5%	69.9%	66.4%	

Source:

U. S. Environmental Protection Agency, National Emission Inventory Air Pollutant Emission Trends website www.epa.gov/ttn/chief/trends (Additional resources: www.epa.gov/oar/oaqps)

^a The sums of subcategories may not equal total due to rounding.

^b Less than 8,500 pounds.



Table 12.12
U.S. Tier 2 Emission Standards for Cars and Light Trucks
Effective for 2004–2009 Model Years^a
(grams/mile)

Bin	NMOG	CO	NOx	PM	HCHO
50,000 miles					
10 ^b	0.125	3.4	0.4	^c	0.015
9 ^b	0.075	3.4	0.2	^c	0.015
8	0.100	3.4	0.14	^c	0.015
7	0.075	3.4	0.11	^c	0.015
6	0.075	3.4	0.08	^c	0.015
5	0.075	3.4	0.05	^c	0.015
120,000 miles					
MDPV ^b	0.280	7.3	0.9	0.12	0.032
10 ^b	0.156	4.2	0.6	0.08	0.018
9 ^b	0.090	4.2	0.3	0.06	0.018
8	0.125	4.2	0.2	0.02	0.018
7	0.090	4.2	0.15	0.02	0.018
6	0.090	4.2	0.10	0.01	0.018
5	0.090	4.2	0.07	0.01	0.018
4	0.070	2.1	0.04	0.01	0.011
3	0.055	2.1	0.03	0.01	0.011
2	0.010	2.1	0.02	0.01	0.004
1	0.000	0.0	0.00	0.00	0.000

Source:

Federal Register, Vol. 65, No. 28, Thursday, February 10, 2000, pp. 6822–6870.

Acronyms Used on Tables 12.12 and 12.13

CO	Carbon monoxide
GVW	Gross vehicle weight
HC	Hydrocarbons
HCHO	Formaldehyde
LDT	Light-duty truck
LEV	Low-emission vehicle
LVW	Loaded vehicle weight
MDPV	Medium-duty passenger vehicle (8,500–10,000 lbs. GVWR)
NMOG	Non-methane organic gases
NOx	Nitrogen oxides
PM	Particulate matter
SULEV	Super-ultra-low-emission vehicle
ULEV	Ultra-low-emission vehicle
ZEV	Zero-emission vehicle

^a Some temporary standards are not shown.

^b Bin expires after 2008.

^c No Standard.



Table 12.13
Light Vehicle Exhaust Emission Standards in Effect in 2009
when U.S. Tier 2 Standards are Final
(grams/mile)

Vehicle fuels: Gasoline AND diesel
 unless noted otherwise

Vehicle size: Up to 8,500 lbs. GVW
 unless noted otherwise

Useful life:		120,000 miles				
	Bins, category, size	NMOG	CO	NOx	PM	HCHO
U.S. emission standards	Bins					
	8	0.125	4.2	0.20	0.02	0.018
	7	0.090	4.2	0.15	0.02	0.018
	6	0.090	4.2	0.10	0.01	0.018
	5	0.090	4.2	0.07	0.01	0.018
	4	0.070	2.1	0.04	0.01	0.011
	3	0.055	2.1	0.03	0.01	0.011
	2	0.010	2.1	0.02	0.01	0.004
	1	0.000	0.0	0.00	0.00	0.000
	Average ^a	—	—	0.07	—	—
California	Category	(Diesel only)				
LEV II	LEV ^b	0.090	4.2	0.07	0.01	0.018
emission	ULEV	0.055	2.1	0.07	0.01	0.011
standards	SULEV	0.010	1.0	0.02	0.01	0.004
	ZEV ^c	0.000	0.0	0.00	0.00	0.000

Source:

U.S.: *Federal Register*, Vol. 65, No. 28, Thursday, February 10, 2000, pp. 6822–6870.

California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles, as of December 1, 1999 (adopted August 5, 1999), incorporated by reference in section 1961(d), title 13, CCR.

Note: See acronym list on previous page.

^a Includes medium-duty passenger vehicles which are also required to meet bin standards.

^b A LEV Option 1 with higher NOx levels also exists for up to 4% of LDTs above 3,750 lbs.

^c Only apply to cars and LDTs 0-3750 lbs LVW.



Table 12.14
California Cars and Light Trucks Emission Certification Standards
for Model years 2001–2006
(grams/mile)

Vehicle Type	Emission Category	Vehicle Useful Life						
		10 Years / 100,000 Miles						
		THC ^a	NMHC ^b	NMOG ^c	CO	NO _x	PM	HCHO
Car	Tier 1	–	0.31	–	4.2	0.6	–	–
	TLEV	–	–	0.156	4.2	0.6	0.08 ^d	0.018
	LEV	–	–	0.090	4.2	0.3	0.08 ^d	0.018
	ULEV	–	–	0.055	2.1	0.3	0.04 ^d	0.011
	ZEV	0.00	0.00	0.000	0.0	0.0	0.00	0.000
LDT1	Tier 1	–	0.31	–	4.2	0.6	–	–
	TLEV	–	–	0.156	4.2	0.6	0.08 ^d	0.018
	LEV	–	–	0.090	4.2	0.3	0.08 ^d	0.018
	ULEV	–	–	0.055	2.1	0.3	0.04 ^d	0.011
	ZEV	0.00	0.00	0.000	0.0	0.0	0.00	0.000
LDT2	Tier 1	–	0.40	–	5.5	0.97	–	–
	TLEV	–	–	0.200	5.5	0.9	0.10 ^d	0.023
	LEV	–	–	0.130	5.5	0.5	0.10 ^d	0.023
	ULEV	–	–	0.070	2.8	0.5	0.05 ^d	0.013

Source:

U.S. Environmental Protection Agency, Office of Transportation and Air Quality, EPA 420-B-00-001.
 (Additional resources: www.epa.gov/otag)

Note: After 2003, Tier 1 and TLEV standards will be eliminated. LDT1 = light truck (6,000 lbs. or less GVWR) up through 3,750 lbs. loaded vehicle weight; LDT2 = light truck (6,000 lbs. or less GVWR) greater than 3,750 lbs. loaded vehicle weight.

^a THCE for methanol vehicles. Does not apply to CNG vehicles.

^b THCE for Tier 0 methanol vehicles. NMHCE for other alcohol vehicles.

^c NMHC for diesel-fueled vehicles.

^d Diesel-fueled vehicles only.



APPENDIX A

SOURCES & METHODOLOGIES

SOURCES & METHODOLOGIES

This appendix contains documentation of the estimation procedures used by ORNL. The reader can examine the methodology behind the estimates and form an opinion as to their utility. The appendix is arranged by subject heading. Only tables which contain ORNL estimations are documented in Appendix A; all other tables have sources listed at the bottom of the table. Since abbreviations are used throughout the appendix, a list of abbreviations is also included.

Contents of Appendix A

List of Abbreviations Used in Appendix A	A-2
Energy Use Sources	A-3
Highway energy use	A-3
Off-highway energy use	A-8
Nonhighway energy use	A-9
Passenger Travel and Energy Use	A-19
Highway Passenger Mode Energy Intensities	A-23
Nonhighway Mode Energy Intensities	A-25
Freight Movement and Energy Use	A-26
Freight Mode Energy Intensities	A-27

List of Abbreviations Used in Appendix A

AAMA	American Automobile Manufacturers Association
AAR	Association of American Railroads
APTA	American Public Transit Association
Amtrak	National Railroad Passenger Corporation
Btu	British thermal unit
DOC	Department of Commerce
DOE	Department of Energy
DOT	Department of Transportation
EIA	Energy Information Administration
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
GSA	General Services Administration
gvw	gross vehicle weight
lpg	liquefied petroleum gas
mpg	miles per gallon
NHTS	National Household Travel Survey
NHTSA	National Highway Traffic Safety Administration
NPTS	Nationwide Personal Transportation Survey
NVPP	National Vehicle Population Profile
ORNL	Oak Ridge National Laboratory
pmt	passenger-miles traveled
RECS	Residential Energy Consumption Survey
RTECS	Residential Transportation Energy Consumption Survey
TIUS	Truck Inventory and Use Survey
TSC	Transportation Systems Center
VIUS	Vehicle Inventory and Use Survey
vmt	vehicle-miles traveled

Energy Use Sources

Highway energy use

Automobiles

Fuel use in gallons from: DOT, FHWA, *Highway Statistics 2005*, Table VM-1 and annual editions back to 1996; DOT, FHWA, *Highway Statistics Summary to 1995*. Fuel use was distributed among fuel types using the percentages shown in Table A.1.

Table A.1
Automobile Fuel Use and Fuel Type Shares for Calculation of Energy Use

Year	Fuel use (million gallons)	Source for gasohol shares	Source for gasoline/diesel shares	Shares by fuel type		
				Gasoline	Gasohol	Diesel
1970	67,820		1984 NVPP	99.8%	0.0%	0.2%
1975	74,140		interpolated	97.0%	0.0%	3.0%
1976	78,297		interpolated	96.4%	0.0%	3.6%
1977	79,060		interpolated	95.8%	0.0%	4.2%
1978	80,652		interpolated	95.3%	0.0%	4.7%
1979	76,588		1979 RTECS	94.7%	0.0%	5.3%
1980	69,981	FHWA, MF-33e	interpolated	93.9%	0.5%	5.6%
1981	69,112	FHWA, MF-33e	1981 RTECS	93.4%	0.7%	5.9%
1982	69,116	FHWA, MF-33e	interpolated	93.5%	2.3%	4.2%
1983	70,322	FHWA, MF-33e	1983 RTECS	93.2%	4.3%	2.5%
1984	70,663	FHWA, MF-33e	interpolated	92.7%	5.3%	2.0%
1985	71,518	FHWA, MF-33e	1985 RTECS	90.8%	7.7%	1.5%
1986	73,174	FHWA, MF-33e	interpolated	91.0%	7.6%	1.4%
1987	73,308	FHWA, MF-33e	interpolated	92.4%	6.3%	1.3%
1988	73,345	FHWA, MF-33e	1988 RTECS	91.4%	7.4%	1.2%
1989	73,913	FHWA, MF-33e	interpolated	92.6%	6.2%	1.2%
1990	69,568	FHWA, MF-33e	interpolated	92.0%	6.8%	1.2%
1991	64,318	FHWA, MF-33e	1991 RTECS	90.8%	8.0%	1.2%
1992	65,436	FHWA, MF-33e	interpolated	90.8%	7.9%	1.2%
1993	67,047	FHWA, MF-33e	interpolated	89.7%	9.1%	1.3%
1994	67,874	FHWA, MF-33e	1994 RTECS	89.1%	9.6%	1.3%
1995	68,072	FHWA, MF-33e	interpolated	87.6%	11.2%	1.2%
1996	69,221	FHWA, MF-33e	interpolated	88.8%	10.1%	1.0%
1997	69,892	FHWA, MF-33e	interpolated	86.9%	12.2%	0.9%
1998	71,695	FHWA, MF-33e	interpolated	88.0%	11.2%	0.8%
1999	73,283	FHWA, MF-33e	interpolated	88.3%	11.0%	0.6%
2000	73,065	FHWA, MF-33e	2000 NVPP	86.9%	12.6%	0.5%
2001	73,559	FHWA, MF-33e	2001 NVPP	86.5%	13.0%	0.5%
2002	75,471	FHWA, MF-33e	2001 NVPP	83.9%	15.6%	0.5%
2003	74,590	FHWA, MF-33e	2001 NVPP	75.3%	24.2%	0.5%
2004	75,402	FHWA, MF-33e	2001 NVPP	67.2%	32.3%	0.5%
2005	73,870	FHWA, MF-33e	2001 NVPP	66.9%	32.6%	0.5%
Heat content used for conversion to btu:				125,000 btu/gallon	120,900 btu/gallon	138,700 btu/gallon

Motorcycles

DOT, FHWA, *Highway Statistics 2005*, Table VM-1, and annual editions.

Table A.2
Motorcycle Fuel Use

Year	Fuel use (thousand gallons)	Year	Fuel use (thousand gallons)
1970	59,580	1988	200,480
1971	72,140	1989	207,420
1972	86,620	1990	191,140
1973	103,880	1991	183,560
1974	108,900	1992	191,140
1975	112,580	1993	198,120
1976	120,060	1994	204,800
1977	126,980	1995	198,262
1978	143,160	1996	195,940
1979	172,740	1997	201,620
1980	204,280	1998	205,660
1981	213,800	1999	211,680
1982	198,200	2000	209,380
1983	175,200	2001	192,780
1984	175,680	2002	191,040
1985	181,720	2003	190,780
1986	187,940	2004	202,447
1987	190,120	2005	215,393
Heat content used for conversion to btu:		125,000 btu/gallon	

Buses**Transit:**

APTA, *Public Transportation Fact Book*, 2006, Washington, DC. Includes motorbus and trolley bus data.

Table A.3
Transit Bus Fuel Use

Year	Methanol (thousand gallons)	LNG (thousand gallons)	LPG (thousand gallons)	CNG (thousand gallons)	Gasoline (thousand gallons)	Diesel fuel (thousand gallons)	Electricity (thousand kilowatt hours)
1994	12,470	1,138	249	3,109	2,103	565,064	102,945
1995	11,967	1,737	269	10,011	2,297	563,767	100,659
1996	11,600	2,278	591	11,527	1,844	577,680	69,130
1997	8,705	3,276	1,033	20,050	2,722	597,636	78,561
1998	4,976	3,075	879	32,260	1,959	606,631	74,352
1999	2,711	5,251	659	39,861	1,402	618,024	75,920
2000	821	10,464	723	50,449	1,315	635,160	78,062
2001	763	11,670	1,171	60,917	1,472	587,184	75,108
2002	8,982	16,762	1,830	77,787	1,264	558,990	75,901
2003	1,867	14,231	1,843	94,881	1,119	535,963	71,126
2004	4,675	16,452	1,727	106,702	1,799	550,466	70,079
2005	Data not available; assumed 2005 = 2004.						
Heat content used for conversion to btu:	64,600 btu/gallon	90,800 btu/gallon	91,300 btu/gallon	129,400 btu/gallon	125,000 btu/gallon	138,700 btu/gallon	10,339 btu/kWhr

Intercity and School:

Eno Transportation Foundation, *Transportation in America 2001*, Nineteenth Edition, 2003, Washington, DC, pp. 20–23. School bus fuel was assumed to be 90% diesel fuel and 10% gasoline based on estimates from the National Association of State Directors of Pupil Transportation Services. Intercity bus fuel was assumed to be 100% diesel.

Table A.4
Intercity and School Bus Fuel Use

Year	Intercity (million gallons)	School (million gallons)
1970	305.34	299.88
1971	296.73	309.75
1972	288.12	319.62
1973	252.42	327.04
1974	216.72	334.46
1975	181.02	341.88
1976	182.28	389.76
1977	181.86	401.52
1978	180.18	406.98
1979	205.38	404.88
1980	213.78	379.68
1981	205.38	386.82
1982	227.22	398.58
1983	237.30	400.68
1984	169.26	375.06
1985	165.48	425.04
1986	148.68	462.42
1987	155.82	487.20
1988	160.44	511.14
1989	166.74	498.12
1990	159.60	472.08
1991	160.44	533.40
1992	157.08	546.00
1993	171.36	533.40
1994	195.30	546.00
1995	195.30	545.16
1996	199.92	545.16
1997	212.52	544.74
1998	220.08	550.20
1999	241.08	555.66
2000	233.10	577.08
2001	217.35*	538.08*
2002	210.22*	520.44*
2003	208.32*	515.72*
2004	208.87*	517.09*
2005	204.11*	505.31*
Fuel type shares	100% diesel	90% diesel 10% gasoline
Heat content used for conversion to btu:	138,700 btu/gallon	138,700 btu/gallon 125,000 btu/gallon

* Estimated using the rate of change of bus vehicle-miles traveled from FHWA *Highway Statistics* Table VM-1.

Trucks***Light Trucks:***

DOT, FHWA, *Highway Statistics 2005*, Table VM-1 and annual editions back to 1996;
 DOT, FHWA, *Highway Statistics Summary to 1995*.

Table A.5
Light Truck Fuel Use and Fuel Type Shares for Calculation of Energy Use

Year	Fuel use (million gallons)	Source for gasohol shares	Source for gasoline/diesel /lpg shares	Shares by fuel type			
				Gasoline	Gasohol	Diesel	Lpg
1970	12,313		1977 TIUS	97.6%	0.0%	1.6%	0.8%
1971	13,484		1977 TIUS	97.6%	0.0%	1.6%	0.8%
1972	15,150		1977 TIUS	97.6%	0.0%	1.6%	0.8%
1973	16,828		1977 TIUS	97.6%	0.0%	1.6%	0.8%
1974	16,657		1977 TIUS	97.6%	0.0%	1.6%	0.8%
1975	19,081		1977 TIUS	97.6%	0.0%	1.6%	0.8%
1976	20,828		1977 TIUS	97.6%	0.0%	1.6%	0.8%
1977	22,383		1977 TIUS	97.6%	0.0%	1.6%	0.8%
1978	24,162		Interpolated	97.1%	0.0%	2.0%	0.9%
1979	24,445		Interpolated	96.7%	0.0%	2.4%	1.0%
1980	23,796	FHWA, MF-33e	Interpolated	95.7%	0.5%	2.7%	1.0%
1981	23,697	FHWA, MF-33e	Interpolated	95.1%	0.7%	3.1%	1.1%
1982	22,702	FHWA, MF-33e	1982 TIUS	93.0%	2.3%	3.5%	1.2%
1983	23,945	FHWA, MF-33e	Interpolated	91.0%	4.3%	3.5%	1.2%
1984	25,604	FHWA, MF-33e	Interpolated	90.0%	5.3%	3.5%	1.2%
1985	27,363	FHWA, MF-33e	Interpolated	87.6%	7.7%	3.5%	1.2%
1986	29,074	FHWA, MF-33e	Interpolated	87.7%	7.6%	3.5%	1.2%
1987	30,598	FHWA, MF-33e	1987 TIUS	89.0%	6.3%	3.5%	1.2%
1988	32,653	FHWA, MF-33e	Interpolated	88.2%	7.4%	3.5%	1.0%
1989	33,271	FHWA, MF-33e	Interpolated	89.5%	6.2%	3.4%	0.8%
1990	35,611	FHWA, MF-33e	Interpolated	89.2%	6.8%	3.4%	0.7%
1991	38,217	FHWA, MF-33e	Interpolated	88.1%	8.0%	3.3%	0.5%
1992	40,929	FHWA, MF-33e	1992 TIUS	88.5%	7.9%	3.3%	0.3%
1993	42,851	FHWA, MF-33e	Interpolated	87.3%	9.1%	3.3%	0.3%
1994	44,112	FHWA, MF-33e	Interpolated	86.8%	9.6%	3.3%	0.3%
1995	45,605	FHWA, MF-33e	Interpolated	85.1%	11.2%	3.4%	0.3%
1996	47,354	FHWA, MF-33e	Interpolated	86.2%	10.1%	3.4%	0.3%
1997	49,388	FHWA, MF-33e	1997 VIUS	84.2%	12.2%	3.4%	0.2%
1998	50,462	FHWA, MF-33e	Interpolated	85.0%	11.2%	3.5%	0.3%
1999	52,859	FHWA, MF-33e	Interpolated	84.9%	11.0%	3.6%	0.4%
2000	52,939	FHWA, MF-33e	Interpolated	83.1%	12.6%	3.8%	0.6%
2001	53,522	FHWA, MF-33e	Interpolated	82.4%	13.0%	3.9%	0.7%
2002	55,220	FHWA, MF-33e	2002 VIUS	79.6%	15.6%	4.0%	0.8%
2003	60,758	FHWA, MF-33e	2002 VIUS	71.0%	24.2%	4.0%	0.8%
2004	63,417	FHWA, MF-33e	2002 VIUS	62.9%	32.3%	4.0%	0.8%
2005	65,419	FHWA, MF-33e	2002 VIUS	62.6%	32.6%	4.0%	0.8%
Heat content used for conversion to btu:				125,000 btu/gallon	120,900 btu/gallon	138,700 btu/gallon	90,800 btu/gallon

Medium/Heavy Trucks:

DOT, FHWA, *Highway Statistics 2005*, Table VM-1 and annual editions back to 1996;
 DOT, FHWA, *Highway Statistics Summary to 1995*. Total gallons for other trucks was the difference between total trucks and 2-axle, 4-tire trucks.

Table A.6
Medium/Heavy Truck Fuel Use and Fuel Type Shares
for Calculation of Energy Use

Year	Fuel use (million gallons)	Source for gasoline/diesel /lpg shares	Shares by fuel type		
			Gasoline	Diesel	Lpg
1970	11,316	1977 TIUS	10.4%	89.5%	0.1%
1971	11,812	1977 TIUS	10.4%	89.5%	0.1%
1972	12,964	1977 TIUS	10.4%	89.5%	0.1%
1973	14,320	1977 TIUS	10.4%	89.5%	0.1%
1974	14,341	1977 TIUS	10.4%	89.5%	0.1%
1975	14,598	1977 TIUS	10.4%	89.5%	0.1%
1976	15,408	1977 TIUS	10.4%	89.5%	0.1%
1977	17,082	1977 TIUS	10.4%	89.5%	0.1%
1978	19,121	Interpolated	16.2%	83.5%	0.3%
1979	19,913	Interpolated	22.1%	77.5%	0.5%
1980	19,960	Interpolated	27.9%	71.4%	0.6%
1981	20,376	Interpolated	33.8%	65.4%	0.8%
1982	20,386	1982 TIUS	39.6%	59.4%	1.0%
1983	20,761	Interpolated	35.6%	63.6%	0.8%
1984	21,428	Interpolated	31.5%	67.8%	0.7%
1985	21,405	Interpolated	27.5%	72.0%	0.5%
1986	21,861	Interpolated	23.4%	76.2%	0.4%
1987	22,513	1987 TIUS	19.4%	80.4%	0.2%
1988	22,925	Interpolated	18.8%	81.0%	0.3%
1989	23,512	Interpolated	18.1%	81.6%	0.3%
1990	24,490	Interpolated	17.5%	82.1%	0.4%
1991	24,981	Interpolated	16.8%	82.7%	0.4%
1992	25,453	1992 TIUS	16.2%	83.3%	0.5%
1993	26,236	Interpolated	15.4%	84.1%	0.5%
1994	27,685	Interpolated	14.7%	84.8%	0.5%
1995	28,828	Interpolated	13.9%	85.6%	0.5%
1996	29,601	Interpolated	13.2%	86.3%	0.5%
1997	29,878	1997 VIUS	12.4%	87.1%	0.5%
1998	30,841	Interpolated	12.1%	87.4%	0.5%
1999	33,909	Interpolated	11.8%	87.6%	0.5%
2000	35,229	Interpolated	11.6%	87.9%	0.5%
2001	35,179	Interpolated	11.3%	88.1%	0.5%
2002	36,800	2002 VIUS	11.0%	88.4%	0.5%
2003	35,775	2002 VIUS	11.0%	88.4%	0.5%
2004	33,150	2002 VIUS	11.0%	88.4%	0.5%
2005	33,453	2002 VIUS	11.0%	88.4%	0.5%
Heat content used for conversion to btu:			125,000 btu/gallon	138,700 btu/gallon	90,800 btu/gallon

Off-highway energy use

The off-highway energy use estimates are for the year 2001. The estimates are a combination of data from EPA's NONROAD2002 model and VIUS 1997. First, the NONROAD model was queried on a national basis for energy use by nonroad engines. The resulting database included sector, fuel type, number of gallons used annually, and a description of the off-highway equipment called the source category code (SCC). ORNL sorted the data by SCC and only the SCC's which pertained to off-highway transportation were kept in the database. Examples of exclusions include chainsaws and stationary generators. The EPA model does not include off-highway use of trucks; therefore, the 1997 VIUS was queried to derive the amount of fuel (by sector and fuel type) used by trucks off-road. The rate of change in off-highway transportation-related fuel use from NONROAD2002 between 1997 and 2001 was applied to the 1997 VIUS data to provide an estimate for 2001. The transportation-related fuel use from NONROAD and the VIUS estimates were added together for a total off-highway transportation-related fuel use by sector and fuel type. These totals are found on Table 2.8. Gallons were converted to btu using the gross heat content for each fuel. (Heat content values shown on Table B.4.)

Additional detail on this methodology can be found in the report *Off-Highway Transportation-related Fuel Use*, ORNL/TM-2004/92, April 2004, http://cta.ornl.gov/cta/Publications/pdf/ORNL_TM-2004_92.pdf.

Nonhighway energy use

Air

General Aviation:

DOT, FAA, *General Aviation Activity and Avionics Survey: Annual Summary Report Calendar Year 2005*, Table 5.1, and annual.

Table A.7
General Aviation Fuel Use

Year	Jet fuel (million gallons)	Aviation gasoline (million gallons)
1970	208.0	551.0
1971	226.0	508.0
1972	245.0	584.0
1973	304.0	411.0
1974	357.0	443.0
1975	453.0	412.0
1976	495.0	432.0
1977	536.0	456.0
1978	763.0	518.0
1979	736.0	570.0
1980	766.0	520.0
1981	759.0	489.0
1982	887.0	448.0
1983	613.0	428.0
1984	738.9	462.4
1985	691.0	421.0
1986	732.1	408.6
1987	672.7	401.8
1988	746.0	398.0
1989	688.0	342.8
1990	662.0	353.0
1991	579.0	348.0
1992	496.0	306.0
1993	454.1	268.4
1994	470.8	264.1
1995	544.0	276.0
1996	567.5	286.5
1997	639.4	289.7
1998	814.6	311.4
1999	967.2	345.4
2000	998.1	336.3
2001	938.7	319.3
2002	815.5	261.4
2003	820.0	255.5
2004	1,075.2	256.1
2005	1,507.4	323.6
Heat content used for conversion to btu:	135,000 btu/gallon	120,200 btu/gallon

Domestic and International Air Carrier:

DOT, Bureau of Transportation Statistics, "Fuel Cost and Consumption Tables," www.bts.gov/xml/fuel/report/src/index.xml. The table below shows all international fuel use. Because the data for international include fuel purchased abroad, for the tables in Chapter 2, the international total was divided in half to estimate domestic fuel use for international flights.

Table A.8
Air Carrier Fuel Use

Year	Domestic (thousand gallons)	All international (thousand gallons)	Total (thousand gallons)
1970			10,085,000
1971			10,140,000
1972	Separate estimates for domestic and international are not available from 1970-1976.		10,302,000
1973			10,671,000
1974			10,417,260
1975			10,412,640
1976			10,400,040
1977	8,202,051	1,708,376	9,910,427
1978	8,446,117	1,741,918	10,188,035
1979	8,865,885	1,828,435	10,694,320
1980	8,519,233	1,747,306	10,266,539
1981	8,555,249	2,032,520	10,587,769
1982	8,432,465	1,967,733	10,400,198
1983	8,672,574	1,998,289	10,670,863
1984	9,625,958	2,286,407	11,912,365
1985	10,115,007	2,487,929	12,602,936
1986	11,137,331	2,544,996	13,682,327
1987	11,586,838	2,893,617	14,480,455
1988	11,917,904	3,262,824	15,180,728
1989	11,905,144	3,557,294	15,462,438
1990	12,429,305	3,963,081	16,392,386
1991	11,506,477	3,939,666	15,446,144
1992	11,762,852	4,120,132	15,882,983
1993	11,958,663	4,113,321	16,071,984
1994	12,475,549	4,310,879	16,786,428
1995	12,811,717	4,511,418	17,323,135
1996	13,187,305	4,658,093	17,845,398
1997	13,659,581	4,964,181	18,623,762
1998	13,876,971	5,185,562	19,062,533
1999	14,402,127	5,250,492	19,652,619
2000	14,844,592	5,474,685	20,319,277
2001	14,017,461	5,237,487	19,254,948
2002	12,848,329	4,990,798	17,839,127
2003	12,958,581	4,836,356	17,794,936
2004	13,622,603	4,931,546	18,554,149
2005	13,778,869	5,520,889	19,309,758
Heat content used for conversion to btu:	135,000 btu/gallon	135,000 btu/gallon	135,000 btu/gallon

Water**Freight:**

Total – DOE, EIA, *Fuel Oil and Kerosene Sales 2005*, Table 23. Adjusted sales of distillate and residual fuel oil for vessel bunkering. (This may include some amounts of bunker fuels used for recreational purposes.)

Table A.9
Diesel and Residual Fuel Oil for Vessel Bunkering

Year	Distillate fuel oil (thousand gallons)	Residual fuel oil (thousand gallons)
1970	819,000	3,774,120
1971	880,000	3,307,000
1972	1,013,000	3,273,000
1973	1,125,000	3,859,000
1974	1,018,920	3,827,040
1975	1,097,880	4,060,140
1976	1,220,100	4,977,000
1977	1,407,420	5,416,740
1978	1,578,822	6,614,790
1979	1,630,858	8,002,672
1980	717,376	7,454,242
1981	1,723,143	7,922,512
1982	1,423,216	6,408,818
1983	1,418,890	5,724,115
1984	1,692,141	5,687,375
1985	1,894,016	5,473,614
1986	2,034,215	5,287,347
1987	2,223,258	5,259,272
1988	2,310,367	5,248,981
1989	2,356,444	5,410,263
1990	2,197,004	6,248,095
1991	2,167,640	6,786,055
1992	2,240,170	7,199,078
1993	2,043,745	6,269,882
1994	2,026,899	5,944,383
1995	1,978,105	6,431,238
1996	2,177,608	5,804,977
1997	2,107,561	4,789,861
1998	2,125,568	4,640,153
1999	2,064,590	5,598,630
2000	2,041,433	6,192,294
2001	2,099,011	4,345,284
2002	2,056,465	4,783,956
2003	1,863,150	3,801,425
2004	2,313,448	4,886,978
2005	2,110,191	5,516,083
Heat content used for conversion to btu:	138,700 btu/gallon	149,700 btu/gallon
Domestic share of total fuel use	77.5%	9.3%

Recreational Boating:

Fuel use by recreational boating comes from the EPA's NONROAD2005 model. All the data in Table A.10 were revised according to NONROAD2005. Previous editions used data from NONROAD2004 or other methodologies.

Table A.10
Recreational Boating Fuel Use

Year	Diesel use (gallons)	Gasoline use (gallons)
1970	39,589,953	1,244,804,236
1971	47,130,906	1,252,226,262
1972	54,671,856	1,259,648,217
1973	62,212,803	1,267,070,191
1974	69,753,735	1,274,492,200
1975	77,294,680	1,281,914,303
1976	84,835,632	1,289,336,252
1977	92,376,573	1,296,758,199
1978	99,917,523	1,304,180,198
1979	107,458,470	1,311,602,248
1980	114,999,421	1,319,024,363
1981	122,540,357	1,326,446,317
1982	130,081,302	1,333,686,303
1983	137,622,248	1,341,290,185
1984	145,163,202	1,348,712,302
1985	152,704,140	1,356,134,278
1986	160,245,074	1,363,556,343
1987	167,786,030	1,370,978,262
1988	175,326,970	1,390,334,510
1989	182,867,916	1,409,690,693
1990	190,408,869	1,429,046,923
1991	197,949,808	1,454,007,592
1992	205,490,749	1,478,968,217
1993	213,031,707	1,503,928,793
1994	220,572,649	1,558,368,924
1995	228,113,596	1,612,684,936
1996	235,654,521	1,666,705,087
1997	243,195,481	1,670,031,772
1998	250,736,414	1,671,290,139
1999	258,159,525	1,669,234,443
2000	265,582,657	1,664,722,577
2001	273,547,835	1,666,868,187
2002	281,512,965	1,665,099,320
2003	289,478,093	1,659,719,994
2004	297,443,197	1,651,597,210
2005	305,408,463	1,641,941,981
Heat content used for conversion to btu:	138,700 btu/gallon	125,000 btu/gallon

Pipeline

The sum of natural gas, crude petroleum and petroleum product, and coal slurry and water.

Natural Gas:

The amount of natural gas used to transport natural gas was defined as "pipeline fuel" as reported in DOE, EIA, *Natural Gas Annual 2005*, Table 1. Cubic feet were converted to Btu using 1,031 Btu/ft³. Electricity use was estimated using the following procedure as reported on p. 5-110 of J. N. Hooker et al., *End Use Energy Consumption DataBase: Transportation Sector*. The energy consumption of a natural gas pipeline was taken to be the energy content of the fuel used to drive the pumps. Some 94% of the installed pumping horsepower was supplied by natural gas. The remaining 6% of the horse power was generated more efficiently, mostly by electric motors. The energy consumed by natural gas pipeline pumps that were electrically powered was not known. In order to estimate the electricity consumed, the Btu of natural gas pipeline fuel consumed was multiplied by a factor of 0.015. From this computed value, electricity efficiency and generation loss must be taken into account. The electricity energy use in Btu must be converted to kWhr, using the conversion factor 29.305×10^{-5} kWhr/Btu. Electricity generation and distribution efficiency was 29%. When generation and distribution efficiency are taken into account, 1 kWhr equals 10,339 Btu.

Crude petroleum and petroleum product:

J. N. Hooker, *Oil Pipeline Energy Consumption and Efficiency*, ORNL-5697, ORNL, Oak Ridge, TN, 1981. (Data held constant; Latest available data.)

Coal slurry and water:

W. F. Banks, Systems, Science and Software, *Energy Consumption in the Pipeline Industry*, LaJolla, CA, October 1977. (Data held constant; Latest available data.)

Table A.11
Pipeline Fuel Use

Year	Natural gas (million cubic feet)	Estimated natural gas pipeline electricity use (million kWhr)	Electricity constant (trillion btu)
1970	722,166	3,272.9	212.1
1971	742,592	3,365.4	212.1
1972	766,156	3,472.2	212.1
1973	728,177	3,300.1	212.1
1974	668,792	3,031.0	212.1
1975	582,963	2,642.0	212.1
1976	548,323	2,485.0	212.1
1977	532,669	2,414.1	212.1
1978	530,451	2,404.0	212.1
1979	600,964	2,723.6	212.1
1980	634,622	2,876.1	212.1
1981	642,325	2,911.0	212.1
1982	596,411	2,703.0	212.1
1983	490,042	2,220.9	212.1
1984	528,754	2,396.3	212.1
1985	503,766	2,283.1	212.1
1986	485,041	2,198.2	212.1
1987	519,170	2,352.9	212.1
1988	613,912	2,782.3	212.1
1989	629,308	2,852.0	212.1
1990	659,816	2,990.3	212.1
1991	601,305	2,725.1	212.1
1992	587,710	2,663.5	212.1
1993	624,308	2,829.4	212.1
1994	685,362	3,106.1	212.1
1995	700,335	3,173.9	212.1
1996	711,446	3,224.3	212.1
1997	751,470	3,405.7	212.1
1998	635,477	2,880.0	212.1
1999	645,319	2,924.6	212.1
2000	642,210	2,910.5	212.1
2001	624,964	2,832.3	212.1
2002	666,920	3,022.5	212.1
2003	591,492	2,680.7	212.1
2004	566,187	2,566.0	212.1
2005	584,779	2,650.2	212.1
Heat content used for conversion to btu:	1,031 btu/cubic foot	10,339 Btu/kWhr	

Note: Formula for estimating electricity use for natural gas pipelines is:
Natural gas use (in million cubic ft) \times 1,031 btu/cubic ft \times 0.015 \times 29.305 $\times 10^{-5}$ kWhr/btu

Rail***Freight:***

AAR, *Railroad Facts*, 2006 Edition, Washington, DC, 2006.

Table A.12
Class I Freight Railroad
Fuel Use

Year	Diesel fuel (thousand gallons)
1970	3,807,663
1971	3,822,907
1972	3,996,985
1973	4,160,730
1974	4,175,375
1975	3,736,484
1976	3,895,542
1977	3,985,069
1978	3,968,007
1979	4,072,187
1980	3,955,996
1981	3,756,439
1982	3,178,116
1983	3,137,295
1984	3,388,173
1985	3,144,190
1986	3,039,069
1987	3,102,227
1988	3,182,267
1989	3,190,815
1990	3,134,446
1991	2,925,970
1992	3,022,108
1993	3,111,981
1994	3,355,802
1995	3,503,096
1996	3,600,649
1997	3,602,793
1998	3,619,341
1999	3,749,428
2000	3,720,107
2001	3,729,985
2002	3,751,413
2003	3,849,229
2004	4,082,236
2005	4,119,879
Heat content used for conversion to btu:	138,700 Btu/gallon

Passenger:

Commuter - APTA, Public Transportation Fact Book, Washington, DC, 2006.

Table A.13
Commuter Rail Fuel Use

Year	Diesel (thousand gallons)	Electricity (million kWhr)
1984	58,320	901
1985	55,372	1,043
1986	54,608	1,170
1987	51,594	1,155
1988	53,054	1,195
1989	52,516	1,293
1990	52,681	1,226
1991	54,315	1,239
1992	54,951	1,124
1993	59,766	1,196
1994	61,900	1,244
1995	63,064	1,253
1996	61,888	1,255
1997	63,195	1,270
1998	69,200	1,299
1999	73,005	1,322
2000	70,818	1,370
2001	72,204	1,354
2002	72,847	1,334
2003	72,264	1,383
2004	71,999	1,449
2005	Data not available; assumed 2005 = 2004	
Heat content used for conversion to btu:	138,700 Btu/gallon	10,339 Btu/kWhr

Transit – APTA, *Public Transportation Fact Book*, Washington, DC, 2006. Includes light rail and heavy rail.

Table A.14
Transit Rail Fuel Use

Year	Electricity (million kWhr)		Total
	Light rail	Heavy rail	
1970			2,561
1971			2,556
1972			2,428
1973			2,331
1974			2,630
1975			2,646
1976	Light rail and heavy rail data are not available separately from 1970 to 1985.		2,576
1977			2,303
1978			2,223
1979			2,473
1980			2,446
1981			2,655
1982			2,722
1983			2,930
1984			3,092
1985			2,928
1986	173	3,066	3,239
1987	191	3,219	3,410
1988	243	3,256	3,499
1989	242	3,286	3,528
1990	239	3,284	3,523
1991	274	3,248	3,522
1992	297	3,193	3,490
1993	281	3,287	3,568
1994	282	3,431	3,713
1995	288	3,401	3,689
1996	321	3,322	3,643
1997	361	3,253	3,614
1998	381	3,280	3,661
1999	416	3,385	3,801
2000	463	3,549	4,012
2001	487	3,646	4,133
2002	510	3,683	4,193
2003	507	3,632	4,138
2004	553	3,684	4,237
2005	Data are not available; assumed 2005 = 2004		
Heat content used for conversion to btu:	10,339 Btu/kWhr	10,339 Btu/kWhr	10,339 Btu/kWhr

Intercity – Personal communication with Amtrak, Washington, DC, 2007.

Table A.15
Intercity Rail Fuel Use

Year	Diesel fuel (thousand gallons)	Electricity (thousand kWhr)
1994	73,516	308,948
1995	72,371	335,818
1996	71,226	362,689
1997	75,656	389,559
1998	75,999	416,429
1999	79,173	443,300
2000	94,968	470,170
2001	96,846	455,703
2002	84,432	518,306
2003	74,621	536,950
2004	68,605	550,695
2005	65,477	531,377
Heat content used for conversion to btu:	138,700 Btu/gallon	10,339 Btu/kWhr

Calculation of Million Barrels per Day Crude Oil Equivalent

One gallon of gasoline, diesel fuel, or lpg is estimated to be the equivalent of one gallon of crude oil. Petroleum used for electricity was calculated using the following formula:

$$(([(BTU*S)/G]/P }/365)/1000$$

BTU = Btus of electricity from Table 2.4

S = Share of petroleum used in making primary electricity (Calculated from Table 2.6 from the EIA, *Monthly Energy Review*)

G = Electricity generation and distribution (assumed 29%)

P = Btus per barrel of petroleum product (Table A3 from the EIA, *Monthly Energy Review*).

Passenger Travel and Energy Use

Automobiles

Number of vehicles, vehicle-miles – DOT, FHWA, *Highway Statistics, 2005*, Table VM-1. Data series shown in Table 4.1.

Passenger-miles – Vehicle-miles multiplied by an average load factor.

Load factor – 2001 NHTS shows automobile load factor as 1.1 persons per vehicle.

Energy intensities –

Btu per vehicle-mile – Automobile energy use divided by vehicle-miles.

Btu per passenger-mile – Automobile energy use divided by passenger-miles.

Energy use – See Energy Use Sources, p. A-3. Data series shown in Table 2.6.

Light trucks

Number of vehicles, vehicle-miles – DOT, FHWA, *Highway Statistics 2005*, Table VM-1. Data by truck type were multiplied by the shares of trucks/truck travel which are for personal use (Table A.17).

Passenger-miles – Vehicle-miles multiplied by an average load factor.

Load factor – 2001 NHTS shows personal light truck load factor as 1.72 persons per vehicle.

Energy intensities –

Btu per vehicle-mile – Personal light truck energy use divided by personal light truck vehicle-miles.

Btu per passenger-mile – Personal light truck energy use divided by personal light truck passenger-miles.

Energy use – See Energy Use Sources, p. A-6, A-7 (light trucks, medium/heavy trucks). Data by truck type were multiplied by the shares of truck fuel use which are for personal use (Table A.17) which were derived by ORNL from the 2002 VIUS Micro Data File on CD.

Table A.16
Share of Trucks, Truck Travel,
and Fuel Use for Personal Travel

Personal trucks	
85.6%	2-axle, 4-tire trucks
26.9%	Other single-unit and combination trucks
Personal truck travel	
80.9%	2-axle, 4-tire trucks
13.1%	Other single-unit and combination trucks
Personal truck fuel use	
78.0%	2-axle, 4-tire trucks
6.0%	Other single-unit and combination trucks

Note:

Since these shares come from the 2002 VIUS, they may underestimate the amount of personal trucks, truck travel, and energy use for 2003.

Motorcycles

Number of vehicles, vehicle-miles – DOT, FHWA, *Highway Statistics 2005* Table VM-1.

Passenger-miles – Vehicle-miles multiplied by an average load factor.

Load factor - 2001 NHTS shows motorcycle load factor as 1.22 persons per vehicle.

Energy intensities –

Btu per vehicle-mile – Motorcycle energy use divided by vehicle-miles.

Btu per passenger-mile – Motorcycle energy use divided by passenger-miles.

Energy use – See Energy Use Sources, p. A-4. Data series shown in Table 2.6.

Demand Response

Number of vehicles, vehicle-miles, passenger-miles – APTA, *2006 Public Transportation Fact Book*, Washington, DC, 2006.

Load factor – Passenger-miles divided by vehicle-miles.

Energy intensities –

Btu per vehicle-mile – Energy use divided by vehicle-miles.

Btu per passenger-mile – Energy use divided by passenger-miles.

Energy use – APTA, *2006 Public Transportation Fact Book*, Washington, DC, 2006.

Vanpool

Number of vehicles, vehicle-miles, passenger-miles – APTA, *2006 Public Transportation Fact Book*, Washington, DC, 2006.

Load factor – Passenger-miles divided by vehicle-miles.

Energy intensities –

Btu per vehicle-mile – Energy use divided by vehicle-miles.

Btu per passenger-mile – Energy use divided by passenger-miles.

Energy use – APTA, *2006 Public Transportation Fact Book*, Washington, DC, 2006.

Buses

Transit

Number of vehicles, vehicle-miles, passenger-miles – APTA, *2006 Public Transportation Fact Book*, Washington, DC, 2006. Data series shown on Table 5.12.

Load factor – Passenger-miles divided by vehicle-miles.

Energy intensities –

Btu per vehicle-mile – Transit bus energy use divided by transit bus vehicle-miles.

Btu per passenger-mile – Transit bus energy use divided by transit bus passenger-miles.

Energy use - See Energy Use Sources, p. A-4. Data series shown in Table 5.12.

Intercity

Energy use – See Energy Use Sources, p. A-5 . Data series shown in Table 5.13. Because the 2001 and 2002 data are not available, the rate of change in bus VMT from FHWA, *Highway Statistics 2005*, was used to estimate the change in energy use.

School

Number of vehicles – DOT, FHWA, *Highway Statistics 2005*, Table MV-10. Data series shown in Table 5.13.

Energy use – See Energy Use Sources, p. A-5 . Data series shown in Table 5.13. Because the data past 2000 are not available, the rate of change in bus VMT from FHWA, *Highway Statistics 2005*, was used to estimate the change in energy use.

Air

Certificated air carriers

Aircraft-miles, passenger-miles – DOT, BTS, *Air Carrier Traffic Statistics*, www.bts.gov/programs/airline_information/air_carrier_traffic_statistics, Washington, DC.

Load factor – Passenger-miles divided by aircraft-miles.

Energy intensities –

Btu per passenger-mile – Certificated air carrier energy use divided by passenger-miles.

Energy use – See Energy Use Sources, p. A-10. All of domestic fuel use and half of international fuel use was considered to be domestic use.

Note: These data differ from the data in Table 9.1 because that table contains data on ALL domestic AND international air carrier energy use and passenger-miles.

General aviation

Number of vehicles – DOT, FAA, *General Aviation Activity and Avionics Survey: Calendar Year 2005* Data series shown in Table 9.2.

Passenger-miles – (No 2002 data available.) Eno Foundation for Transportation, *Transportation in America 2001*, Nineteenth edition, Washington, DC. Data series shown in Table 9.2.

Energy intensities –

Btu per passenger-mile – General aviation energy use divided by passenger-miles.

Energy use – See Energy Use Sources, p. A-9. Data series shown in Table 9.2.

Recreational boating

Number of vehicles and energy use – U.S. EPA, NONROAD2005 model.

Rail

Intercity

Number of vehicles, vehicle-miles, passenger-miles – AAR, *Railroad Facts, 2006 Edition*, Washington, DC, 2006.

Load factor – Passenger-miles divided by vehicle-miles.

Energy Intensities -

Btu per vehicle-mile – Intercity rail energy use divided by vehicle-miles.

Btu per passenger-mile – Intercity rail energy use divided by passenger-miles.

Energy use - See Energy Use Sources, p. A-18. Data series shown in Table 9.11.

Transit

Number of vehicles, vehicle-miles, passenger-miles – APTA, *2006 Public Transportation Fact Book*, Washington, DC, 2006. Sum of light and heavy rail transit. Data series shown on Table 9.13.

Load factor – Passenger-miles divided by vehicle-miles.

Energy intensities -

Btu per vehicle-mile – Light and heavy transit rail energy use divided by vehicle-miles.

Btu per passenger-mile – Light and heavy transit rail energy use divided by passenger-miles.

Energy use – See Energy Use Sources, p. A-17. Data series shown in Table 9.13.

Commuter

Number of vehicles, vehicle-miles, passenger-miles – APTA, *2006 Public Transportation Fact Book*, Washington, DC, 2006. Data series shown on Table 9.12.

Load factor – Passenger-miles divided by vehicle-miles.

Energy intensities -

Btu per vehicle-mile – Commuter rail energy use divided by vehicle-miles.

Btu per passenger-mile – Commuter rail energy use divided by passenger-miles.

Energy use – See Energy Use Sources, p. A-16. Data series shown in Table 9.12.

Highway Passenger Mode Energy Intensities

Automobiles

Btu per vehicle-mile – Automobile energy use divided by automobile vehicle miles of travel.

Energy use – See Energy Use Sources, p. A-3. Data series shown in Table 2.6.

Vehicle-miles – DOT, FHWA, *Highway Statistics 2005*, Table VM-1 and annual editions back to 1996; DOT, FHWA, *Highway Statistics Summary to 1995*. Data series shown in Table 4.1.

Btu per passenger-mile – Automobile energy use divided by automobile passenger-miles.

Energy use – See Energy Use Sources, p. A-3. Data series shown in Table 2.6.

Passenger miles – Vehicle miles multiplied by an average load factor.

Vehicle-miles – DOT, FHWA, *Highway Statistics 2005*, Table VM-1 and annual editions back to 1996; DOT, FHWA, *Highway Statistics Summary to 1995*. Data series shown in Table 4.1.

Load factor – NPTS 1969, 1977, 1983/84, 1990, and 1995, and NHTS 2001.

Table A.17
Automobile Load Factor used to calculate Passenger-Miles

Year	Source	Load Factor
1970	1969 NPTS	1.90
1971	Interpolated	1.90
1972	Interpolated	1.90
1973	Interpolated	1.90
1974	Interpolated	1.90
1975	Interpolated	1.90
1976	Interpolated	1.90
1977	1977 NPTS	1.90
1978	Interpolated	1.88
1979	Interpolated	1.87
1980	Interpolated	1.85
1981	Interpolated	1.83
1982	Interpolated	1.82
1983	1983/84 NPTS	1.80
1984	Interpolated	1.77
1985	Interpolated	1.74
1986	Interpolated	1.71
1987	Interpolated	1.69
1988	Interpolated	1.66
1989	Interpolated	1.63
1990	1990 NPTS	1.60
1991	Interpolated	1.60
1992	Interpolated	1.60
1993	Interpolated	1.60
1994	Interpolated	1.60
1995	1995 NPTS	1.60
1996	Interpolated	1.60
1997	Interpolated	1.59
1998	Interpolated	1.59
1999	Interpolated	1.58
2000	Interpolated	1.58
2001	2001 NHTS	1.57
2002	2001 NHTS	1.57
2003	2001 NHTS	1.57
2004	2001 NHTS	1.57

Light trucks

Btu per vehicle-mile – Light truck energy use divided by light truck vehicle miles of travel.

Energy use – See Energy Use Sources, p. A-6. Data series shown in Table 2.6.

Vehicle-miles – DOT, FHWA, *Highway Statistics 2005*, Table VM-1 and annual editions back to 1996; DOT, FHWA, *Highway Statistics Summary to 1995*. Data series shown in Table 4.2.

Buses

Transit

Btu per vehicle-mile – Transit bus energy use divided by transit bus vehicle-miles.

Energy use – See Energy Use Sources, p. A-4. Data series shown in Table 5.12.

Vehicle-miles – APTA, *2006 Public Transportation Fact Book*, Washington, DC, 2006. Data series shown on Table 5.12.

Btu per passenger-mile – Transit bus energy use divided by transit bus passenger-miles.

Energy use – See Energy Use Sources, p. A-4. Data series shown in Table 5.12.

Passenger-miles – APTA, *2006 Public Transportation Fact Book*, Washington, DC, 2006. Data series shown on Table 5.12.

Intercity

Btu per passenger-mile – Intercity bus energy use divided by intercity bus passenger-miles.

Energy use – See Energy Use Sources, p. A-5. Data series shown in Table 5.13. Because the data past 2000 are not available, the rate of change in bus VMT from FHWA, *Highway Statistics 2005*, was used to estimate the change in energy use.

Passenger-miles – (Data past 2000 are not available.) Eno Foundation for Transportation, *Transportation in America 2001*, Nineteenth edition, Washington, DC. Data series shown in Table 5.13.

Nonhighway Mode Energy Intensities

Air

Certificated air carriers

Btu per passenger-mile – Certificated air carrier energy use divided by passenger-miles.

Energy use – See Energy Use Sources, p. A-10. All of domestic fuel use and half of international fuel use was considered to be domestic use.

Passenger-miles – DOT, BTS, *Air Carrier Traffic Statistics*, www.bts.gov/programs/airline_information/air_carrier_traffic_statistics, Washington, DC. Pre-1994 data are from various editions of the *FAA Statistical Handbook of Aviation* (no longer published). Scheduled service passenger-miles of domestic air carriers and half of international air carriers were used to coincide with fuel use.

Note: These data differ from the data in Table 9.1 because that table contains data on ALL domestic AND international air carrier energy use and passenger-miles.

General aviation

Btu per passenger-mile – General aviation energy use divided by passenger-miles.

Energy use – See Energy Use Sources, p. A-9. Data series shown in Table 9.2.

Passenger-miles – (Data past 2000 not available.) Eno Foundation for Transportation, *Transportation in America 2001*, Nineteenth edition, Washington, DC. Data series shown in Table 9.2.

Rail

Intercity

Btu per passenger-mile – Intercity rail energy use divided by passenger-miles.

Energy use – See Energy Use Sources, p. A-18. Data series shown in Table 9.11.

Passenger-miles – AAR, *Railroad Facts, 2006 Edition*, and previous annual editions.

Transit

Btu per passenger-mile – Transit rail energy use divided by passenger-miles.

Energy use – See Energy Use Sources, p. A-17. Data series shown in Table 9.13.

Passenger-miles – APTA, *2006 Public Transportation Fact Book*, Washington, DC, 2006. Data series shown on Table 9.13.

Commuter

Btu per passenger-mile – Commuter rail energy use divided by passenger-miles.

Energy use – See Energy Use Sources, p. A-16. Data series shown in Table 9.12.

Passenger-miles – APTA, *2006 Public Transportation Fact Book*, Washington, DC, 2006. Data series shown on Table 9.12.

Freight Movement and Energy Use

Rail

Number of locomotives, ton-miles, tons shipped, average length of haul – AAR, *Railroad Facts*, 2006 Edition, Washington, DC, 2006. Data series shown in Table 9.8.

Energy intensity – Class I rail energy use divided by freight car-miles.

Energy use – See Energy Use Sources, p. A-15. Data series shown in Table 9.8.

Water

Number of vehicles – U.S. Department of the Army, Army Corps of Engineers, “Summary of U.S. Flag Passenger and Cargo Vessels, 2004,” New Orleans, LA, 2003.

Ton-miles, tons shipped, average length of haul – U.S. Department of the Army, Army Corps of Engineers, *Waterborne Commerce of the United States, Calendar Year 2004*, Part 5: National Summaries, New Orleans, LA, 2005. Data series shown in Table 9.4.

Btu per ton-mile – Domestic waterborne commerce energy use divided by ton-miles.

Energy use – See Energy Use Sources, p. A-11. Data series shown in Table 9.4.

Freight Mode Energy Intensities

Truck

Btu per vehicle-mile – Heavy single-unit and combination truck energy use divided by vehicle miles

Energy use – See Energy Use Sources (medium/heavy trucks), p. A-7.

Vehicle-miles – DOT, FHWA, *Highway Statistics 2005*, Table VM-1 and annual editions back to 1996; DOT, FHWA, *Highway Statistics Summary to 1995*. Data series is the total of vehicle travel data on Tables 5.1 and 5.2.

Rail

Btu per freight car-mile – Class I rail energy use divided by freight car-miles.

Energy use – See Energy Use Sources, p. A-15. Data series shown in Table 9.8.

Freight car miles – AAR, *Railroad Facts, 2006 Edition*, Washington, DC, 2006. Data series shown in Table 9.8.

Btu per ton-mile – Class I rail energy use divided by ton-miles.

Energy use – See Energy Use Sources, p. A-15. Data series shown in Table 9.8.

Ton-miles – AAR, *Railroad Facts, 2006 Edition*, Washington, DC, 2006. Data series shown in Table 9.8.

Water

Btu per ton-mile – Domestic waterborne commerce energy use divided by ton-miles.

Energy use – See Energy Use Sources, p. A-11. Data series shown in Table 9.4.

Ton-miles – U.S. Department of the Army, Army Corps of Engineers, *Waterborne Commerce of the United States, Calendar Year 2004*, Part 5: National Summaries, New Orleans, LA, 2003. Data series shown in Table 9.4.

APPENDIX B

CONVERSIONS

CONVERSIONS

A Note About Heating Values

The heat content of a fuel is the quantity of energy released by burning a unit amount of that fuel. However, this value is not absolute and can vary according to several factors. For example, empirical formulae for determining the heating value of liquid fuels depend on the fuels' American Petroleum Institute (API) gravity. The API gravity varies depending on the percent by weight of the chemical constituents and impurities in the fuel, both of which are affected by the combination of raw materials used to produce the fuel and by the type of manufacturing process. Temperature and climatic conditions are also factors.

Because of these variations, the heating values in Table B.4 may differ from values in other publications. The figures in this report are representative or average values, not absolute ones. The gross (higher) heating values used here agree with those used by the Energy Information Administration (EIA).

Heating values fall into two categories, usually referred to as "higher" (or gross) and "lower" (or net). If the products of fuel combustion are cooled back to the initial fuel-air or fuel-oxidizer mixture temperature and the water formed during combustion is condensed, the energy released by the process is the higher (gross) heating value. If the products of combustion are cooled to the initial fuel-air temperature, but the water is considered to remain as a vapor, the energy released by the process is lower (net) heating value. Usually the difference between the gross and net heating values for fuels used in transportation is around 5 to 8 percent; however, it is important to be consistent in their use.

Table B.1
Hydrogen Heat Content

1 kilogram hydrogen =	
Higher heating value	Lower heating value
134,200 Btu	113,400 Btu
39.3 kWhr	33.2 kWhr
141,600 kJ	119,600 kJ
33,800 kCal	28,560 kCal

Table B.2
Hydrogen Conversions

	Weight		Gas		Liquid	
	Pounds (lb)	Kilograms (kg)	Standard cubic feet (SCF)	Normal cubic meter (Nm ³)	Gallons (gal)	Liters (L)
1 lb	1.0	0.4536	192.00	5.047	1.6928	6.408
1 kg	2.205	1.0	423.3	11.126	3.733	14.128
1 SCF gas	0.005209	0.002363	1.0	0.02628	0.008820	0.0339
1 Nm ³ gas	0.19815	0.08988	38.04	1.0	0.3355	1.2699
1 gal liquid	0.5906	0.2679	113.41	2.981	1.0	3.785
1 L liquid	0.15604	0.07078	29.99	0.77881	0.2642	1.0

Table B.3
Pressure Conversions

	Bar	Atmosphere	lb/in ² (or psi)
Bar	1.0	0.987	14.5
Atmosphere	1.013	1.0	14.696
lb/in ² (or psi)	0.0689	0.0680	1.0

Table B.4
Heat Content for Various Fuels

Conventional gasoline	125,000 Btu/gal(gross) = 115,400 Btu/gal(net)
Hydrogen	134,200 Btu/kg(gross) = 113,400 Btu/kg(net)
Diesel motor fuel	138,700 Btu/gal (gross) = 128,700 Btu/gal (net)
Biodiesel	126,206 Btu/gal (gross) = 117,093 Btu/gal (net)
Methanol	64,600 Btu/gal (gross) = 56,560 Btu/gal (net)
Ethanol	84,600 Btu/gal (gross) = 75,670 Btu/gal (net)
Gasohol	120,900 Btu/gal (gross) = 112,417 Btu/gal (net)
Aviation gasoline	120,200 Btu/gal (gross) = 112,000 Btu/gal (net)
Propane	91,300 Btu/gal (gross) = 83,500 Btu/gal (net)
Butane	103,000 Btu/gal (gross) = 93,000 Btu/gal (net)
Jet fuel (naphtha)	127,500 Btu/gal (gross) = 118,700 Btu/gal (net)
Jet fuel (kerosene)	135,000 Btu/gal (gross) = 128,100 Btu/gal (net)
Lubricants	144,400 Btu/gal (gross) = 130,900 Btu/gal (net)
Waxes	131,800 Btu/gal (gross) = 120,200 Btu/gal (net)
Asphalt and road oil	158,000 Btu/gal (gross) = 157,700 Btu/gal (net)
Petroleum coke	143,400 Btu/gal (gross) = 168,300 Btu/gal (net)
Natural gas	
Wet	1,109 Btu/ft ³
Dry	1,027 Btu/ft ³
Compressed	20,551 Btu/pound
	960 Btu/cubic foot
Liquid	90,800 Btu/gal (gross) = 87,600 Btu/gal (net)
Crude petroleum	138,100 Btu/gal (gross) = 131,800 Btu/gal (net)
Fuel Oils	
Residual	149,700 Btu/gal (gross) = 138,400 Btu/gal (net)
Distillate	138,700 Btu/gal (gross) = 131,800 Btu/gal (net)
Coal	
Anthracite - Consumption	21.711 x 10 ⁶ Btu/short ton
Bituminous and lignite - Consumption	21.012 x 10 ⁶ Btu/short ton
Production average	21.352 x 10 ⁶ Btu/short ton
Consumption average	21.015 x 10 ⁶ Btu/short ton

Table B.5
Fuel Equivalents

1 million bbl crude oil/day	= 0.365 billion bbl crude oil/year = 2.117 quadrillion Btu/year = 100.465 million short tons coal/year = 91.142 million metric tons coal/year = 2.065 trillion ft ³ natural gas/year = 2,233.435 petajoules/year
1 billion bbl crude oil/year	= 2.740 million bbl crude oil/day = 5.800 quadrillion Btu/year = 275.247 million short tons coal/year = 249.704 million metric tons coal/year = 5.659 trillion ft ³ natural gas/year = 6,119 petajoules/year
1 quadrillion Btu/year	= 0.5219 gasoline gallon equivalents = 0.472 million bbl crude oil/day = 172.414 million bbl crude oil/year = 47.456 million short tons coal/year = 43.052 million metric tons coal/year = 975.610 billion ft ³ natural gas/year = 1,055 petajoules/year
1 billion short tons coal/year	= 0.907 billion metric tons coal/year = 9.954 million bbl crude oil/day = 3.633 billion bbl crude oil/year = 21.072 quadrillion Btu/year = 20.558 trillion ft ³ natural gas/year = 22,230.960 petajoules/year
1 billion metric tons coal/year	= 1.102 billion short tons coal/year = 9.030 million bbl crude oil/day = 3.296 billion bbl crude oil/year = 19.117 quadrillion Btu/year = 18.650 trillion ft ³ natural gas/year = 20,167.927 petajoules/year
1 trillion ft ³ natural gas/year	= 0.484 million bbl crude oil/day = 0.177 billion bbl crude oil/year = 1.025 quadrillion Btu/year = 48.643 million short tons coal/year = 44.129 million metric tons coal/year = 1,081.375 petajoules/year
1 petajoule/year	= 447.741 bbl crude oil/day = 163.425 thousand bbl crude oil/year = 0.948 trillion Btu/year = 44.982 thousand short tons coal/year = 40.808 thousand metric tons coal/year = 0.925 billion ft ³ natural gas/year

Table B.6
Energy Unit Conversions

1 Btu	= 778.2 ft-lb = 107.6 kg-m = 1055 J = 39.30×10^{-5} hp-h = 39.85×10^{-5} metric hp-h = 29.31×10^{-5} kWhr	1 kWhr	= 3412 Btu ^a = 2.655×10^6 ft-lb = 3.671×10^5 kg-m = 3.600×10^6 J = 1.341 hp-h = 1.360 metric hp-h
1 kg-m	= 92.95×10^{-4} Btu = 7.233 ft-lb = 9.806 J = 36.53×10^{-7} hp-h = 37.04×10^{-7} metric hp-h = 27.24×10^{-7} kWhr	1 Joule	= 94.78×10^{-5} Btu = 0.7376 ft-lb = 0.1020 kg-m = 37.25×10^{-8} hp-h = 37.77×10^{-8} metric hp-h = 27.78×10^{-8} kWhr
1 hp-h	= 2544 Btu = 1.98×10^6 ft-lb = 2.738×10^6 kgm = 2.685×10^6 J = 1.014 metric hp-h = 0.7475 kWhr	1 metric hp-h	= 2510 Btu = 1.953×10^6 ft-lb = 27.00×10^4 kgm = 2.648×10^6 J = 0.9863 hp-h = 0.7355 kWhr

^aThis figure does not take into account the fact that electricity generation and distribution efficiency is approximately 33%. If generation and distribution efficiency are taken into account, 1 kWhr = 10,339 Btu.

Table B.7
International Energy Conversions

To:	Terajoules	Giga-calories	Million tonnes of oil equivalent	Million Btu	Gigawatt-hours
From:	<i>multiply by:</i>				
Terajoules	1	238.8	2.388×10^{-5}	947.8	0.2778
Gigacalories	4.1868×10^{-3}	1	10^{-7}	3.968	1.163×10^{-3}
Million tonnes of oil equivalent	4.1868×10^4	10^7	1	3.968×10^7	11,630
Million Btu	1.0551×10^{-3}	0.252	2.52×10^{-8}	1	2.931×10^{-4}
Gigawatt-hours	3.6	860	8.6×10^{-5}	3412	1

Table B.8
Distance and Velocity Conversions

1 in.	= 83.33 x 10 ⁻³ ft	1 ft	= 12.0 in.
	= 27.78 x 10 ⁻³ yd		= 0.33 yd
	= 15.78 x 10 ⁻⁶ mile		= 189.4 x 10 ⁻³ mile
	= 25.40 x 10 ⁻³ m		= 0.3048 m
	= 0.2540 x 10 ⁻⁶ km		= 0.3048 x 10 ⁻³ km
1 mile	= 63360 in.	1 km	= 39370 in.
	= 5280 ft		= 3281 ft
	= 1760 yd		= 1093.6 yd
	= 1609 m		= 0.6214 mile
	= 1.609 km		= 1000 m
1 ft/sec = 0.3048 m/s = 0.6818 mph = 1.0972 km/h			
1 m/sec = 3.281 ft/s = 2.237 mph = 3.600 km/h			
1 km/h = 0.9114 ft/s = 0.2778 m/s = 0.6214 mph			
1 mph = 1.467 ft/s = 0.4469 m/s = 1.609 km/h			

Table B.9
Alternative Measures of Greenhouse Gases

1 pound methane, measured in carbon units (CH ₄)	=	1.333 pounds methane, measured at full molecular weight (CH ₄)
1 pound carbon dioxide, measured in carbon units (CO ₂ -C)	=	3.6667 pounds carbon dioxide, measured at full molecular weight (CO ₂)
1 pound carbon monoxide, measured in carbon units (CO-C)	=	2.333 pounds carbon monoxide, measured at full molecular weight (CO)
1 pound nitrous oxide, measured in nitrogen units (N ₂ O-N)	=	1.571 pounds nitrous oxide, measured at full molecular weight (N ₂ O)

Table B.10
Volume and Flow Rate Conversions^a

1 U.S. gal	= 231 in. ³ = 0.1337 ft ³ = 3.785 liters = 0.8321 imperial gal = 0.0238 bbl = 0.003785 m ³	1 liter	= 61.02 in. ³ = 3.531 x 10 ⁻² ft ³ = 0.2624 U.S. gal = 0.2200 imperial gal = 6.29 x 10 ⁻³ bbl = 0.001 m ³
A U.S. gallon of gasoline weighs 6.2 pounds			
1 imperial gal	= 277.4 in. ³ = 0.1606 ft ³ = 4.545 liters = 1.201 U.S. gal = 0.0286 bbl = 0.004546 m ³	1 bbl	= 9702 in. ³ = 5.615 ft ³ = 158.97 liters = 42 U.S. gal = 34.97 imperial gal = 0.15897 m ³
1 U.S. gal/hr	= 3.209 ft ³ /day = 90.84 liter/day = 19.97 imperial gal/day = 0.5712 bbl/day		= 1171 ft ³ /year = 33157 liter/year = 7289 imperial gal/year = 207.92 bbl/year
For Imperial gallons, multiply above values by 1.201			
1 liter/hr	= 0.8474 ft ³ /day = 6.298 U.S. gal/day = 5.28 imperial gal/day = 0.1510 bbl/day		= 309.3 ft ³ /year = 2299 U.S. gal/year = 1927 imperial gal/year = 55.10 bbl/year
1 bbl/hr	= 137.8 ft ³ /year = 1008 U.S. gal/day = 839.3 imperial gal/day = 3815 liter/day		= 49187 ft ³ year = 3.679 x 10 ⁵ U.S. gal/year = 3.063 x 10 ⁵ imperial gal/year = 1.393 x 10 ⁶ liter/day

^aThe conversions for flow rates are identical to those for volume measures, if the time units are identical.

Table B.11
Power Conversions

FROM	TO					
	Horsepower	Kilowatts	Metric horsepower	Ft-lb per sec	Kilocalories per sec	Btu per sec
Horsepower	1	0.7457	1.014	550	0.1781	0.7068
Kilowatts	1.341	1	1.360	737.6	0.239	0.9478
Metric horsepower	0.9863	0.7355	1	542.5	0.1757	0.6971
Ft-lb per sec	1.36×10^{-3}	1.356×10^{-3}	1.84×10^{-3}	1	0.3238×10^{-3}	1.285×10^{-3}
Kilocalories per sec	5.615	4.184	5.692	3088	1	3.968
Btu per sec	1.415	1.055	1.434	778.2	0.2520	1

Table B.12
Mass Conversions

FROM	TO				
	Pound	Kilogram	Short ton	Long ton	Metric ton
Pound	1	0.4536	5.0×10^{-4}	4.4643×10^{-4}	4.5362×10^{-4}
Kilogram	2.205	1	1.1023×10^{-3}	9.8425×10^{-4}	1.0×10^{-3}
Short ton	2,000	907.2	1	0.8929	0.9072
Long ton	2,240	1,016	1.12	1	1.016
Metric ton	2,205	1,000	1.102	0.9842	1

Table B.13
Fuel Efficiency Conversions^a

MPG	Miles/liter	Kilometers/L	L/100 kilometers
10	2.64	4.25	23.52
15	3.96	6.38	15.68
20	5.28	8.50	11.76
25	6.60	10.63	9.41
30	7.92	12.75	7.84
35	9.25	14.88	6.72
40	10.57	17.00	5.88
45	11.89	19.13	5.23
50	13.21	21.25	4.70
55	14.53	23.38	4.28
60	15.85	25.51	3.92
65	17.17	27.63	3.62
70	18.49	29.76	3.36
75	19.81	31.88	3.14
80	21.13	34.01	2.94
85	22.45	36.13	2.77
90	23.77	38.26	2.61
95	25.09	40.38	2.48
100	26.42	42.51	2.35
105	27.74	44.64	2.24
110	29.06	46.76	2.14
115	30.38	48.89	2.05
120	31.70	51.01	1.96
125	33.02	53.14	1.88
130	34.34	55.26	1.81
135	35.66	57.39	1.74
140	36.98	59.51	1.68
145	38.30	61.64	1.62
150	39.62	63.76	1.57
Formula	MPG/3.785	MPG/[3.785/1.609]	235.24/MPG

Table B.14
SI Prefixes and Their Values

	Value	Prefix	Symbol
One million million millionth	10^{-18}	atto	a
One thousand million millionth	10^{-15}	femto	f
One million millionth	10^{-12}	pico	p
One thousand millionth	10^{-9}	nano	n
One millionth	10^{-6}	micro	μ
One thousandth	10^{-3}	milli	m
One hundredth	10^{-2}	centi	c
One tenth	10^{-1}	deci	
One	10^0		
Ten	10^1	deca	
One hundred	10^2	hecto	
One thousand	10^3	kilo	k
One million	10^6	mega	M
One billion ^a	10^9	giga	G
One trillion ^a	10^{12}	tera	T
One quadrillion ^a	10^{15}	peta	P
One quintillion ^a	10^{18}	exa	E

^aCare should be exercised in the use of this nomenclature, especially in foreign correspondence, as it is either unknown or carries a different value in other countries. A "billion," for example, signifies a value of 10^{12} in most other countries.

Table B.15
Metric Units and Abbreviations

Quantity	Unit name	Symbol
Energy	joule	J
Specific energy	joule/kilogram	J/kg
Specific energy consumption	joule/kilogram•kilometer	J/(kg•km)
Energy consumption	joule/kilometer	J/km
Energy economy	kilometer/kilojoule	km/kJ
Power	kilowatt	Kw
Specific power	watt/kilogram	W/kg
Power density	watt/meter ³	W/m ³
Speed	kilometer/hour	km/h
Acceleration	meter/second ²	m/s ²
Range (distance)	kilometer	km
Weight	kilogram	kg
Torque	newton•meter	N•m
Volume	meter ³	m ³
Mass; payload	kilogram	kg
Length; width	meter	m
Brake specific fuel consumption	kilogram/joule	kg/J
Fuel economy (heat engine)	liters/100 km	L/100 km

Table B.16
Carbon Coefficients, 2002
(Million metric tons carbon per quadrillion Btu)

Fuel Type	
Coal	
Coal (residential)	26.04
Coal (commercial)	26.04
Coal (industrial coking)	25.63
Coal (industrial other)	25.74
Coal (electric utility)	25.98
Natural gas	
Natural gas (pipeline)	14.47
Natural gas (flared)	14.92
Petroleum	
Asphalt and road oil	20.62
Aviation gasoline	18.87
Crude oil	20.30
Distillate fuel	19.95
Jet fuel	19.33
Kerosene	19.72
LPG	16.99
Lubricants	20.24
Motor gasoline	19.34
Petrochemical feed.	19.37
Petroleum coke	27.85
Residual fuel	21.49
Waxes	19.81

Note: All coefficients based on Higher Heating (Gross Calorific) Value and assume 100 percent combustion.

Conversion of Constant Dollar Values

Many types of information in this data book are expressed in dollars. Generally, constant dollars are used—that is, dollars of a fixed value for a specific year, such as 1990 dollars. Converting current dollars to constant dollars, or converting constant dollars for one year to constant dollars for another year, requires conversion factors (Table B.17 and B.18). Table B.17 shows conversion factors for the Consumer Price Index inflation factors. Table B.18 shows conversion factors using the Gross National Product inflation factors.

Table B.17
Consumer Price Inflation (CPI) Index

From:	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979
1970	1.000	1.044	1.077	1.144	1.271	1.387	1.466	1.562	1.680	1.871
1971	0.958	1.000	1.032	1.096	1.217	1.328	1.405	1.496	1.610	1.793
1972	0.928	0.969	1.000	1.062	1.179	1.287	1.361	1.450	1.560	1.737
1973	0.874	0.912	0.941	1.000	1.110	1.212	1.282	1.365	1.468	1.635
1974	0.787	0.822	0.848	0.901	1.000	1.091	1.154	1.229	1.323	1.473
1975	0.721	0.753	0.777	0.825	0.916	1.000	1.058	1.126	1.212	1.349
1976	0.682	0.712	0.735	0.780	0.866	0.946	1.000	1.065	1.146	1.276
1977	0.640	0.668	0.690	0.733	0.814	0.888	0.939	1.000	1.076	1.198
1978	0.595	0.621	0.641	0.681	0.756	0.825	0.873	0.929	1.000	1.113
1979	0.534	0.558	0.576	0.612	0.679	0.741	0.784	0.835	0.898	1.000
1980	0.471	0.492	0.507	0.539	0.598	0.653	0.691	0.735	0.791	0.881
1981	0.427	0.446	0.460	0.488	0.542	0.592	0.626	0.667	0.717	0.799
1982	0.402	0.420	0.433	0.460	0.511	0.558	0.590	0.628	0.676	0.752
1983	0.390	0.407	0.420	0.446	0.495	0.540	0.571	0.608	0.655	0.729
1984	0.373	0.390	0.402	0.427	0.474	0.518	0.548	0.583	0.628	0.699
1985	0.361	0.376	0.388	0.413	0.458	0.500	0.529	0.563	0.606	0.675
1986	0.354	0.370	0.381	0.405	0.450	0.491	0.519	0.553	0.595	0.662
1987	0.342	0.357	0.368	0.391	0.434	0.474	0.501	0.533	0.574	0.639
1988	0.328	0.342	0.353	0.375	0.417	0.455	0.481	0.512	0.551	0.614
1989	0.313	0.327	0.337	0.358	0.398	0.434	0.459	0.489	0.526	0.585
1990	0.297	0.310	0.320	0.340	0.377	0.412	0.435	0.464	0.499	0.555
1991	0.285	0.297	0.307	0.326	0.362	0.395	0.418	0.445	0.479	0.533
1992	0.277	0.289	0.298	0.316	0.351	0.383	0.406	0.432	0.465	0.517
1993	0.269	0.280	0.289	0.307	0.341	0.372	0.394	0.419	0.451	0.502
1994	0.262	0.273	0.282	0.300	0.333	0.363	0.384	0.409	0.440	0.490
1995	0.255	0.266	0.274	0.291	0.323	0.353	0.373	0.398	0.428	0.476
1996	0.247	0.258	0.266	0.283	0.314	0.343	0.363	0.386	0.416	0.463
1997	0.242	0.252	0.260	0.277	0.307	0.335	0.355	0.378	0.406	0.452
1998	0.238	0.248	0.256	0.272	0.302	0.330	0.349	0.372	0.400	0.445
1999	0.233	0.243	0.251	0.267	0.296	0.323	0.342	0.364	0.391	0.436
2000	0.225	0.235	0.243	0.258	0.286	0.312	0.330	0.352	0.379	0.422
2001	0.219	0.229	0.236	0.251	0.278	0.304	0.321	0.342	0.368	0.410
2002	0.216	0.225	0.232	0.247	0.274	0.299	0.316	0.337	0.362	0.404
2003	0.211	0.220	0.227	0.241	0.268	0.292	0.309	0.329	0.354	0.395
2004	0.205	0.214	0.221	0.235	0.261	0.285	0.301	0.321	0.345	0.384
2005	0.199	0.207	0.214	0.227	0.252	0.275	0.291	0.310	0.334	0.372
2006	0.192	0.201	0.207	0.220	0.245	0.267	0.282	0.301	0.323	0.360

Table B.17
Consumer Price Inflation (CPI) Index (Continued)

From:	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
1970	2.124	2.343	2.487	2.567	2.678	2.773	2.825	2.928	3.049	3.196
1971	2.035	2.244	2.383	2.459	2.565	2.657	2.706	2.805	2.921	3.062
1972	1.971	2.175	2.309	2.383	2.486	2.574	2.622	2.718	2.830	2.967
1973	1.856	2.047	2.173	2.243	2.340	2.423	2.468	2.559	2.664	2.793
1974	1.671	1.844	1.957	2.020	2.108	2.183	2.223	2.304	2.400	2.515
1975	1.532	1.690	1.794	1.851	1.931	2.000	2.037	2.112	2.199	2.305
1976	1.448	1.598	1.696	1.750	1.826	1.891	1.926	1.996	2.079	2.179
1977	1.360	1.500	1.592	1.644	1.715	1.776	1.809	1.875	1.952	2.046
1978	1.264	1.394	1.480	1.528	1.594	1.650	1.681	1.742	1.814	1.902
1979	1.135	1.252	1.329	1.372	1.431	1.482	1.510	1.565	1.629	1.708
1980	1.000	1.103	1.171	1.209	1.261	1.306	1.330	1.379	1.436	1.505
1981	0.906	1.000	1.062	1.096	1.143	1.184	1.206	1.250	1.301	1.364
1982	0.854	0.942	1.000	1.032	1.077	1.115	1.136	1.177	1.226	1.285
1983	0.827	0.913	0.969	1.000	1.043	1.080	1.100	1.141	1.188	1.245
1984	0.793	0.875	0.929	0.959	1.000	1.036	1.055	1.093	1.139	1.193
1985	0.766	0.845	0.897	0.926	0.966	1.000	1.019	1.056	1.099	1.152
1986	0.752	0.829	0.880	0.909	0.948	0.982	1.000	1.036	1.079	1.131
1987	0.725	0.800	0.849	0.877	0.915	0.947	0.965	1.000	1.041	1.092
1988	0.697	0.768	0.816	0.842	0.878	0.910	0.926	0.960	1.000	1.048
1989	0.665	0.733	0.778	0.803	0.838	0.868	0.884	0.916	0.954	1.000
1990	0.630	0.695	0.738	0.762	0.795	0.823	0.839	0.869	0.905	0.949
1991	0.605	0.667	0.709	0.731	0.763	0.790	0.805	0.834	0.869	0.910
1992	0.587	0.648	0.688	0.710	0.741	0.767	0.781	0.810	0.843	0.884
1993	0.570	0.629	0.668	0.689	0.719	0.745	0.758	0.786	0.819	0.858
1994	0.556	0.613	0.651	0.672	0.701	0.726	0.740	0.767	0.798	0.837
1995	0.541	0.596	0.633	0.654	0.682	0.706	0.719	0.745	0.776	0.814
1996	0.525	0.579	0.615	0.635	0.662	0.686	0.699	0.724	0.754	0.790
1997	0.513	0.566	0.601	0.621	0.647	0.670	0.683	0.708	0.737	0.773
1998	0.506	0.558	0.592	0.611	0.637	0.660	0.672	0.697	0.726	0.761
1999	0.495	0.546	0.579	0.598	0.624	0.646	0.658	0.682	0.710	0.744
2000	0.479	0.528	0.560	0.578	0.603	0.625	0.636	0.660	0.687	0.720
2001	0.465	0.513	0.545	0.562	0.587	0.608	0.619	0.641	0.668	0.700
2002	0.458	0.505	0.536	0.554	0.578	0.598	0.609	0.631	0.658	0.689
2003	0.448	0.494	0.524	0.541	0.565	0.585	0.596	0.617	0.643	0.674
2004	0.436	0.481	0.511	0.527	0.550	0.570	0.580	0.601	0.626	0.656
2005	0.422	0.465	0.494	0.510	0.532	0.551	0.561	0.582	0.606	0.635
2006	0.409	0.451	0.479	0.494	0.515	0.534	0.544	0.563	0.587	0.615

Table B.17
Consumer Price Inflation (CPI) Index (Continued)

From:	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
1970	3.369	3.510	3.616	3.724	3.820	3.928	4.044	4.137	4.201	4.294
1971	3.227	3.363	3.464	3.568	3.659	3.763	3.874	3.963	4.025	4.114
1972	3.127	3.258	3.356	3.457	3.545	3.646	3.754	3.840	3.900	3.986
1973	2.944	3.068	3.160	3.255	3.338	3.432	3.534	3.615	3.671	3.752
1974	2.651	2.763	2.846	2.931	3.006	3.091	3.183	3.256	3.306	3.379
1975	2.429	2.532	2.608	2.686	2.755	2.833	2.916	2.983	3.030	3.097
1976	2.297	2.394	2.466	2.540	2.605	2.678	2.757	2.821	2.865	2.928
1977	2.157	2.248	2.315	2.384	2.446	2.515	2.589	2.649	2.690	2.749
1978	2.005	2.089	2.152	2.216	2.273	2.337	2.406	2.462	2.500	2.555
1979	1.800	1.876	1.933	1.990	2.041	2.099	2.161	2.211	2.245	2.295
1980	1.586	1.653	1.703	1.754	1.799	1.850	1.904	1.948	1.978	2.022
1981	1.438	1.498	1.543	1.590	1.630	1.677	1.726	1.766	1.793	1.833
1982	1.354	1.411	1.454	1.497	1.536	1.579	1.626	1.663	1.689	1.726
1983	1.312	1.367	1.409	1.451	1.488	1.530	1.575	1.611	1.637	1.673
1984	1.258	1.311	1.350	1.391	1.426	1.467	1.510	1.545	1.569	1.603
1985	1.215	1.266	1.304	1.343	1.377	1.416	1.458	1.492	1.515	1.548
1986	1.193	1.243	1.280	1.318	1.352	1.391	1.432	1.464	1.487	1.520
1987	1.151	1.199	1.235	1.272	1.305	1.342	1.381	1.413	1.435	1.467
1988	1.105	1.151	1.186	1.221	1.253	1.288	1.326	1.357	1.378	1.408
1989	1.054	1.098	1.131	1.165	1.195	1.229	1.265	1.294	1.315	1.344
1990	1.000	1.042	1.073	1.106	1.134	1.166	1.200	1.228	1.247	1.275
1991	0.960	1.000	1.030	1.061	1.088	1.119	1.152	1.178	1.197	1.223
1992	0.932	0.971	1.000	1.030	1.056	1.086	1.118	1.144	1.162	1.187
1993	0.904	0.943	0.971	1.000	1.026	1.055	1.086	1.111	1.128	1.153
1994	0.882	0.919	0.947	0.975	1.000	1.028	1.059	1.083	1.100	1.124
1995	0.858	0.894	0.921	0.948	0.972	1.000	1.030	1.053	1.070	1.093
1996	0.833	0.868	0.894	0.921	0.945	0.971	1.000	1.023	1.039	1.062
1997	0.814	0.849	0.874	0.900	0.923	0.950	0.978	1.000	1.016	1.038
1998	0.802	0.836	0.861	0.887	0.909	0.935	0.963	0.985	1.000	1.022
1999	0.785	0.818	0.842	0.867	0.890	0.915	0.942	0.963	0.978	1.000
2000	0.759	0.791	0.815	0.839	0.861	0.885	0.911	0.932	0.947	0.967
2001	0.738	0.769	0.792	0.816	0.837	0.861	0.886	0.906	0.920	0.941
2002	0.727	0.757	0.780	0.803	0.824	0.847	0.872	0.892	0.906	0.926
2003	0.710	0.740	0.763	0.785	0.805	0.828	0.853	0.872	0.886	0.905
2004	0.692	0.721	0.743	0.765	0.785	0.807	0.831	0.850	0.863	0.882
2005	0.669	0.697	0.718	0.740	0.759	0.780	0.803	0.822	0.835	0.853
2006	0.648	0.676	0.696	0.717	0.735	0.756	0.778	0.796	0.809	0.826

Table B.17
Consumer Price Inflation (CPI) Index (Continued)

From:	2000	2001	2002	2003	2004	2005	2006
1970	4.438	4.564	4.637	4.742	4.869	5.034	5.196
1971	4.252	4.373	4.442	4.543	4.664	4.822	4.978
1972	4.120	4.237	4.304	4.402	4.519	4.672	4.823
1973	3.878	3.989	4.052	4.144	4.255	4.399	4.541
1974	3.493	3.592	3.649	3.732	3.832	3.961	4.089
1975	3.201	3.292	3.344	3.420	3.511	3.630	3.747
1976	3.026	3.112	3.162	3.234	3.320	3.432	3.543
1977	2.842	2.922	2.969	3.036	3.117	3.223	3.327
1978	2.641	2.716	2.759	2.822	2.897	2.995	3.092
1979	2.372	2.439	2.478	2.534	2.602	2.690	2.777
1980	2.090	2.149	2.183	2.233	2.292	2.370	2.447
1981	1.894	1.948	1.979	2.024	2.078	2.149	2.218
1982	1.784	1.835	1.864	1.907	1.958	2.024	2.089
1983	1.729	1.778	1.806	1.847	1.897	1.961	2.024
1984	1.657	1.705	1.731	1.771	1.818	1.880	1.940
1985	1.600	1.646	1.672	1.710	1.756	1.815	1.874
1986	1.571	1.616	1.641	1.679	1.724	1.782	1.839
1987	1.516	1.559	1.584	1.620	1.663	1.719	1.775
1988	1.456	1.497	1.521	1.555	1.597	1.651	1.704
1989	1.389	1.428	1.451	1.484	1.523	1.575	1.626
1990	1.318	1.355	1.376	1.408	1.445	1.494	1.542
1991	1.264	1.300	1.321	1.351	1.387	1.434	1.480
1992	1.227	1.262	1.282	1.311	1.346	1.392	1.437
1993	1.192	1.226	1.245	1.273	1.307	1.352	1.395
1994	1.162	1.195	1.214	1.242	1.275	1.318	1.360
1995	1.130	1.162	1.180	1.207	1.240	1.281	1.323
1996	1.098	1.129	1.147	1.173	1.204	1.245	1.285
1997	1.073	1.103	1.121	1.146	1.177	1.217	1.256
1998	1.056	1.087	1.104	1.129	1.159	1.198	1.237
1999	1.034	1.063	1.080	1.104	1.134	1.172	1.210
2000	1.000	1.028	1.045	1.069	1.097	1.134	1.171
2001	0.972	1.000	1.016	1.039	1.067	1.103	1.138
2002	0.957	0.984	1.000	1.023	1.050	1.086	1.121
2003	0.936	0.963	0.978	1.000	1.027	1.061	1.096
2004	0.912	0.938	0.952	0.974	1.000	1.034	1.067
2005	0.882	0.907	0.921	0.942	0.967	1.000	1.032
2006	0.854	0.878	0.892	0.913	0.937	0.969	1.000

Source:

U.S. Bureau of Labor Statistics.

Table B.18
Gross National Product Implicit Price Deflator

From:	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979
1970	1.000	1.050	1.096	1.157	1.261	1.380	1.460	1.553	1.662	1.800
1971	0.952	1.000	1.043	1.102	1.201	1.315	1.391	1.479	1.583	1.714
1972	0.913	0.958	1.000	1.056	1.151	1.260	1.333	1.418	1.517	1.643
1973	0.864	0.908	0.947	1.000	1.090	1.193	1.262	1.342	1.437	1.556
1974	0.793	0.833	0.869	0.917	1.000	1.094	1.158	1.231	1.318	1.427
1975	0.724	0.761	0.794	0.838	0.914	1.000	1.058	1.125	1.204	1.304
1976	0.685	0.719	0.750	0.792	0.864	0.945	1.000	1.064	1.138	1.233
1977	0.644	0.676	0.705	0.745	0.812	0.889	0.940	1.000	1.070	1.159
1978	0.602	0.632	0.659	0.696	0.759	0.830	0.878	0.934	1.000	1.083
1979	0.555	0.583	0.609	0.643	0.701	0.767	0.811	0.863	0.923	1.000
1980	0.509	0.535	0.558	0.589	0.642	0.703	0.744	0.791	0.847	0.917
1981	0.466	0.489	0.510	0.539	0.587	0.643	0.680	0.723	0.774	0.838
1982	0.439	0.461	0.481	0.508	0.553	0.606	0.641	0.682	0.729	0.790
1983	0.422	0.443	0.462	0.488	0.532	0.583	0.616	0.656	0.702	0.760
1984	0.407	0.427	0.446	0.471	0.513	0.562	0.594	0.632	0.676	0.732
1985	0.395	0.415	0.433	0.457	0.498	0.545	0.576	0.613	0.656	0.711
1986	0.386	0.406	0.423	0.447	0.487	0.533	0.564	0.600	0.642	0.695
1987	0.376	0.395	0.412	0.435	0.747	0.519	0.549	0.584	0.625	0.677
1988	0.364	0.382	0.398	0.421	0.459	0.502	0.531	0.565	0.604	0.654
1989	0.350	0.368	0.384	0.405	0.442	0.483	0.511	0.544	0.582	0.631
1990	0.337	0.354	0.369	0.390	0.425	0.465	0.492	0.524	0.561	0.607
1991	0.326	0.342	0.357	0.377	0.411	0.450	0.476	0.506	0.542	0.587
1992	0.319	0.334	0.349	0.369	0.402	0.440	0.465	0.495	0.530	0.573
1993	0.311	0.327	0.341	0.360	0.393	0.430	0.455	0.483	0.517	0.560
1994	0.305	0.320	0.334	0.353	0.384	0.421	0.445	0.473	0.507	0.549
1995	0.299	0.314	0.327	0.346	0.377	0.412	0.436	0.464	0.497	0.538
1996	0.293	0.308	0.321	0.339	0.370	0.405	0.428	0.455	0.487	0.528
1997	0.288	0.303	0.316	0.334	0.364	0.398	0.421	0.448	0.479	0.519
1998	0.285	0.299	0.312	0.330	0.360	0.394	0.416	0.443	0.474	0.513
1999	0.281	0.295	0.308	0.325	0.355	0.388	0.410	0.437	0.467	0.506
2000	0.275	0.289	0.301	0.318	0.347	0.380	0.402	0.427	0.457	0.495
2001	0.269	0.282	0.294	0.311	0.339	0.371	0.392	0.417	0.447	0.484
2002	0.264	0.277	0.289	0.306	0.333	0.365	0.386	0.410	0.439	0.475
2003	0.259	0.272	0.283	0.299	0.326	0.357	0.378	0.402	0.430	0.465
2004	0.251	0.264	0.276	0.291	0.317	0.347	0.367	0.391	0.418	0.453
2005	0.244	0.256	0.267	0.282	0.308	0.337	0.356	0.379	0.406	0.439

Table B.18
Gross National Product Implicit Price Deflator (Continued)

From:	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
1970	1.963	2.148	2.279	2.369	2.458	2.533	2.589	2.660	2.751	2.855
1971	1.870	2.046	2.170	2.256	2.341	2.413	2.466	2.533	2.620	2.719
1972	1.792	1.960	2.080	2.162	2.244	2.312	2.363	2.428	2.510	2.606
1973	1.697	1.857	1.970	2.048	2.125	2.190	2.238	2.299	2.378	2.468
1974	1.557	1.703	1.807	1.879	1.949	2.009	2.053	2.109	2.181	2.264
1975	1.422	1.556	1.651	1.716	1.781	1.835	1.876	1.927	1.993	2.068
1976	1.344	1.471	1.561	1.623	1.683	1.735	1.773	1.822	1.884	1.955
1977	1.264	1.383	1.467	1.525	1.583	1.631	1.667	1.713	1.771	1.838
1978	1.181	1.292	1.371	1.425	1.479	1.524	1.557	1.600	1.655	1.717
1979	1.091	1.193	1.266	1.316	1.366	1.407	1.438	1.478	1.528	1.586
1980	1.000	1.094	1.161	1.207	1.252	1.290	1.319	1.355	1.401	1.454
1981	0.914	1.000	1.061	1.103	1.144	1.179	1.205	1.238	1.281	1.329
1982	0.861	0.943	1.000	1.040	1.079	1.112	1.136	1.167	1.207	1.253
1983	0.829	0.907	0.962	1.000	1.038	1.069	1.093	1.123	1.161	1.205
1984	0.799	0.874	0.927	0.964	1.000	1.031	1.053	1.082	1.119	1.161
1985	0.775	0.848	0.900	0.935	0.970	1.000	1.022	1.050	1.086	1.127
1986	0.758	0.830	0.880	0.915	0.950	0.978	1.000	1.027	1.063	1.103
1987	0.738	0.808	0.857	0.891	0.924	0.952	0.973	1.000	1.034	1.073
1988	0.714	0.781	0.828	0.861	0.894	0.921	0.941	0.967	1.000	1.038
1989	0.688	0.752	0.798	0.830	0.861	0.887	0.907	0.932	0.963	1.000
1990	0.662	0.724	0.768	0.799	0.829	0.854	0.873	0.897	0.928	0.963
1991	0.640	0.700	0.743	0.772	0.801	0.825	0.844	0.867	0.896	0.930
1992	0.625	0.684	0.726	0.755	0.783	0.807	0.825	0.847	0.876	0.909
1993	0.611	0.669	0.709	0.738	0.765	0.789	0.806	0.828	0.856	0.889
1994	0.598	0.655	0.695	0.722	0.749	0.772	0.789	0.811	0.838	0.870
1995	0.586	0.642	0.681	0.708	0.734	0.757	0.773	0.794	0.822	0.853
1996	0.575	0.630	0.668	0.694	0.721	0.743	0.759	0.780	0.806	0.837
1997	0.566	0.619	0.657	0.683	0.709	0.730	0.746	0.767	0.793	0.823
1998	0.560	0.613	0.650	0.676	0.701	0.722	0.738	0.759	0.784	0.814
1999	0.552	0.604	0.641	0.666	0.691	0.712	0.728	0.748	0.773	0.803
2000	0.540	0.591	0.627	0.652	0.676	0.697	0.712	0.732	0.757	0.785
2001	0.528	0.577	0.612	0.637	0.660	0.681	0.696	0.715	0.739	0.767
2002	0.518	0.567	0.602	0.626	0.649	0.669	0.684	0.702	0.726	0.754
2003	0.508	0.555	0.589	0.613	0.636	0.655	0.669	0.688	0.711	0.738
2004	0.494	0.540	0.573	0.596	0.618	0.637	0.651	0.669	0.692	0.718
2005	0.479	0.524	0.556	0.578	0.600	0.618	0.632	0.649	0.671	0.697

Table B.18
Gross National Product Implicit Price Deflator (Continued)

From:	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
1970	2.966	3.069	3.140	3.212	3.281	3.348	3.412	3.468	3.507	3.557
1971	2.824	2.923	2.990	3.059	3.124	3.189	3.249	3.303	3.340	3.388
1972	2.707	2.801	2.865	2.932	2.994	3.056	3.114	3.165	3.200	3.247
1973	2.563	2.653	2.714	2.777	2.836	2.894	2.949	2.998	3.031	3.075
1974	2.351	2.433	2.489	2.547	2.601	2.655	2.705	2.750	2.780	2.821
1975	2.148	2.224	2.274	2.327	2.377	2.426	2.472	2.513	2.540	2.577
1976	2.031	2.102	2.150	2.200	2.247	2.293	2.336	2.375	2.401	2.436
1977	1.909	1.976	2.021	2.068	2.112	2.156	2.197	2.233	2.258	2.290
1978	1.784	1.846	1.889	1.932	1.974	2.014	2.052	2.086	2.109	2.140
1979	1.647	1.705	1.744	1.785	1.822	1.860	1.895	1.927	1.948	1.976
1980	1.510	1.563	1.599	1.636	1.671	1.705	1.738	1.767	1.786	1.812
1981	1.381	1.429	1.462	1.496	1.527	1.559	1.588	1.615	1.633	1.656
1982	1.301	1.347	1.378	1.410	1.440	1.469	1.497	1.522	1.539	1.561
1983	1.252	1.295	1.325	1.356	1.385	1.413	1.440	1.464	1.480	1.501
1984	1.206	1.249	1.277	1.307	1.335	1.362	1.388	1.411	1.426	1.447
1985	1.171	1.212	1.239	1.268	1.295	1.322	1.347	1.369	1.384	1.404
1986	1.145	1.186	1.213	1.241	1.267	1.293	1.318	1.340	1.354	1.374
1987	1.115	1.154	1.180	1.208	1.233	1.259	1.283	1.304	1.318	1.337
1988	1.078	1.116	1.141	1.168	1.193	1.217	1.240	1.261	1.275	1.293
1989	1.039	1.075	1.100	1.125	1.149	1.173	1.195	1.215	1.228	1.246
1990	1.000	1.035	1.059	1.083	1.106	1.129	1.150	1.170	1.182	1.200
1991	0.966	1.000	1.023	1.047	1.069	1.091	1.112	1.130	1.143	1.159
1992	0.945	0.978	1.000	1.023	1.045	1.066	1.087	1.105	1.117	1.133
1993	0.923	0.955	0.977	1.000	1.021	1.042	1.062	1.080	1.092	1.107
1994	0.904	0.935	0.957	0.979	1.000	1.021	1.040	1.057	1.069	1.084
1995	0.886	0.917	0.938	0.959	0.980	1.000	1.019	1.036	1.047	1.062
1996	0.869	0.900	0.920	0.942	0.962	0.981	1.000	1.017	1.028	1.043
1997	0.855	0.885	0.905	0.926	0.946	0.965	0.984	1.000	1.011	1.026
1998	0.846	0.875	0.895	0.916	0.936	0.955	0.973	0.989	1.000	1.014
1999	0.834	0.863	0.883	0.903	0.922	0.941	0.959	0.975	0.986	1.000
2000	0.816	0.844	0.864	0.884	0.903	0.921	0.939	0.954	0.965	0.979
2001	0.797	0.825	0.844	0.863	0.882	0.900	0.917	0.932	0.942	0.956
2002	0.783	0.811	0.829	0.848	0.866	0.884	0.901	0.916	0.926	0.939
2003	0.767	0.794	0.812	0.831	0.848	0.866	0.882	0.897	0.907	0.920
2004	0.746	0.772	0.789	0.808	0.825	0.842	0.858	0.872	0.882	0.894
2005	0.724	0.749	0.766	0.784	0.801	0.817	0.833	0.846	0.856	0.868

Table B.18
Gross National Product Implicit Price Deflator (Continued)

From:	2000	2001	2002	2003	2004	2005
1970	3.635	3.722	3.787	3.867	3.977	4.097
1971	3.462	3.544	3.606	3.683	3.787	3.902
1972	3.317	3.397	3.456	3.529	3.630	3.739
1973	3.142	3.217	3.273	3.343	3.438	3.542
1974	2.882	2.951	3.002	3.066	3.153	3.249
1975	2.633	2.696	2.743	2.802	2.881	2.968
1976	2.489	2.549	2.593	2.648	2.723	2.806
1977	2.340	2.396	2.438	2.490	2.561	2.638
1978	2.186	2.239	2.278	2.326	2.392	2.465
1979	2.019	2.067	2.103	2.148	2.209	2.276
1980	1.851	1.896	1.929	1.970	2.026	2.087
1981	1.692	1.733	1.763	1.800	1.852	1.908
1982	1.595	1.633	1.662	1.697	1.745	1.798
1983	1.534	1.571	1.598	1.632	1.679	1.729
1984	1.479	1.514	1.540	1.573	1.618	1.667
1985	1.435	1.469	1.495	1.527	1.570	1.617
1986	1.404	1.438	1.463	1.494	1.536	1.583
1987	1.366	1.399	1.424	1.454	1.495	1.540
1988	1.321	1.353	1.377	1.406	1.446	1.490
1989	1.273	1.304	1.326	1.355	1.393	1.435
1990	1.226	1.255	1.277	1.304	1.341	1.382
1991	1.184	1.213	1.234	1.260	1.296	1.335
1992	1.158	1.185	1.206	1.232	1.267	1.305
1993	1.131	1.159	1.179	1.204	1.238	1.275
1994	1.108	1.134	1.154	1.179	1.212	1.249
1995	1.086	1.112	1.131	1.155	1.188	1.224
1996	1.065	1.091	1.110	1.134	1.166	1.201
1997	1.048	1.073	1.092	1.115	1.147	1.181
1998	1.037	1.061	1.080	1.103	1.134	1.168
1999	1.022	1.046	1.064	1.087	1.118	1.152
2000	1.000	1.024	1.042	1.064	1.094	1.127
2001	0.977	1.000	1.017	1.039	1.069	1.101
2002	0.960	0.983	1.000	1.021	1.050	1.082
2003	0.940	0.962	0.979	1.000	1.028	1.059
2004	0.914	0.936	0.952	0.972	1.000	1.030
2005	0.887	0.908	0.924	0.944	0.970	1.000

Source:

U.S. Department of Commerce, Bureau of Economic Analysis,
Survey of Current Business, Washington, DC, monthly.

APPENDIX C

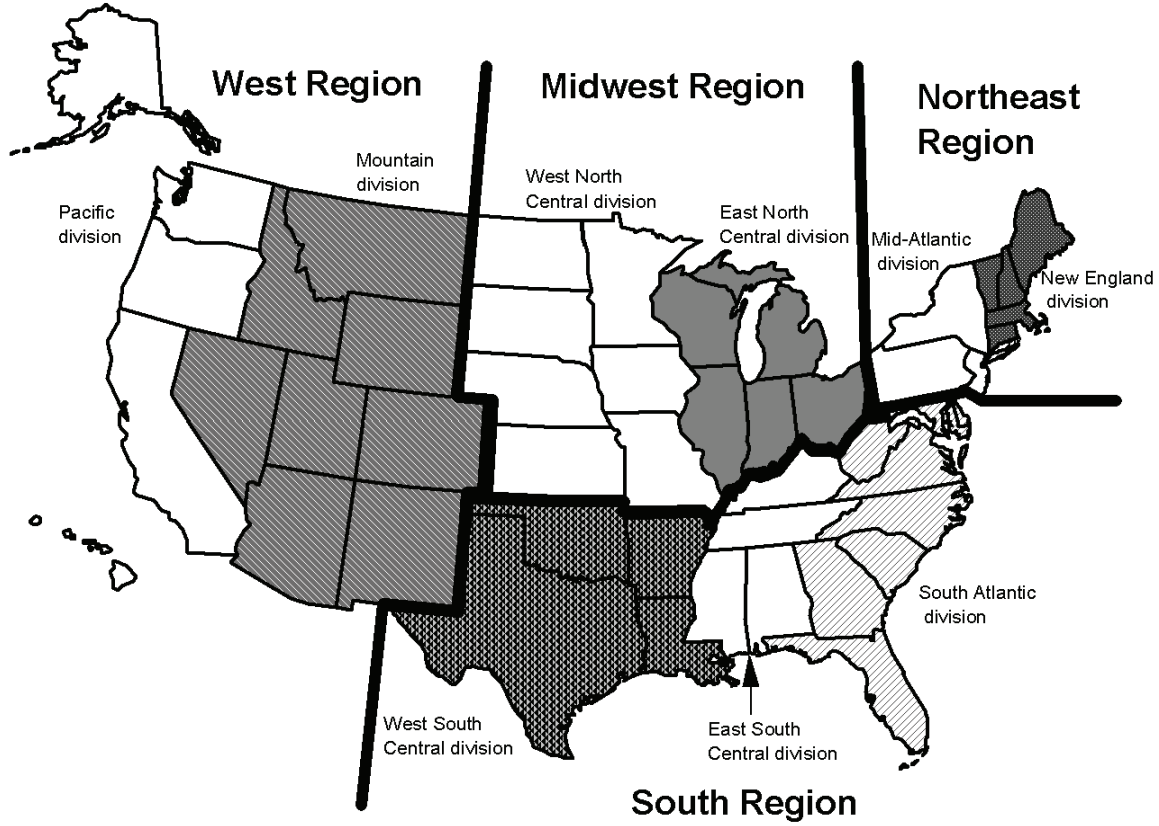
MAPS

Table C.1
Census Regions and Divisions

Northeast Region			
Mid-Atlantic division		New England division	
New Jersey New York	Pennsylvania	Connecticut Maine Massachusetts	New Hampshire Rhode Island Vermont
South Region			
West South Central division	East South Central division	South Atlantic division	
Arkansas Louisiana Oklahoma Texas	Alabama Kentucky Mississippi Tennessee	Delaware Florida Georgia Maryland North Carolina	South Carolina Virginia Washington, DC West Virginia
West Region			
Pacific division		Mountain division	
Alaska California Hawaii	Oregon Washington	Arizona Colorado Idaho Montana	Nevada New Mexico Utah Wyoming
Midwest Region			
West North Central division		East North Central division	
Iowa Kansas Minnesota Missouri	Nebraska North Dakota South Dakota	Illinois Indiana Michigan	Ohio Wisconsin

Source:
U.S. Census Bureau.

Figure C1. Census Regions and Divisions



Source: See Table C.1.

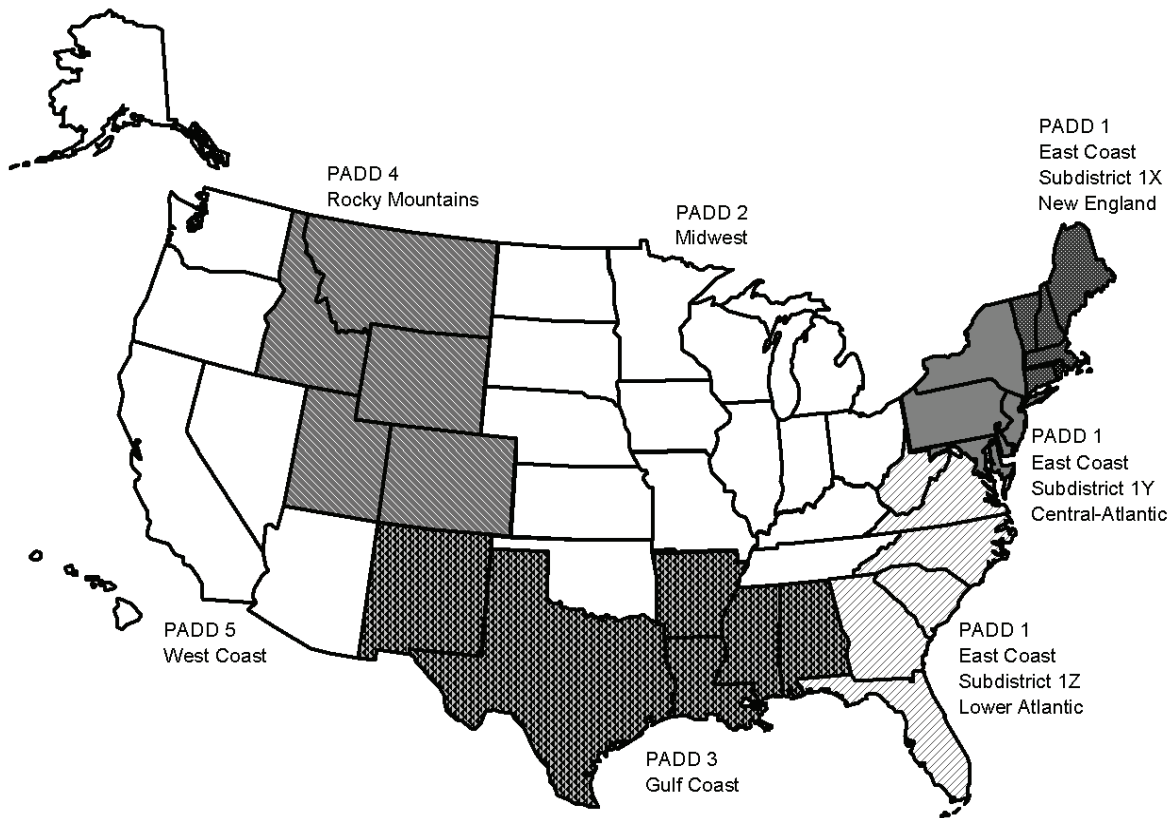
Table C.2
Petroleum Administration for Defense Districts (PADD)

District	Subdistrict	States
PAD District 1 East Coast	Subdistrict 1X New England	Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont
	Subdistrict 1Y Central Atlantic	Delaware, District of Columbia, Maryland, New Jersey, New York, Pennsylvania
	Subdistrict 1Z Lower Atlantic	Florida, Georgia, North Carolina, South Carolina, Virginia, West Virginia
PAD District 2 Midwest		Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Ohio, Oklahoma, Tennessee, Wisconsin
PAD District 3 Gulf Coast		Alabama, Arkansas, Louisiana, Mississippi, New Mexico, Texas
PAD District 4 Rocky Mountains		Colorado, Idaho, Montana, Utah, Wyoming
PAD District 5 West Coast		Alaska, Arizona, California, Hawaii, Nevada, Oregon, Washington

Source:

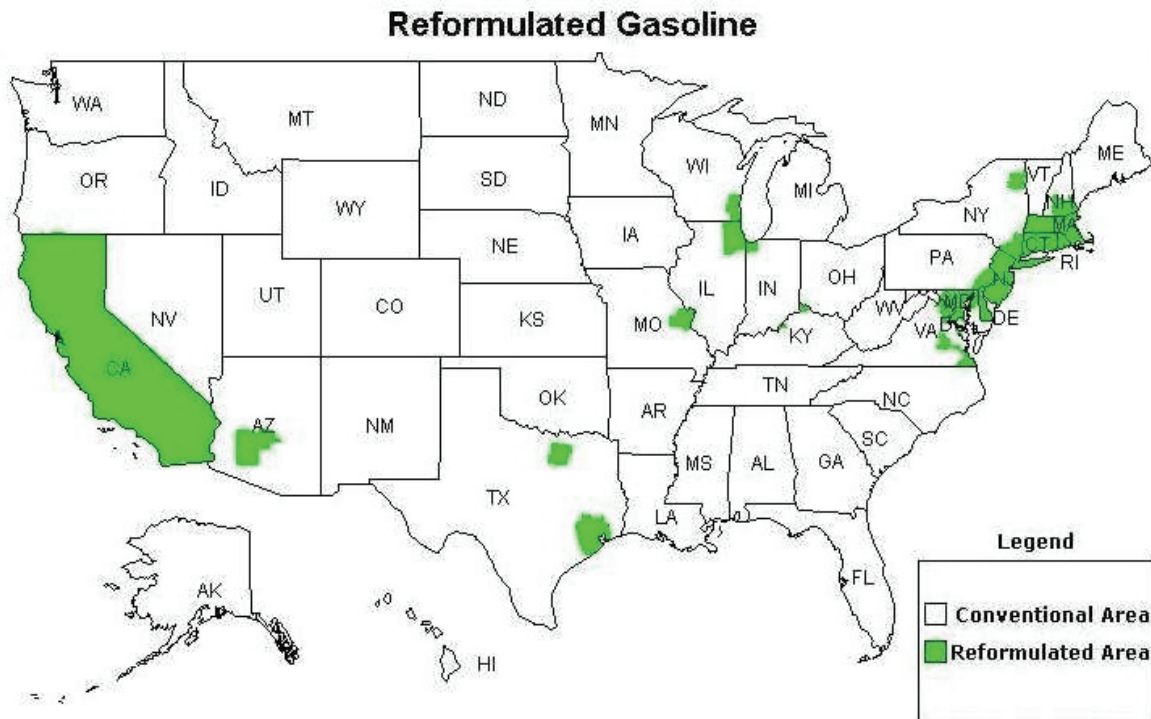
Energy Information Administration web site: <http://tonto.eia.doe.gov/oog/info/twip/padddef.html>

Figure C.2. Petroleum Administration for Defense Districts



Source: See Table C.2.

Figure C.3. Map of Places where Reformulated Gasoline is Sold



Source:

U.S. Department of Energy, Energy Information Administration,
http://www.eia.doe.gov/oil_gas/petroleum/data_publications/wrgp/reformulated_map.html,
 June 2004.

Note:

Reformulated gasoline is a motor gasoline specially formulated to achieve significant reductions in vehicle emissions of ozone-forming and toxic air pollutants. The Clean Air Act of 1990 mandates reformulated gasoline use in areas with ozone-air pollution problems.

GLOSSARY

Acceleration power - Measured in kilowatts. Pulse power obtainable from a battery used to accelerate a vehicle. This is based on a constant current pulse for 30 seconds at no less than 2/3 of the maximum open-circuit-voltage, at 80% depth-of-discharge relative to the battery's rated capacity and at 20° C ambient temperature.

Air Carrier - The commercial system of air transportation consisting of certificated air carriers, air taxis (including commuters), supplemental air carriers, commercial operators of large aircraft, and air travel clubs.

Certificated route air carrier: An air carrier holding a Certificate of Public Convenience and Necessity issued by the Department of Transportation to conduct scheduled interstate services. Nonscheduled or charter operations may also be conducted by these carriers. These carriers operate large aircraft (30 seats or more, or a maximum payload capacity of 7,500 pounds or more) in accordance with Federal Aviation Regulation part 121.

Domestic air operator: Commercial air transportation within and between the 50 States and the District of Columbia. Includes operations of certificated route air carriers, Pan American, local service, helicopter, intra-Alaska, intra-Hawaii, all-cargo carriers and other carriers. Also included are transborder operations conducted on the domestic route segments of U.S. air carriers. Domestic operators are classified based on their operating revenue as follows:

- Majors - over \$1 billion
- Nationals - \$100-1,000 million
- Large Regionals - \$10-99.9 million
- Medium Regionals - \$0-9.99 million

International air operator: Commercial air transportation outside the territory of the United States, including operations between the U.S. and foreign countries and between the U.S. and its territories and possessions.

Supplemental air carrier: A class of air carriers which hold certificates authorizing them to perform passenger and cargo charter services supplementing the scheduled service of the certificated route air carriers. Supplemental air carriers are often referred to as nonscheduled air carriers or "nonskeds."

Alcohol - The family name of a group of organic chemical compounds composed of carbon, hydrogen, and oxygen. The molecules in the series vary in chain length and are composed of a hydrocarbon plus a hydroxyl group. Alcohol includes methanol and ethanol.

Amtrak - See *Rail*.

Anthropogenic - Human made. Usually used in the context of emissions that are produced as the result of human activities.

Automobile size classifications - Size classifications of automobiles are established by the Environmental Protection Agency (EPA) as follows:

Minicompact - less than 85 cubic feet of passenger and luggage volume.

Subcompact - between 85 to 100 cubic feet of passenger and luggage volume.

Compact - between 100 to 110 cubic feet of passenger and luggage volume.

Midsize - between 110 to 120 cubic feet of passenger and luggage volume.

Large - more than 120 cubic feet of passenger and luggage volume.

Two seater - automobiles designed primarily to seat only two adults.

Station wagons are included with the size class for the sedan of the same name.

Aviation - See *General aviation*.

Aviation gasoline - All special grades of gasoline for use in aviation reciprocating engines, as given in the American Society for Testing and Materials (ASTM) Specification D 910. Includes all refinery products within the gasoline range that are to be marketed straight or in blends as aviation gasoline without further processing (any refinery operation except mechanical blending). Also included are finished components in the gasoline range which will be used for blending or compounding into aviation gasoline.

Barges - Shallow, nonself-propelled vessels used to carry bulk commodities on the rivers and the Great Lakes.

Battery efficiency - Measured in percentage. Net DC energy delivered on discharge, as a percentage of the total DC energy required to restore the initial state-of-charge. The efficiency value must include energy losses resulting from self-discharge, cell equalization, thermal loss compensation, and all battery-specific auxiliary equipment.

Btu - British thermal unit. The amount of energy required to raise the temperature of 1 pound of water 1 degree Fahrenheit at or near 39.2 degrees Fahrenheit. An average Btu content of fuel is the heat value per quantity of fuel as determined from tests of fuel samples.

Bunker - A storage tank.

Bunkering fuels - Fuels stored in ship bunkers.

Bus -

Intercity bus: A standard size bus equipped with front doors only, high backed seats, luggage compartments separate from the passenger compartment and usually with restroom facilities, for high-speed long distance service.

Motor bus: Rubber-tired, self-propelled, manually-steered bus with fuel supply on board the vehicle. Motor bus types include intercity, school, and transit.

School and other nonrevenue bus: Bus services for which passengers are not directly charged for transportation, either on a per passenger or per vehicle basis.

Transit bus: A bus designed for frequent stop service with front and center doors, normally with a rear-mounted diesel engine, low-back seating, and without luggage storage compartments or restroom facilities.

Trolley coach: Rubber-tired electric transit vehicle, manually-steered, propelled by a motor drawing current, normally through overhead wires, from a central power source not on board the vehicle.

Calendar year - The period of time between January 1 and December 31 of any given year.

Captive imports - Products produced overseas specifically for domestic manufacturers.

Carbon dioxide (CO₂) - A colorless, odorless, non-poisonous gas that is a normal part of the ambient air. Carbon dioxide is a product of fossil fuel combustion.

Carbon monoxide (CO) - A colorless, odorless, highly toxic gas that is a by-product of incomplete fossil fuel combustion. Carbon monoxide, one of the major air pollutants, can be harmful in small amounts if breathed over a certain period of time.

Car-mile (railroad) - A single railroad car moved a distance of one mile.

Cargo ton-mile - See *Ton-mile*.

Certificated route air carriers - See *Air carriers*.

Class I freight railroad - See *Rail*.

Coal slurry - Finely crushed coal mixed with sufficient water to form a fluid.

Combination trucks - Consist of a power unit (a truck tractor) and one or more trailing units (a semi-trailer or trailer). The most frequently used combination is popularly referred to as a "tractor-semitrailer" or "tractor trailer".

Commercial sector - An energy-consuming sector that consists of service-providing facilities of: businesses; Federal, State, and local governments; and other private and public organizations, such as religious, social or fraternal groups. Includes institutional living quarters.

Commuter railroad - See *Rail*.

Compact car - See *Automobile size classifications*.

Constant dollars - A time series of monetary figures is expressed in constant dollars when the effect of change over time in the purchasing power of the dollar has been removed. Usually the data are expressed in terms of dollars of a selected year or the average of a set of years.

Consumer Price Index (CPI) - An index issued by the U.S. Department of Labor, Bureau of Labor Statistics. The CPI is designed to measure changes in the prices of goods and services bought by wage earners and clerical workers in urban areas. It represents the cost of a typical consumption bundle at current prices as a ratio to its cost at a base year.

Continuous discharge capacity - Measured as percent of rated energy capacity. Energy delivered in a constant power discharge required by an electric vehicle for hill climbing and/or high-speed cruise, specified as the percent of its rated energy capacity delivered in a one hour constant-power discharge.

Corporate Average Fuel Economy (CAFE) standards - CAFE standards were originally established by Congress for new automobiles, and later for light trucks, in Title V of the Motor Vehicle Information and Cost Savings Act (15 U.S.C.1901, et seq.) with subsequent amendments. Under CAFE, automobile manufacturers are required by law to produce vehicle fleets with a composite sales-weighted fuel economy which cannot be lower than the CAFE standards in a given year, or for every vehicle which does not meet the standard, a fine of \$5.00 is paid for every one-tenth of a mpg below the standard.

Crude oil - A mixture of hydrocarbons that exists in the liquid phase in natural underground reservoirs and remains liquid at atmospheric pressure after passing through surface separating facilities. Crude oil production is measured at the wellhead and includes lease condensate.

Crude oil imports - The volume of crude oil imported into the 50 States and the District of Columbia, including imports from U.S. territories, but excluding imports of crude oil into the Hawaiian Foreign Trade Zone.

Curb weight - The weight of a vehicle including all standard equipment, spare tire and wheel, all fluids and lubricants to capacity, full tank of fuel, and the weight of major optional accessories normally found on the vehicle.

Current dollars - Represents dollars current at the time designated or at the time of the transaction. In most contexts, the same meaning would be conveyed by the use of the term "dollars." See also constant dollars.

Demand Response - A transit mode that includes passenger cars, vans, and small buses operating in response to calls from passengers to the transit operator who dispatches the vehicles. The vehicles do not operate over a fixed route on a fixed schedule. Can also be known as paratransit or dial-a-ride.

Diesel fuel - See distillate fuel oil.

Disposable personal income - See *Income*.

Distillate fuel oil - The lighter fuel oils distilled off during the refining process. Included are products known as ASTM grades numbers 1 and 2 heating oils, diesel fuels, and number 4 fuel oil. The major uses of distillate fuel oils include heating, fuel for on-and off-highway diesel engines, and railroad diesel fuel.

Domestic air operator - See *Air carrier*.

E85 - 85% ethanol and 15% gasoline.

E95 - 95% ethanol and 5% gasoline.

Domestic water transportation - See *Internal water transportation*.

Electric utilities sector - Consists of privately and publicly owned establishments which generate electricity primarily for resale.

Emission standards - Standards for the levels of pollutants emitted from automobiles and trucks. Congress established the first standards in the Clean Air Act of 1963. Currently, standards are set for four vehicle classes - automobiles, light trucks, heavy-duty gasoline trucks, and heavy-duty diesel trucks.

Energy capacity - Measured in kilowatt hours. The energy delivered by the battery, when tested at C/3 discharge rate, up to termination of discharge specified by the battery manufacturer. The required acceleration power must be delivered by the battery at any point up to 80% of the battery's energy capacity rating.

Energy efficiency - In reference to transportation, the inverse of energy intensiveness: the ratio of outputs from a process to the energy inputs; for example, miles traveled per gallon of fuel (mpg).

Energy intensity - In reference to transportation, the ratio of energy inputs to a process to the useful outputs from that process; for example, gallons of fuel per passenger-mile or Btu per ton-mile.

Ethanol (C_2H_5OH) - Otherwise known as ethyl alcohol, alcohol, or grain-spirit. A clear, colorless, flammable oxygenated hydrocarbon with a boiling point of 78.5 degrees Celsius in the anhydrous state. In transportation, ethanol is used as a vehicle fuel by itself (E100 – 100% ethanol by volume), blended with gasoline (E85 – 85% ethanol by volume), or as a gasoline octane enhancer and oxygenate (10% by volume).

Fixed operating cost - See *Operating cost*.

Fleet vehicles -

Private fleet vehicles: Ideally, a vehicle could be classified as a member of a fleet if it is:

- a) operated in mass by a corporation or institution,
- b) operated under unified control, or
- c) used for non-personal activities.

However, the definition of a fleet is not consistent throughout the fleet industry. Some companies make a distinction between cars that were bought in bulk rather than singularly, or whether they are operated in bulk, as well as the minimum number of vehicles that constitute a fleet (i.e. 4 or 10).

Government fleet vehicles: Includes vehicles owned by all Federal, state, county, city, and metro units of government, including toll road operations.

Foreign freight - Movements between the United States and foreign countries and between Puerto Rico, the Virgin Islands, and foreign countries. Trade between U.S. territories and possessions (e.g. Guam, Wake, American Samoa) and foreign countries is excluded. Traffic to or from the Panama Canal Zone is included.

Gas Guzzler Tax - Originates from the 1978 Energy Tax Act (Public Law 95-618). A new car purchaser is required to pay the tax if the car purchased has a combined city/highway fuel economy rating that is below the standard for that year. For model years 1986 and later, the standard is 22.5 mpg.

Gasohol - A mixture of 10% anhydrous ethanol and 90% gasoline by volume; 7.5% anhydrous ethanol and 92.5% gasoline by volume; or 5.5% anhydrous ethanol and 94.5% gasoline by volume. There are other fuels that contain methanol and gasoline, but these fuels are not referred to as gasohol.

Gasoline - See *Motor gasoline*.

General aviation - That portion of civil aviation which encompasses all facets of aviation except air carriers. It includes any air taxis, commuter air carriers, and air travel clubs which do not hold Certificates of Public Convenience and Necessity.

Gross National Product - A measure of monetary value of the goods and services becoming available to the nation from economic activity. Total value at market prices of all goods and services produced by the nation's economy. Calculated quarterly by the Department of Commerce, the Gross National Product is the broadest available measure of the level of economic activity.

Gross vehicle weight (gvw) - The weight of the empty truck plus the maximum anticipated load weight.

Gross vehicle weight rating (gvwr) - The gross vehicle weight which is assigned to each new truck by the manufacturer. This rating may be different for trucks of the same model because of certain features, such as heavy-duty suspension. Passenger cars do not have gross vehicle weight ratings.

Heavy-heavy truck - See *Truck size classifications*.

Household - Consists of all persons who occupy a housing unit, including the related family members and all unrelated persons, if any, who share the housing unit.

Housing unit - A house, apartment, a group of rooms, or a single room occupied or intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants do not live and eat with any other persons in the structure and which have either (1) direct access from the outside of the building or through a common hallway intended to be used by the occupants of another unit or by the general public, or (2) complete kitchen facilities for the exclusive use of the occupants. The occupants may be a single family, one

person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.

Hydrocarbon (HC) - A compound that contains only hydrogen and carbon. The simplest and lightest forms of hydrocarbon are gaseous. With greater molecular weights they are liquid, while the heaviest are solids.

Income -

Disposable personal income: Personal income less personal tax and non-tax payments.

National income: The aggregate earnings of labor and property which arise in the current production of goods and services by the nation's economy.

Personal income: The current income received by persons from all sources, net of contributions for social insurance.

Industrial sector - Construction, manufacturing, agricultural and mining establishments.

Inertia weight - The curb weight of a vehicle plus 300 pounds.

Intercity bus - See *Bus*.

Internal water transportation - Includes all local (intraport) traffic and traffic between ports or landings wherein the entire movement takes place on inland waterways. Also termed internal are movements involving carriage on both inland waterways and the water of the Great Lakes, and inland movements that cross short stretches of open water that link inland systems.

International air operator - See *Air carrier*.

International freight - See *Foreign freight*.

Jet fuel - Includes both naphtha-type and kerosene-type fuels meeting standards for use in aircraft turbine engines. Although most jet fuel is used in aircraft, some is used for other purposes such as generating electricity in gas turbines.

Kerosene-type jet fuel: A quality kerosene product with an average gravity of 40.7 degrees API and 10% to 90% distillation temperatures of 217 to 261 degrees centigrade. Used primarily as fuel for commercial turbojet and turboprop aircraft engines. It is a relatively low freezing point distillate of the kerosene type.

Naphtha-type jet fuel: A fuel in the heavy naphtha boiling range with an average gravity of 52.8 degrees API and 10% to 90% distillation temperatures of 117 to 233 degrees centigrade used for turbojet and turboprop aircraft engines, primarily by the military. Excludes ramjet and petroleum.

Kerosene - A petroleum distillate in the 300 to 500 degrees Fahrenheit boiling range and generally having a flash point higher than 100 degrees Fahrenheit by the American Society of Testing and Material (ASTM) Method D56, a gravity range from 40 to 46 degrees API, and a burning point in the range of 150 to 175 degrees Fahrenheit. It is a clean-burning product suitable for use as an illuminant when burned in wick lamps. Includes grades of kerosene called range oil having properties similar to Number 1 fuel oil, but with a gravity of about 43 degrees API and an end point of 625 degrees Fahrenheit. Used in space heaters, cooking stoves, and water heaters.

Kerosene-type jet fuel - See *Jet fuel*.

Large car - See *Automobile size classifications*.

Lease Condensate - A liquid recovered from natural gas at the well or at small gas/oil separators in the field. Consists primarily of pentanes and heavier hydrocarbons (also called field condensate).

Light duty vehicles - Automobiles and light trucks combined.

Light truck - Unless otherwise noted, light trucks are defined in this publication as two-axle, four-tire trucks. The U.S. Bureau of Census classifies all trucks with a gross vehicle weight less than 10,000 pounds as light trucks (See *Truck size classifications*).

Light-heavy truck - See *Truck size classifications*.

Liquified petroleum gas (lpg) - Consists of propane and butane and is usually derived from natural gas. In locations where there is no natural gas and the gasoline consumption is low, naphtha is converted to lpg by catalytic reforming.

Load factor - Total passenger miles divided by total vehicle miles.

Low emission vehicle - Any vehicle certified to the low emission standards which are set by the Federal government and/or the state of California.

M85 - 85% methanol and 15% gasoline.

M100 - 100% methanol.

Medium truck - See *Truck size classifications*.

Methanol (CH₃OH) - A colorless highly toxic liquid with essentially no odor and very little taste. It is the simplest alcohol and boils at 64.7 degrees Celsius. In transportation, methanol is used as a vehicle fuel by itself (M100), or blended with gasoline (M85).

Midsized car - See *Automobile size classifications*.

Minicompact car - See *Automobile size classifications*.

Model year - In this publication, model year is referring to the "sales" model year, the period from October 1 to the next September 31.

Motor bus - See *Bus*.

Motor gasoline - A mixture of volatile hydrocarbons suitable for operation of an internal combustion engine whose major components are hydrocarbons with boiling points ranging from 78 to 217 degrees centigrade and whose source is distillation of petroleum and cracking, polymerization, and other chemical reactions by which the naturally occurring petroleum hydrocarbons are converted into those that have superior fuel properties.

Regular gasoline: Gasoline having an antiknock index, i.e., octane rating, greater than or equal to 85 and less than 88. *Note:* Octane requirements may vary by altitude.

Midgrade gasoline: Gasoline having an antiknock index, i.e., octane rating, greater than or equal to 88 and less than or equal to 90. *Note:* Octane requirements may vary by altitude.

Premium gasoline: Gasoline having an antiknock index, i.e., octane rating, greater than 90. *Note:* Octane requirements may vary by altitude.

Reformulated gasoline: Finished motor gasoline formulated for use in motor vehicles, the composition and properties of which meet the requirements of the reformulated gasoline regulations promulgated by the U.S. Environmental Protection Agency under Section 211(k) of the Clean Air Act. For details on this clean fuel program see <http://www.epa.gov/otaq/rfg.htm>. *Note:* This category includes oxygenated fuels program reformulated gasoline (OPRG) but excludes reformulated gasoline blendstock for oxygenate blending (RBOB).

MTBE - Methyl Tertiary Butyl Ether - a colorless, flammable, liquid oxygenated hydrocarbon containing 18.15 percent oxygen.

Naphtha-type jet fuel - See *Jet fuel*.

National income - See *Income*.

Nationwide Personal Transportation Survey (NPTS) - A nationwide survey of households that provides information on the characteristics and personal travel patterns of the U.S. population. Surveys were conducted in 1969, 1977, 1983, 1990, and 1995 by the U.S. Bureau of Census for the U.S. Department of Transportation.

Natural gas - A mixture of hydrocarbon compounds and small quantities of various nonhydrocarbons existing in the gaseous phase or in solution with crude oil in natural underground reservoirs at reservoir conditions.

Natural gas, dry: Natural gas which remains after: 1) the liquefiable hydrocarbon portion has been removed from the gas stream; and 2) any volumes of nonhydrocarbon gases have been removed where they occur in sufficient quantity to render the gas unmarketable. Dry natural gas is also known as consumer-grade natural gas. The parameters for measurement are cubic feet at 60 degrees Fahrenheit and 14.73 pounds per square inch absolute.

Natural gas, wet: The volume of natural gas remaining after removal of lease condensate in lease and/or field separation facilities, if any, and after exclusion of nonhydrocarbon gases where they occur in sufficient quantity to render the gas unmarketable. Natural gas liquids may be recovered from volumes of natural gas, wet after lease separation, at natural gas processing plants.

Natural gas plant liquids: Natural gas liquids recovered from natural gas in processing plants and from natural gas field facilities and fractionators. Products obtained include ethane, propane, normal butane, isobutane, pentanes plus, and other products from natural gas processing plants.

Nitrogen oxides (NO_x) - A product of combustion of fossil fuels whose production increases with the temperature of the process. It can become an air pollutant if concentrations are excessive.

Nonattainment area - Any area that does not meet the national primary or secondary ambient air quality standard established by the Environmental Protection Agency for designated pollutants, such as carbon monoxide and ozone.

Oil Stocks - Oil stocks include crude oil (including strategic reserves), unfinished oils, natural gas plant liquids, and refined petroleum products.

Operating cost -

Fixed operating cost: In reference to passenger car operating cost, refers to those expenditures that are independent of the amount of use of the car, such as insurance costs, fees for license and registration, depreciation and finance charges.

Variable operating cost: In reference to passenger car operating cost, expenditures which are dependent on the amount of use of the car, such as the cost of gas and oil, tires, and other maintenance.

Organization for Economic Cooperation and Development (OECD) - Consists of Australia, Austria, Belgium, Canada, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Japan, Luxembourg, Mexico, Netherlands, New Zealand, Norway, Poland, Portugal, South Korea, Spain, Sweden, Switzerland, Turkey, United Kingdom, and United States. Total OECD includes the United States Territories (Guam, Puerto Rico, and the U.S. Virgin Islands). Total OECD excludes data for Czech Republic, Hungary, Mexico, Poland, and South Korea which are not yet available.

OECD Europe: Consists of Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Poland, Portugal, Spain, Sweden, Switzerland, Turkey, and United Kingdom. OECD Europe excludes data for Czech Republic, Hungary, and Poland which are not yet available.

OECD Pacific: Consists of Australia, Japan, and New Zealand.

Organization for Petroleum Exporting Countries (OPEC) - Includes Saudi Arabia, Iran, Venezuela, Libya, Indonesia, United Arab Emirates, Algeria, Nigeria, Ecuador, Gabon, Iraq, Kuwait, and Qatar. Data for Saudi Arabia and Kuwait include their shares from the Partitioned Zone (formerly the Neutral Zone). Angola joined OPEC in December 2006, thus, beginning in 2007, data on OPEC will include Angola.

Arab OPEC - Consists of Algeria, Iraq, Kuwait, Libya, Qatar, Saudi Arabia and the United Arab Emirates.

Other single-unit truck - See *Single-unit truck*.

Oxygenate - A substance which, when added to gasoline, increases the amount of oxygen in that gasoline blend. Includes fuel ethanol, methanol, and methyl tertiary butyl ether (MTBE).

Particulates - Carbon particles formed by partial oxidation and reduction of the hydrocarbon fuel. Also included are trace quantities of metal oxides and nitrides, originating from engine wear, component degradation, and inorganic fuel additives. In the transportation sector, particulates are emitted mainly from diesel engines.

Passenger-miles traveled (PMT) - One person traveling the distance of one mile. Total passenger-miles traveled, thus, give the total mileage traveled by all persons.

Passenger rail - See *Rail*, "*Amtrak*" and "*Transit Railroad*".

Persian Gulf countries - Consists of Bahrain, Iran, Iraq, Kuwait, Qatar, Saudi Arabia, and the United Emirates.

Personal Consumption Expenditures (PCE) - As used in the national accounts, the market value of purchases of goods and services by individuals and nonprofit institutions and the value of food, clothing, housing, and financial services received by them as income in kind. It includes the rental value of owner-occupied houses but excludes purchases of dwellings, which are classified as capital goods (investment).

Personal income - See *Income*.

Petroleum - A generic term applied to oil and oil products in all forms, such as crude oil, lease condensate, unfinished oil, refined petroleum products, natural gas plant liquids, and non-hydrocarbon compounds blended into finished petroleum products.

Petroleum consumption: A calculated demand for petroleum products obtained by summing domestic production, imports of crude petroleum and natural gas liquids, imports of petroleum products, and the primary stocks at the beginning of the period and then subtracting the exports and the primary stocks at the end of the period.

Petroleum exports: Shipments of petroleum products from the 50 States and the District of Columbia to foreign countries, Puerto Rico, the Virgin Islands, and other U.S. possessions and territories.

Petroleum imports: All imports of crude petroleum, natural gas liquids, and petroleum products from foreign countries and receipts from Guam, Puerto Rico, the Virgin Islands, and the Hawaiian Trade Zone. The commodities included are crude oil, unfinished oils, plant condensate, and refined petroleum products.

Petroleum inventories: The amounts of crude oil, unfinished oil, petroleum products, and natural gas liquids held at refineries, at natural gas processing plants, in pipelines, at bulk terminals operated by refining and pipeline companies, and at independent bulk terminals. Crude oil held in storage on leases is also included; these stocks are known as primary stocks. Secondary stocks - those held by jobbers, dealers, service station operators, and consumers - are excluded. Prior to 1975, stock held at independent bulk terminals were classified as secondary stocks.

Petroleum products supplied: For each petroleum product, the amount supplied is calculated by summing production, crude oil burned directly, imports, and net withdrawals from primary stocks and subtracting exports.

Processing Gain - The amount by which the total volume of refinery output is greater than the volume of input for given period of time. The processing gain arises when crude oil and other hydrocarbons are processed into products that are, on average, less dense than the input.

Processing Loss - The amount by which the total volume of refinery output is less than the volume of input for given period of time. The processing loss arises when crude oil and other hydrocarbons are processed into products that are, on average, more dense than the input.

Proved Reserves of Crude Oil - The estimated quantities of all liquids defined as crude oil, which geological and engineering data demonstrate with reasonable certainty to be recoverable in future years from known reservoirs under existing economic and operating conditions.

Quad - Quadrillion, 10^{15} . In this publication, a Quad refers to Quadrillion Btu.

Rail -

Amtrak (American Railroad Tracks): Operated by the National Railroad Passenger Corporation of Washington, DC. This rail system was created by President Nixon in 1970, and was given the responsibility for the operation of intercity, as distinct from suburban, passenger trains between points designated by the Secretary of Transportation.

Class I freight railroad: Defined by the Interstate Commerce Commission each year based on annual operating revenue. A railroad is dropped from the Class I list if it fails to meet the annual earnings threshold for three consecutive years.

Commuter railroad: Those portions of mainline railroad (not electric railway) transportation operations which encompass urban passenger train service for local travel between a central city and adjacent suburbs. Commuter railroad service - using both

locomotive-hauled and self-propelled railroad passenger cars - is characterized by multi-trip tickets, specific station-to-station fares, and usually only one or two stations in the central business district. Also known as suburban railroad.

Transit railroad: Includes "heavy" and "light" transit rail. **Heavy transit rail** is characterized by exclusive rights-of-way, multi-car trains, high speed rapid acceleration, sophisticated signaling, and high platform loading. Also known as subway, elevated railway, or metropolitan railway (metro). **Light transit rail** may be on exclusive or shared rights-of-way, high or low platform loading, multi-car trains or single cars, automated or manually operated. In generic usage, light rail includes streetcars, trolley cars, and tramways.

Reformulated gasoline (RFG) - See *Motor gasoline*.

RFG area - An ozone nonattainment area designated by the Environmental Protection Agency which requires the use of reformulated gasoline.

Residential sector - An energy consuming sector that consists of living quarters for private households. Excludes institutional living quarters.

Residential Transportation Energy Consumption Survey (RTECS) - This survey was designed by the Energy Information Administration of the Department of Energy to provide information on how energy is used by households for personal vehicles. It has been conducted five times since 1979, the most recent being 1991.

Residual fuel oil - The heavier oils that remain after the distillate fuel oils and lighter hydrocarbons are boiled off in refinery operations. Included are products known as ASTM grade numbers 5 and 6 oil, heavy diesel oil, Navy Special Fuel Oil, Bunker C oil, and acid sludge and pitch used as refinery fuels. Residual fuel oil is used for the production of electric power, for heating, and for various industrial purposes.

Rural - Usually refers to areas with population less than 5,000.

Sales period - October 1 of the previous year to September 30 of the given year. Approximately the same as a model year.

Sales-weighted miles per gallon (mpg) - Calculation of a composite vehicle fuel economy based on the distribution of vehicle sales.

Scrappage rate - As applied to motor vehicles, it is usually expressed as the percentage of vehicles of a certain type in a given age class that are retired from use (lacking registration) in a given year.

School and other nonrevenue bus - See *Bus*.

Single-unit truck - Includes two-axle, four-tire trucks and other single-unit trucks.

Two-axle, four-tire truck: A motor vehicle consisting primarily of a single motorized device with two axles and four tires.

Other single-unit truck: A motor vehicle consisting primarily of a single motorized device with more than two axles or more than four tires.

Special fuels - Consist primarily of diesel fuel with small amount of liquified petroleum gas, as defined by the Federal Highway Administration.

Specific acceleration power - Measured in watts per kilogram. Acceleration power divided by the battery system weight. Weight must include the total battery system.

Specific energy - Measured in watt hours per kilogram. The rated energy capacity of the battery divided by the total battery system weight.

Subcompact car - See *Automobile size classifications*.

Supplemental air carrier - See *Air carrier*.

Test weight - The weight setting at which a vehicle is tested on a dynamometer by the U.S. Environmental Protection Agency (EPA). This weight is determined by the EPA using the inertia weight of the vehicle.

Ton-mile - The movement of one ton of freight the distance of one mile. Ton-miles are computed by multiplying the weight in tons of each shipment transported by the distance hauled.

Transmission types -

- A3 - Automatic three speed
- A4 - Automatic four speed
- A5 - Automatic five speed
- L4 - Automatic lockup four speed
- M5 - Manual five speed

Transit bus - See *Bus*.

Transit railroad - See *Rail*.

Transportation sector - Consists of both private and public passenger and freight transportation, as well as government transportation, including military operations.

Truck Inventory and Use Survey (TIUS) - Survey designed to collect data on the characteristics and operational use of the nation's truck population. It is conducted every five years by the U.S. Bureau of the Census. Surveys were conducted in 1963, 1967, 1972, 1977, 1982, 1987, and 1992. For the 1997 survey, it was renamed the Vehicle Inventory and Use Survey in anticipation of including additional vehicle types. However, no additional vehicle types were added to the 1997 survey.

Trolley coach - See *Bus*.

Truck size classifications - U.S. Bureau of the Census has categorized trucks by gross vehicle weight (gvw) as follows:

- Light - Less than 10,000 pounds gvw (Also see *Light Truck*.)
- Medium - 10,001 to 20,000 pounds gvw
- Light-heavy - 20,001 to 26,000 pounds gvw
- Heavy-heavy - 26,001 pounds gvw or more.

Two-axle, four-tire truck - See *Single-unit truck*.

Two seater car - See *Automobile size classifications*.

Ultra-low emission vehicle - Any vehicle certified to the ultra-low emission standards which are set by the Federal government and/or the state of California.

Urban - Usually refers to areas with population of 5,000 or greater.

Vanpool - A transit mode made up of vans and sometimes small buses operating as a ridesharing arrangement to provide transportation to a group of individuals traveling directly between their homes and a regular destination within the same geographical area. Most vanpools are privately-operated, are not available to the public, and are not considered public transportation. Vanpool data in this report are for vanpools that are owned, purchased or leased by a public entity and are publicly available.

Variable operating cost - See *Operating cost*.

Vehicle Inventory and Use Survey - See Truck Inventory and Use Survey.

Vehicle-miles traveled (vmt) - One vehicle traveling the distance of one mile. Total vehicle miles, thus, is the total mileage traveled by all vehicles.

Zero-emission vehicle - Any vehicle certified to the zero emission standards which are set by the Federal government and/or the state of California. These standards apply to the vehicle emissions only.

TITLE INDEX

Acquisitions	
Federal Fleet Vehicle Acquisitions by Fuel Type, FY 2002– 2006	7-7
Age	
Cars in Operation and Vehicle Travel by Age, 1970 and 2001	3-9
Trucks in Operation and Vehicle Travel by Age, 1970 and 2001	3-10
Average Age of Cars and Trucks in Use, 1970–2006	3-11
Median Age and Registrations of Cars and Trucks, 1970–2006	3-12
Average Annual Miles per Household Vehicle by Vehicle Age	8-13
Daily and Annual Vehicle Miles of Travel and Average Age for Each Vehicle in a Household	8-16
Air	
Air Conditioning Driving Cycle	4-29
Summary Statistics for U.S. Domestic and International Certificated Route Air Carriers (Combined Totals), 1970–2005	9-3
Total National Emissions of the Criteria Air Pollutants by Sector, 2002	12-2
Alternative	
Alternative Fuel and Oxygenate Consumption, 1995–2004	2-5
Estimates of Alternative Fuel Vehicles in Use, 1995–2004	6-3
Estimates of Alternative Fuel Vehicles by Ownership, 2001 and 2004	6-4
Alternative Fuel Vehicles Available by Manufacturer, Model Year 2006	6-5
Number of Alternative Refuel Sites by State and Fuel Type, 2007	6-6
Properties of Conventional and Alternative Fuels	6-13
Federal and State Alternative Fuel Incentives, 2005	10-11
Amtrak	
Summary Statistics for the National Railroad Passenger Corporation (Amtrak), 1971-2005	9-11
Annual	
Average Annual Vehicle-Miles of Travel for Business Fleet Vehicles, 2005	7-4
Average Annual Expenditures of Households by Income, 2005	8-4
Average Annual Vehicle-Miles, Vehicle Trips and Trip Length per Household 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS	8-8
Average Annual Miles per Household Vehicle by Vehicle Age	8-13
Self-Reported vs. Odometer Average Annual Miles, 1995 NPTS and 2001 NHTS	8-14
Average	
Average Material Consumption for a Domestic Car, 1977, 1990, and 2004	4-15
Car Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-18
Light Truck Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-19
Corporate Average Fuel Economy (CAFE) Fines Collected, 1983–2004	4-20
Average Length of Time Business Fleet Vehicles are In Service, 2005	7-4
Average Annual Vehicle-Miles of Travel for Business Fleet Vehicles, 2005	7-4
Average Miles per Domestic Federal Vehicle by Vehicle Type, 2005	7-5
Average Annual Expenditures of Households by Income, 2005	8-4
Average Annual Vehicle-Miles, Vehicle Trips and Trip Length per Household 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS	8-8
Average Number of Vehicles and Vehicle Travel per Household, 1990 NPTS and 2001 NHTS	8-9
Average Vehicle Occupancy by Vehicle Type, 1995 NPTS and 2001 NHTS	8-11
Average Vehicle Occupancy by Trip Purpose, 1977 NPTS and 2001 NHTS	8-12
Average Annual Miles per Household Vehicle by Vehicle Age	8-13
Self-Reported vs. Odometer Average Annual Miles, 1995 NPTS and 2001 NHTS	8-14
Average Daily Miles Driven (per Driver)	8-15
Daily and Annual Vehicle Miles of Travel and Average Age for Each vehicle In a Household	8-16
Average Price of a New Car, 1970–2005	10-12
Aviation	
Summary Statistics for General Aviation, 1970–2005	9-4
Refiner Sales Prices for Aviation Gasoline and Jet Fuel, 1978–2006	10-9

Axle	
Summary Statistics for Two-Axle, Four-Tire Trucks, 1970–2005	4-3
Barrel	
Refinery Yield of Petroleum Products from a Barrel of Crude Oil, 1978–2005	1-13
Prices for a Barrel of Crude Oil and a Gallon of Gasoline, 1978–2006	10-6
Bicycle	
Bicycle Sales, 1981–2005	8-20
Bike	
Walk and Bike Trips by Trip Purpose, 2001 NHTS	8-21
Boat	
Recreational Boat Energy Use, 1970–2005	9-7
Bus	
Truck and Bus Registrations for Selected Countries, 1950–2005	3-3
Buses	
Summary Statistics on Transit Buses and Trolleybuses, 1994–2005	5-16
Business	
Average Length of Time Business Fleet Vehicles are In Service, 2005	7-4
Average Annual Vehicle-Miles of Travel for Business Fleet Vehicles, 2005	7-4
CAFE	
Car Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-18
Light Truck Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-19
Corporate Average Fuel Economy (CAFE) Fines Collected, 1983–2004	4-20
California	
California Passenger Cars and Light Truck Emission Certification Standards for Model Years 2001–2006	12-15
Car	
Car Registrations for Selected Countries, 1950–2005	3-2
Median Age of Cars and Trucks in Use, 1970–2006	3-11
Car Scrappage and Survival Rates 1970, 1980 and 1990 Model Years	3-13
New Retail Car Sales in the United States, 1970–2005	4-5
Average Material Consumption for a Domestic Car, 1977, 1990, and 2004	4-15
Car Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-18
Average Price of a New Car, 1970–2005	10-12
Car Operating Cost per Mile, 1985–2006	10-13
Fixed Car Operating Costs per Year, 1975–2006	10-14
Carbon	
World Carbon Dioxide Emissions, 1990 and 2003	11-2
Numerical Estimates of Global Warming Potentials Compared with Carbon Dioxide	11-3
U.S. Carbon Emissions from Fossil Energy Consumption by End-Use Sector, 1990–2005	11-5
U.S. Carbon Emissions from Energy Use in Transportation Sector, 1990–2004	11-6
Total National Emissions of Carbon Monoxide, 1970–2002	12-3
Emissions of Carbon Monoxide from Highway Vehicles, 1970–2002	12-4
Carriers	
Summary Statistics for U.S. Domestic and International Certificated Route Air Carriers (Combined Totals), 1970–2005	9-3
Cars	
U.S. Cars and Trucks in Use, 1970–2005	3-5
Cars in Operation and Vehicle Travel by Age, 1970 and 2001	3-9
Median Age and Registrations of Cars and Trucks, 1970–2006	3-12
Car Survival Rates	3-14
Summary Statistics for Cars, 1970–2005	4-2

Cars (continued)	
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Cars, Selected Model Years 1975–2006	4–7
Sales-Weighted Engine Size of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4–11
Sales-Weighted Curb Weight of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4–13
Sales-Weighted Interior Space of New Domestic and Import Cars by Size Class, Model Years 1977–2006	4–14
The Gas Guzzler Tax on New Cars	4–21
U.S. Tier 2 Emission Standards for Cars and Light Truck Effective for 2004–2009 Model Years	12–13
California Passenger Cars and Light Truck Emission Certification Standards for Model Years 2001–2006	12–15
Census	
Household Vehicle Ownership, 1960–2000 Census	8–6
Means of Transportation to Work, 1980, 1990 and 2000 Census	8–18
Workers by Commute Time, 1990 and 2000 Census	8–19
Certificated	
Summary Statistics for U.S. Domestic and International Certificated Route Air Carriers (Combined Totals), 1970–2005	9–3
Certification	
California Passenger Cars and Light Truck Emission Certification Standards for Model Years 2001–2006	12–15
Characteristics	
Long-Distance Trip Characteristics, 2001 NHTS	8–23
Cities	
Clean Cities Coalitions	6–7
City	
New York City Driving Cycle	4–31
Class	
Summary Statistics on Class 1, Class 2a, and Class 2b Light Trucks	4–4
Sales Estimates of Class 1, Class 2a, and Class 2b Light Trucks, 1989–1999	4–4
Light Vehicle Market Shares by Size Class, Model Year 1975–2006	4–9
Sales-Weighted Engine Size of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4–11
Sales-Weighted Engine Size of New Domestic and Import Light Trucks by Size Class, Model Years 1975–2006	4–12
Sales-Weighted Curb Weight of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4–13
Sales-Weighted Interior Space of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4–14
Truck Statistics by Gross Vehicle Weight Class, 2002	5–6
Truck Harmonic Mean Fuel Economy by Size Class, 1992, 1997, and 2002	5–6
Class I Railroad Freight Systems in the United States Ranked by Revenue Ton Miles, 2005	9–8
Summary Statistics for Class I Freight Railroads, 1970–2005	9–9
Clean	
Clean Cities Coalitions	6–7
Coalitions	
Clean Cities Coalitions	6–7
Collected	
Corporate Average Fuel Economy (CAFE) Fines Collected, 1983–2004	4–20
Combination	
Summary Statistics for Combination Trucks, 1970–2005	5–3
Commerce	
Tonnage Statistics for Domestic and International Waterborne Commerce, 1970–2004	9–5

Commerce (continued)	
Summary Statistics for Domestic Waterborne Commerce, 1970–2004	9-6
Commodity	
Growth of Freight in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5-14
Growth of Freight Miles in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5-15
Commute	
Workers by Commute Time, 1990 and 2000 Census	8-19
Commuter	
Summary Statistics for Commuter Rail Operations, 1984–2004	9-12
Comparison	
Comparison of U.S., European, and Japanese Driving Cycles	4-33
Growth of Freight in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5-14
Growth of Freight Miles in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5-15
Compounds	
Total National Emissions of Volatile Organic Compounds, 1970–2002	12-7
Emissions of Volatile Organic Compounds from Highway Vehicles, 1970–2002	12-8
Consumed	
Fuel Consumed by Federal Government Fleets, FY 2000–2006	7-7
Consumer	
Consumer Price Indices, 1970–2006	10-15
Consumption	
World Petroleum Consumption, 1960–2006	1-5
World Oil Reserves, Production and Consumption, 2005	1-6
World Natural Gas Reserves, Production and Consumption, 2004	1-7
Petroleum Production and Consumption and Some Important Percent Shares, 1950–2006	1-15
United States Petroleum Production and Consumption, 1970–2030	1-16
Consumption of Petroleum by End-Use Sector, 1973–2006	1-17
World Consumption of Primary Energy, 2004	2-2
U. S. Consumption of Total Energy by End-Use Sector, 1973–2006	2-3
Distribution of Energy Consumption by Source, 1973 and 2006	2-4
Alternative Fuel and Oxygenate Consumption, 1995–2005	2-5
Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2004	2-6
Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2005	2-7
Highway Transportation Energy Consumption by Mode, 1970–2005	2-9
Nonhighway Transportation Energy Consumption by Mode, 1970–2005	2-10
Off-Highway Transportation-related Fuel Consumption, 1997 and 2001	2-11
Fuel Consumption from Lawn and Garden Equipment, 2005	2-12
Average Material Consumption for a Domestic Car, 1977, 1990, and 2004	4-15
U.S. and World Hydrogen Consumption by End-Use Category, 1999	6-10
Personal Consumption Expenditures, 1970–2006	10-15
U.S. Carbon Emissions from Fossil Energy Consumption by End-Use Sector, 1990–2005	11-5
Conventional	
Conventional Refueling Stations, 1993–2005	4-17
Properties of Conventional and Alternative Fuels	6-13
Corporate	
Car Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-18
Light Truck Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-19
Corporate Average Fuel Economy (CAFE) Fines Collected, 1983–2004	4-20
Corporation	
Summary Statistics for the National Railroad Passenger Corporation (Amtrak), 1971-2005	9-11

Cost	
Car Operating Cost per Mile, 1985–2006	10-13
Costs	
Fixed Car Operating Costs per Year, 1975–2006	10-14
Countries	
Car Registrations for Selected Countries, 1950–2005	3-2
Truck and Bus Registrations for Selected Countries, 1950–2005	3-3
Vehicles per Thousand People: U.S. (Over Time) Compared to Other Countries (in 1994 and 2005)	3-6
Gasoline Prices for Selected Countries, 1978–2005	10-2
Diesel Fuel Prices for Selected Countries, 1998–2005	10-3
Crashes	
Crashes by Crash Severity, Crash Type, and Vehicle Type, 2005	4-36
Percent Rollover Occurrence in Fatal Crashes by Vehicle Type, 2005	4-37
Criteria	
Total National Emissions of the Criteria Air Pollutants by Sector, 2002	12-2
Crude	
World Crude Oil Production, 1960–2006	1-3
U.S. Refinery Input of Crude Oil and Petroleum Products, 1987–2005	1-12
Refinery Yield of Petroleum Products from a Barrel of Crude Oil, 1978–2005	1-13
Prices for a Barrel of Crude Oil and a Gallon of Gasoline, 1978–2006	10-6
Curb	
Sales-Weighted Curb Weight of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4-13
Cycle	
Driving cycle Attributes	4-27
Urban Driving Cycle	4-28
Highway Driving Cycle	4-28
Air Conditioning Driving Cycle	4-29
Cold Temperature Driving Cycle	4-29
High Speed (US06) Driving Cycle	4-30
New York City Driving Cycle	4-31
Representative Number Five Driving Cycle	4-31
Cycles	
Projected Fuel Economies from U.S., European, and Japanese Driving Cycles	4-32
Comparison of U.S., European, and Japanese Driving Cycles	4-33
Daily	
Average Daily Miles Driven (per Driver)	8-15
Daily Vehicle Miles of Travel (per Vehicle) by Number of Vehicles in the Household, 2001 NHTS	8-16
Daily and Annual Vehicle Miles of Travel and Average Age for Each Vehicle in a Household	8-16
Daily Vehicle Miles of Travel for Each Vehicle in a Household	8-17
Dealerships	
New Light Vehicle Dealerships and Sales, 1970–2005	4-16
Defending	
Summary of Military Expenditures for Defending Oil Supplies from the Middle East	1-10
Demographic	
Demographic Statistics, 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS	8-7
Diesel	
Diesel Fuel Prices for Selected Countries, 1998–2005	10-3
Diesel Prices for Selected Countries, 1990 and 2003	10-4
Refiner Sales Prices for Propane and No. 2 Diesel, 1978–2006	10-8
Dioxide	
World Carbon Dioxide Emissions, 1990 and 2003	11-2
Numerical Estimates of Global Warming Potentials Compared with Carbon Dioxide	11-3
Distance	
Long-Distance Trip Characteristics, 2001 NHTS	8-23

Distribution	
Distribution of Energy Consumption by Source, 1973 and 2006	2-4
Distribution of Trucks over 26,000 lbs. Less than Two Years Old By Vehicle Miles Traveled	5-11
Domestic	
Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2004	2-6
Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2005	2-7
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import	
Cars, Selected Model Years 1975–2006	4-7
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Light	
Trucks, Model Years 1975–2006	4-8
Sales-Weighted Engine Size of New Domestic and Import Cars by Size Class,	
Model Years 1975–2006	4-11
Sales-Weighted Engine Size of New Domestic and Import Light Trucks by Size Class,	
Model Years 1975–2006	4-12
Sales-Weighted Curb Weight of New Domestic and Import Cars by Size Class,	
Model Years 1975–2006	4-13
Sales-Weighted Interior Space of New Domestic and Import Cars by Size Class,	
Model Years 1977–2006	4-14
Average Material Consumption for a Domestic Car, 1977, 1990, and 2004	4-15
Average Miles per Domestic Federal Vehicle by Vehicle Type, 2005	7-5
Summary Statistics for U.S. Domestic and International Certificated Route Air Carriers (Combined	
Totals), 1970–2005	9-3
Tonnage Statistics for Domestic and International Waterborne Commerce, 1970–2004	9-5
Summary Statistics for Domestic Waterborne Commerce, 1970–2004	9-6
Driver	
Average Daily Miles Driven (per Driver)	8-15
Driving	
Urban Driving Cycle	4-28
Highway Driving Cycle	4-28
Air Conditioning Driving Cycle	4-29
Cold Temperature Driving Cycle	4-29
High Speed US06 Driving Cycle	4-30
New York City Driving Cycle	4-31
Representative Number Five Driving Cycle	4-31
Projected Fuel Economies from U.S., European, and Japanese Driving Cycles	4-32
Comparison of U.S., European, and Japanese Driving Cycles	4-33
East	
Summary of Military Expenditures for Defending Oil Supplies from the Middle East	1-10
Economic	
Oil Price and Economic Growth, 1970–2004	1-9
Economies	
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import	
Cars, Selected Model Years 1975–2006	4-7
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import	
Light Trucks, Model Years 1975–2006	4-8
Projected Fuel Economies from U.S., European, and Japanese Driving Cycles	4-32
Economy	
Car Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel	
Economy Estimates, 1978–2006	4-18
Light Truck Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel	
Economy Estimates, 1978–2006	4-19
Corporate Average Fuel Economy (CAFE) Fines Collected, 1983–2004	4-20
Fuel Economy by Speed, 1973, 1984 and 1997 Studies	4-24
Steady Speed Fuel Economy for Vehicles Tested in the 1997 Study	4-26
Truck Harmonic Mean Fuel Economy by Size Class, 1992, 1997, and 2002	5-6

Effective	
U.S. Tier 2 Emission Standards for Cars and Light Trucks Effective for 2004–2009 Model Years	12-13
Electronic	
Share of Heavy Trucks with Selected Electronic Features, 2002	5-12
Emission	
U.S. Tier 2 Emission Standards for Cars and Light Trucks Effective for 2004–2009 Model Years	12-13
Light Vehicle Exhaust Emission Standards in Effect in 2009 when U.S. Tier 2 Standards are Final	12-14
California Passenger Cars and Light Truck Emission Certification Standards for Model Years 2001–2006	12-15
Emissions	
World Carbon Dioxide Emissions, 1990 and 2003	11-2
Estimated U.S. Emissions of Greenhouse Gases, 1990–2004	11-4
U.S. Carbon Emissions from Fossil Energy Consumption by End-Use Sector, 1990–2005	11-5
U.S. Carbon Emissions from Energy Use in Transportation Sector, 1990–2004	11-6
Total National Emissions of the Criteria Air Pollutants by Sector, 2002	12-2
Total National Emissions of Carbon Monoxide, 1970–2002	12-3
Emissions of Carbon Monoxide from Highway Vehicles, 1970–2002	12-4
Total National Emissions of Nitrogen Oxides, 1970–2002	12-5
Emissions of Nitrogen Oxides from Highway Vehicles, 1970–2002	12-6
Total National Emissions of Volatile Organic Compounds, 1970–2002	12-7
Emissions of Volatile Organic Compounds from Highway Vehicles, 1970–2002	12-8
Total National Emissions of Particulate Matter (PM 10), 1970–2002	12-9
Emissions of Particulate Matter (PM 10) from Highway Vehicles, 1970–2002	12-10
Total National Emissions of Particulate Matter (PM-2.5), 1990–2002	12-11
Emissions of Particulate Matter (PM-2.5) from Highway Vehicles, 1990–2002	12-12
Employment	
Transportation-related Employment, 1996 and 2006	10-16
Energy	
World Consumption of Primary Energy, 2004	2-2
U. S. Consumption of Total Energy by End-Use Sector, 1973–2006	2-3
Distribution of Energy Consumption by Source, 1973 and 2006	2-4
Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2004	2-6
Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2005	2-7
Transportation Energy Use by Mode, 2004–2005	2-8
Highway Transportation Energy Consumption by Mode, 1970–2005	2-9
Nonhighway Transportation Energy Consumption by Mode, 1970–2005	2-10
Passenger Travel and Energy Use, 2004	2-14
Energy Intensities of Highway Passenger Modes, 1970–2005	2-15
Energy Intensities of Nonhighway Passenger Modes, 1970–2005	2-16
Intercity Freight Movement and Energy Use in the United States, 2004 and 2005	2-17
Energy Intensities of Freight Modes, 1970–2005	2-18
Nonhighway Energy Use Shares, 1970–2005	9-3
Recreational Boat Energy Use, 1970–2005	9-7
U.S. Carbon Emissions from Fossil Energy Consumption by End-Use Sector, 1990–2005	11-5
U.S. Carbon Emissions from Energy Use in Transportation Sector, 1990–2004	11-6
Engine	
Sales-Weighted Engine Size of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4-11
Sales-Weighted Engine Size of New Domestic and Import Light Trucks by Size Class, Model Years 1975–2006	4-12
Equipment	
Fuel Consumption from Lawn and Garden Equipment, 2005	2-12
Estimated	
Estimated U.S. Emissions of Greenhouse Gases, 1990–2004	11-4

Estimates	
Sales Estimates of Class 1, Class 2a, and Class 2b Light Trucks, 1989–1999	4-4
Car Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-18
Light Truck Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-19
Estimates of Alternative Fuel Vehicles in Use, 1995–2004	6-3
Estimates of Alternative Fuel Vehicles by Ownership, 2002 and 2004	6-4
Numerical Estimates of Global Warming Potentials Compared with Carbon Dioxide	11-3
European	
Projected Fuel Economies from U.S., European, and Japanese Driving Cycles	4-32
Comparison of U.S., European, and Japanese Driving Cycles	4-33
Excise	
Federal Excise Taxes on Motor Fuels, 2005	10-10
Exemptions	
State Tax Exemptions for Gasohol, 2005	10-10
Exhaust	
Light Vehicle Exhaust Emission Standards in Effect in 2009 when U.S. Tier 2 Standards are Final	12-14
Expenditures	
Summary Military Expenditures for Defending Oil Supplies from the Middle East	1-10
Average Annual Expenditures of Households by Income, 2005	8-4
Personal Consumption Expenditures, 1970–2006	10-15
Exports	
United States Petroleum Production, Imports and Exports, 1950–2006	1-14
Facility	
Percentage of Trucks by Fleet Size and Primary Fueling Facility, 2002	5-9
Share of Trucks by Major Use and Primary Fueling Facility, 2002	5-10
Fatal	
Percent Rollover Occurrence in Fatal Crashes by Vehicle Type, 2005	4-37
Fatalities	
Occupant Fatalities by Vehicle Type and Nonoccupant Fatalities, 1975–2005	4-34
Features	
Share of Heavy Trucks with Selected Electronic Features, 2002	5-12
February	
Fleet Vehicles in Service as of February 1, 2004	7-2
Federal	
Average Miles per Domestic Federal Vehicle by Vehicle Type, 2005	7-5
Federal Government Vehicles by Year	7-6
Federal Fleet Vehicle Acquisitions by Fuel Type, FY 2002–2006	7-7
Fuel Consumed by Federal Government Fleets, FY 2000–2006	7-7
Federal Excise Taxes on Motor Fuels, 2005	10-10
Federal and State Alternative Fuel Incentives, 2005	10-11
Feedstocks	
GREET Model Feedstocks and Fuels	11-8
Final	
Light Vehicle Exhaust Emission Standards in Effect in 2009 when U.S. Tier 2 Standards are Final	12-14
Fines	
Corporate Average Fuel Economy (CAFE) Fines Collected, 1983–2004	4-20
Fixed	
Fixed Car Operating Costs per Year, 1975–2006	10-14
Fleet	
Percentage of Trucks by Fleet Size and Primary Fueling Facility, 2002	5-9
Fleet Vehicles in Service as of February 1, 2004	7-2
New Light Fleet Vehicle Purchases by Vehicle Type, 2005	7-3
Average Length of Time Business Fleet Vehicles are In Service, 2005	7-4

Fleet (continued)	
Average Annual Vehicle-Miles of Travel for Business Fleet Vehicles, 2005	7-4
Federal Fleet Vehicle Acquisitions by Fuel Type, FY 2002–2006	7-7
Fleets	
Fuel Consumed by Federal Government Fleets, FY 2000–2006	7-7
Flow	
Growth of Freight in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5-14
Growth of Freight Miles in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5-15
Fossil	
World Fossil Fuel Potential	1-2
U.S. Carbon Emissions from Fossil Energy Consumption by End-Use Sector, 1990–2005	11-5
Freight	
Intercity Freight Movement and Energy Use in the United States, 2004 and 2005	2-17
Energy Intensities of Freight Modes, 1970–2005	2-18
Growth of Freight in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5-14
Growth of Freight Miles in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5-15
Class I Railroad Freight Systems in the United States Ranked by Revenue Ton Miles, 2005	9-8
Summary Statistics for Class I Freight Railroads, 1970–2005	9-9
Fuel	
World Fossil Fuel Potential	1-2
Alternative Fuel and Oxygenate Consumption, 1995–2004	2-5
Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2004	2-6
Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2005	2-7
Off-Highway Transportation-related Fuel Consumption, 1997 and 2001	2-11
Fuel Consumption from Lawn and Garden Equipment, 2005	2-12
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Cars, Selected Model Years 1975–2006	4-7
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Light Trucks, Model Years 1975–2006	4-8
Car Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-18
Light Truck Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-19
Corporate Average Fuel Economy (CAFE) Fines Collected, 1983–2004	4-20
Fuel Economy by Speed, 1973, 1984 and 1997 Studies	4-24
Steady Speed Fuel Economy for Vehicles Tested in the 1997 Study	4-26
Projected Fuel Economies from U.S., European, and Japanese Driving Cycles	4-32
Comparison of U.S., European, and Japanese Driving Cycles	4-33
Truck Harmonic Mean Fuel Economy by Size Class, 1992, 1997, and 2002	5-6
Estimates of Alternative Fuel Vehicles in Use, 1995–2004	6-3
Estimates of Alternative Fuel Vehicles by Ownership, 2002 and 2004	6-4
Alternative Fuel Vehicles Available by Manufacturer, Model Year 2006	6-5
Number of Alternative Refuel Sites by State and Fuel Type, 2007	6-6
Federal Fleet Vehicle Acquisitions by Fuel Type, FY 2002–2006	7-7
Fuel Consumed by Federal Government Fleets, FY 2000–2006	7-7
Diesel Fuel Prices for Selected Countries, 1998–2005	10-3
Retail Prices for Motor Fuel, 1978–2006	10-7
Refiner Sales Prices for Aviation Gasoline and Jet Fuel, 1978–2006	10-9
Federal and State Alternative Fuel Incentives, 2005	10-11
Fueling	
Percentage of Trucks by Fleet Size and Primary Fueling Facility, 2002	5-9
Share of Trucks by Major Use and Primary Fueling Facility, 2002	5-10
U.S. Hydrogen Fueling Stations	6-11

Fuels	
Highway Usage of Gasoline and Special Fuels, 1973–2005	2-13
Properties of Conventional and Alternative Fuels	6-13
Federal Excise Taxes on Motor Fuels, 2005	10-10
GREET Model Feedstocks and Fuels	11-8
Gallon	
Prices for a Barrel of Crude Oil and a Gallon of Gasoline, 1978–2006	10-6
Garden	
Fuel Consumption from Lawn and Garden Equipment, 2005	2-12
Gas	
World Natural Gas Reserves, Production and Consumption, 2004	1-7
The Gas Guzzler Tax on New Cars	4-21
Tax Receipts from the Sale of Gas Guzzlers, 1980–2005	4-22
Gases	
Estimated U.S. Emissions of Greenhouse Gases, 1990–2004	11-4
Gasohol	
State Tax Exemptions for Gasohol, 2005	10-10
Gasoline	
Highway Usage of Gasoline and Special Fuels, 1973–2005	2-13
Gasoline Prices for Selected Countries, 1990–2005	10-2
Prices for a Barrel of Crude Oil and a Gallon of Gasoline, 1978–2006	10-6
Refiner Sales Prices for Aviation Gasoline and Jet Fuel, 1978–2006	10-9
General	
Summary Statistics for General Aviation, 1970–2005	9-4
Global	
Numerical Estimates of Global Warming Potentials Compared with Carbon Dioxide	11-3
Government	
Federal Government Vehicles by Year	7-6
Fuel Consumed by Federal Government Fleets, FY 2000–2006	7-7
Greenhouse	
Estimated U.S. Emissions of Greenhouse Gases, 1990–2004	11-4
GREET	
GREET Model	11-7
GREET Model Feedstocks and Fuels	11-8
Gross	
Refinery Gross Output by World Region, 2005	1-11
New Retail Truck Sales by Gross Vehicle Weight, 1970–2005	5-4
Truck Statistics by Gross Vehicle Weight Class, 2002	5-6
Growth	
Oil Price and Economic Growth, 1970–2004	1-9
Growth of Freight in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5-14
Growth of Freight Miles in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5-15
Guzzler(s)	
The Gas Guzzler Tax on New Cars	4-21
Tax Receipts from the Sale of Gas Guzzlers, 1980–2005	4-22
GVW	
New Retail Sales of Trucks 10,000 pounds GVW and Less in the United States, 1970–2005	4-6
Harmonic	
Truck Harmonic Mean Fuel Economy by Size Class, 1992, 1997, and 2002	5-6
Heavy	
Heavy Truck Scrappage and Survival Rates	3-17
Heavy Truck Survival Rates	3-18
Summary Statistics for Heavy Single-Unit Trucks, 1970–2005	5-2
Share of Heavy Trucks with Selected Electronic Features, 2002	5-12

Highway	
Highway Transportation Energy Consumption by Mode, 1970–2005	2-9
Highway Usage of Gasoline and Special Fuels, 1973–2005	2-13
Energy Intensities of Highway Passenger Modes, 1970–2005	2-15
Shares of Highway Vehicle-Miles Traveled by Vehicle Type, 1970–2005	3-8
Highway Driving Cycle	4-28
Emissions of Carbon Monoxide from Highway Vehicles, 1970–2002	12-4
Emissions of Nitrogen Oxides from Highway Vehicles, 1970–2002	12-6
Emissions of Volatile Organic Compounds from Highway Vehicles, 1970–2002	12-8
Emissions of Particulate Matter (PM 10) from Highway Vehicles, 1970–2002	12-10
Emissions of Particulate Matter (PM-2.5) from Highway Vehicles, 1990–2002	12-12
Household	
Household Vehicle Ownership, 1960–2000 Census	8-6
Average Annual Vehicle-Miles, Vehicle Trips and Trip Length per Household 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS	8-8
Average Number of Vehicles and Vehicle Travel per Household, 1990 NPTS and 2001 NHTS	8-9
Average Annual Miles per Household Vehicle by Vehicle Age	8-13
Household Vehicle Trips	8-15
Daily and Annual Vehicle Miles of Travel and Average Age for Each Vehicle in a Household	8-16
Daily Vehicle Miles of Travel (per Vehicle) by Number of Vehicles in the Household, 2001 NHTS	8-16
Annual Vehicle Miles of Travel for Each Vehicle in a Household	8-17
Daily Vehicle Miles of Travel for Each Vehicle in a Household	8-17
Households	
Average Annual Expenditures of Households by Income, 2005	8-4
Hydrogen	
U.S. and World Hydrogen Consumption by End-Use Category, 1999	6-10
U.S. Hydrogen Fueling Stations	6-11
Import	
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Cars, Selected Model Years 1975–2006	4-7
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Light Trucks, Model Years 1975–2006	4-8
Sales-Weighted Engine Size of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4-11
Sales-Weighted Engine Size of New Domestic and Import Light Trucks by Size Class, Model Years 1975–2006	4-12
Sales-Weighted Curb Weight of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4-13
Sales-Weighted Interior Space of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4-14
Imports	
U.S. Petroleum Imports by World Region of Origin, 1960–2006	1-8
United States Petroleum Production, Imports and Exports, 1950–2006	1-14
Incentives	
Federal and State Alternative Fuel Incentives, 2005	10-11
Income	
Average Annual Expenditures of Households by Income, 2005	8-4
Indices	
Consumer Price Indices, 1970–2006	10-15
Input	
U.S. Refinery Input of Crude Oil and Petroleum Products, 1987–2005	1-12
Intensities	
Energy Intensities of Highway Passenger Modes, 1970–2005	2-15
Energy Intensities of Nonhighway Passenger Modes, 1970–2005	2-16

Intensities (continued)	
Energy Intensities of Freight Modes, 1970–2005	2-18
Intercity	
Intercity Freight Movement and Energy Use in the United States, 2004 and 2005	2-17
Interior	
Sales-Weighted Interior Space of New Domestic and Import Cars by Size Class, Model Years 1977–2006	4-14
Intermodal	
Intermodal Rail Traffic, 1965–2005	9-10
International	
Summary Statistics for U.S. Domestic and International Certificated Route Air Carriers (Combined Totals), 1970–2005	9-3
Tonnage Statistics for Domestic and International Waterborne Commerce, 1970–2004	9-5
Japanese	
Projected Fuel Economies from U.S., European, and Japanese Driving Cycles	4-32
Comparison of U.S., European, and Japanese Driving Cycles	4-33
Jet	
Refiner Sales Prices for Aviation Gasoline and Jet Fuel, 1978–2006	10-9
Lawn	
Fuel Consumption from Lawn and Garden Equipment, 2005	2-12
Length	
Average Length of Time Business Fleet Vehicles are In Service, 2005	7-4
Average Annual Vehicle-Miles, Vehicle Trips and Trip Length per Household 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS	8-8
Light	
Light Truck Scrappage and Survival Rates	3-15
Light Truck Survival Rates	3-16
Summary Statistics on Class 1, Class 2a, and Class 2b Light Trucks	4-4
Sales Estimates of Class 1, Class 2a, and Class 2b Light Trucks, 1989–1999	4-4
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Light Trucks, Model Years 1975–2006	4-8
Light Vehicle Market Shares by Size Class, Model Years 1975–2006	4-9
Light Vehicle Market Shares, Model Years 1975–2006	4-10
Sales-Weighted Engine Size of New Domestic and Import Light Trucks by Size Class, Model Years 1975–2006	4-12
New Light Vehicle Dealerships and Sales, 1970–2005	4-16
Light Truck Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-19
Light Vehicle Occupant Safety Data, 1975–2005	4-35
Summary Statistics on Light Transit Vehicles, 1994–2005	4-38
New Light Fleet Vehicle Purchases by Vehicle Type, 2005	7-3
Light Vehicle Exhaust Emission Standards in Effect in 2009 when U.S. Tier 2 Standards are Final California Passenger Cars and Light Truck Emission Certification Standards for Model Years 2001–2006	12-14 12-15
Long-Distance	
Long-Distance Trip Characteristics, 2001 NHTS	8-23
Manufacturer	
Alternative Fuel Vehicles Available by Manufacturer, Model Year 2006	6-5
Market	
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Cars, Selected Model Years 1975–2006	4-7
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Light Trucks, Model Years 1975–2006	4-8
Light Vehicle Market Shares by Size Class, Model Years 1975–2006	4-9
Light Vehicle Market Shares by Size Class, Model Years 1975–2006	4-10

Material	
Average Material Consumption for a Domestic Car, 1977, 1990, and 2004	4-15
Matter	
Total National Emissions of Particulate Matter (PM 10), 1970–2002	12-9
Emissions of Particulate Matter (PM 10) from Highway Vehicles, 1970–2002	12-10
Total National Emissions of Particulate Matter (PM-2.5), 1990–2002	12-11
Emissions of Particulate Matter (PM-2.5) from Highway Vehicles, 1990–2002	12-12
Mean	
Truck Harmonic Mean Fuel Economy by Size Class, 1992, 1997, and 2002	5-6
Median	
Median Age of Cars and Trucks in Use, 1970–2006	3-11
Median Age and Registrations of Cars and Trucks, 1970–2006	3-12
Middle	
Summary of Military Expenditures for Defending Oil Supplies from the Middle East	1-10
Mile	
Car Operating Cost per Mile, 1985–2006	10-13
Miles	
Shares of Highway Vehicle-Miles Traveled by Vehicle Type, 1970–2005	3-8
Distribution of Trucks over 26,000 lbs. Less than Two Years Old By Vehicle Miles Traveled	5-11
Growth of Freight Miles in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5-15
Average Annual Vehicle-Miles of Travel for Business Fleet Vehicles, 2005	7-4
Average Miles per Domestic Federal Vehicle by Vehicle Type, 2005	7-5
Vehicles and Vehicle-Miles per Capita, 1950–2005	8-3
Average Annual Vehicle-Miles, Vehicle Trips and Trip Length per Household 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS	8-8
Average Annual Miles per Household Vehicle by Vehicle Age	8-13
Self-Reported vs. Odometer Average Annual Miles, 1995 NPTS and 2001 NHTS	8-14
Daily and Annual Vehicle Miles of Travel and Average Age for Each Vehicle in a Household	8-16
Daily Vehicle Miles of Travel (per Vehicle) by Number of Vehicles in the Household, 2001 NHTS	8-16
Annual Vehicle Miles of Travel for Each Vehicle in a Household	8-17
Daily Vehicle Miles of Travel for Each Vehicle in a Household	8-17
Class I Railroad Freight Systems in the United States Ranked by Revenue Ton-Miles, 2005	9-8
Military	
Summary of Military Expenditures for Defending Oil Supplies from the Middle East	1-10
Mode	
Ton-Miles of Petroleum and Petroleum Products in the U.S. by Mode, 1975–2004	1-18
Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2004	2-6
Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2004	2-7
Transportation Energy Use by Mode, 2004–2005	2-8
Highway Transportation Energy Consumption by Mode, 1970–2005	2-9
Nonhighway Transportation Energy Consumption by Mode, 1970–2005	2-10
Model	
Car Scrappage and Survival Rates 1970, 1980 and 1990 Model Years	3-13
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Cars, Selected Model Years 1975–2006	4-7
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Light Trucks, Model Years 1975–2005	4-8
Light Vehicle Market Shares by Size Class, Model Years 1975–2006	4-9
Light Vehicle Market Shares by Size Class, Model Years 1975–2006	4-10
Sales-Weighted Engine Size of New Domestic and Import Cars By Size Class, Model Years 1975–2006	4-11
Sales-Weighted Engine Size of New Domestic and Import Light Trucks By Size Class, Model Years 1975–2006	4-12

Model (continued)

Sales-Weighted Curb Weight of New Domestic and Import Cars By Size Class, Model Years 1975-2006	4-13
Sales-Weighted Interior Space of New Domestic and Import Cars By Size Class, Model Years 1977-2006	4-14
Alternative Fuel Vehicles Available by Manufacturer, Model Year 2006	6-5
GREET Model	11-7
GREET Model Feedstocks and Fuels	11-8
U.S. Tier 2 Emission Standards for Cars and Light Trucks Effective for 2004–2009 Model Years	12-13
California Passenger Cars and Light Truck Emission Certification Standards for Model Years 2001-2006	12-15

Modes

Energy Intensities of Highway Passenger Modes, 1970–2005	2-15
Energy Intensities of Nonhighway Passenger Modes, 1970–2005	2-16
Energy Intensities of Freight Modes, 1970–2005	2-18

Monoxide

Total National Emissions of Carbon Monoxide, 1970–2002	12-3
Emissions of Carbon Monoxide from Highway Vehicles, 1970–2002	12-4

Motor

Retail Prices for Motor Fuel, 1978–2006	10-7
Federal Excise Taxes on Motor Fuels, 2005	10-10

Movement

Intercity Freight Movement and Energy Use in the United States, 2004 and 2005	2-16
---	------

National

Summary Statistics for the National Railroad Passenger Corporation (Amtrak), 1971-2005	9-11
Total National Emissions of the Criteria Air Pollutants by Sector, 2002	12-2
Total National Emissions of Carbon Monoxide, 1970–2002	12-3
Total National Emissions of Nitrogen Oxides, 1970–2002	12-5
Total National Emissions of Volatile Organic Compounds, 1970–2002	12-7
Total National Emissions of Particulate Matter (PM 10), 1970–2002	12-9
Total National Emissions of Particulate Matter (PM-2.5), 1990–2002	12-11

Natural

World Natural Gas Reserves, Production, and Consumption, 2004	1-7
---	-----

New York

New York City Driving Cycle	4-31
-----------------------------------	------

NHTS

Demographic Statistics, 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS	8-7
Average Annual Vehicle-Miles, Vehicle Trips and Trip Length per Household 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS	8-8
Average Number of Vehicles and Vehicle Travel per Household, 1990 NPTS and 2001 NHTS	8-9
Trip Statistics by Trip Purpose, 2001 NHTS	8-10
Average Vehicle Occupancy by Vehicle Type, 1995 NPTS and 2001 NHTS	8-11
Average Vehicle Occupancy by Trip Purpose, 1977 NPTS and 2001 NHTS	8-12
Self-Reported vs. Odometer Average Annual Miles, 1995 NPTS and 2001 NHTS	8-14
Walk and Bike Trips by Trip Purpose, 2001 NHTS	8-21
Long-Distance Trip Characteristics, 2001 NHTS	8-23

Nitrogen

Total National Emissions of Nitrogen Oxides, 1970–2002	12-5
Emissions of Nitrogen Oxides from Highway Vehicles, 1970–2002	12-6

Nonhighway

Nonhighway Transportation Energy Consumption by Mode, 1970–2005	2-10
Energy Intensities of Nonhighway Passenger Modes, 1970–2005	2-16
Nonhighway Energy Use Shares, 1970–2005	9-2

Nonoccupant

Occupant Fatalities by Vehicle Type and Nonoccupant Fatalities, 1975–2005	4-34
---	------

NPTS	
Demographic Statistics, 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS	8-7
Average Annual Vehicle-Miles, Vehicle Trips and Trip Length per Household 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS	8-8
Average Number of Vehicles and Vehicle Travel per Household, 1990 NPTS and 2001 NHTS	8-9
Average Vehicle Occupancy by Vehicle Type, 1995 NPTS and 2001 NHTS	8-11
Average Vehicle Occupancy by Trip Purpose, 1977 NPTS and 2001 NHTS	8-12
Self-Reported vs. Odometer Average Annual Miles, 1995 NPTS and 2001 NHTS	8-14
Number	
Daily Vehicle Miles of Travel (per Vehicle) by Number of Vehicles in the Household, 2001 NHTS	8-16
Numerical	
Numerical Estimates of Global Warming Potentials Compared with Carbon Dioxide	11-3
Occupancy	
Average Vehicle Occupancy by Vehicle Type, 1995 NPTS and 2001 NHTS	8-11
Average Vehicle Occupancy by Trip Purpose, 1977 NPTS and 2001 NHTS	8-12
Occupant	
Occupant Fatalities by Vehicle Type and Nonoccupant Fatalities, 1975–2005	4-34
Light Vehicle Occupant Safety Data, 1975–2005	4-35
Odometer	
Self-Reported vs. Odometer Average Annual Miles, 1995 NPTS and 2001 NHTS	8-14
Off-Highway	
Off-Highway Transportation-related Fuel Consumption, 1997 and 2001	2-11
Oil	
World Crude Oil Production, 1960–2006	1-3
World Oil Reserves, Production and Consumption, 2005	1-6
Oil Price and Economic Growth, 1970–2004	1-9
Summary of Military Expenditures for Defending Oil Supplies from the Middle East	1-10
U.S. Refinery Input of Crude Oil and Petroleum Products, 1987–2005	1-12
Refinery Yield of Petroleum Products from a Barrel of Crude Oil, 1978–2005	1-13
Prices for a Barrel of Crude Oil and a Gallon of Gasoline, 1978–2006	10-6
Operating	
Car Operating Cost per Mile, 1985–2006	10-13
Fixed Car Operating Costs per Year, 1975–2006	10-14
Operation	
Cars in Operation and Vehicle Travel by Age, 1970 and 2001	3-9
Trucks in Operation and Vehicle Travel by Age, 1970 and 2001	3-10
Operations	
Summary Statistics for Commuter Rail Operations, 1984–2005	9-12
Summary Statistics for Rail Transit Operations, 1970–2005	9-13
Organic	
Total National Emissions of Volatile Organic Compounds, 1970–2002	12-7
Emissions of Volatile Organic Compounds from Highway Vehicles, 1970–2002	12-8
Origin	
U.S. Petroleum Imports by World Region of Origin, 1960–2006	1-8
Output	
Refinery Gross Output by World Region, 2005	1-11
Ownership	
Estimates of Alternative Fuel Vehicles by Ownership, 2002 and 2004	6-4
Household Vehicle Ownership, 1960–2000 Census	8-6
Oxides	
Total National Emissions of Nitrogen Oxides, 1970–2002	12-5
Emissions of Nitrogen Oxides from Highway Vehicles, 1970–2002	12-6
Oxygenate	
Alternative Fuel and Oxygenate Consumption, 1995–2004	2-5

Particulate	
Total National Emissions of Particulate Matter (PM 10), 1970–2002	12-9
Emissions of Particulate Matter (PM 10) from Highway Vehicles, 1970–2002	12-10
Total National Emissions of Particulate Matter (PM-2.5), 1990–2002	12-11
Emissions of Particulate Matter (PM-2.5) from Highway Vehicles, 1990–2002	12-12
Passenger	
Passenger Travel and Energy Use, 2004	2-14
Energy Intensities of Highway Passenger Modes, 1970–2005	2-15
Energy Intensities of Nonhighway Passenger Modes, 1970–2005	2-16
Summary Statistics for the National Railroad Passenger Corporation (Amtrak), 1971–2005	9-11
California Passenger Cars and Light Truck Emission Certification Standards for Model Years 2001–2006	12-15
People	
Vehicles per Thousand People: U.S. (Over Time) Compared to Other Countries (in 1994 and 2005)	3-6
Percent	
Petroleum and Consumption and Some Important Percent Shares, 1950–2006	1-15
Percentage	
Percentage of Trucks by Size Ranked by Major Use, 2002	5-8
Percentage of Trucks by Fleet Size and Primary Fueling Facility, 2002	5-9
Periods	
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Cars, Selected Model Years 1975–2006	4-7
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Light Trucks, Model Years 1975–2006	4-8
Personal	
Personal Consumption Expenditures, 1970–2006	10-15
Petroleum	
World Petroleum Production, 1973–2005	1-4
World Petroleum Consumption, 1960–2006	1-5
U.S. Petroleum Imports by World Region of Origin, 1960–2006	1-8
U.S. Refinery Input of Crude Oil and Petroleum Products, 1987–2005	1-12
Refinery Yield of Petroleum Products from a Barrel of Crude Oil, 1978–2005	1-13
United States Petroleum Production, Imports and Exports, 1950–2006	1-14
Petroleum Production and Consumption and Some Important Percent Shares, 1950–2006	1-15
United States Petroleum Production and Consumption, 1970–2030	1-16
Consumption of Petroleum by End-Use Sector, 1973–2006	1-17
Ton-Miles of Petroleum and Petroleum Products in the U.S. by Mode, 1975–2004	1-18
PM	
Total National Emissions of Particulate Matter (PM 10), 1970–2002	12-9
Emissions of Particulate Matter (PM 10) from Highway Vehicles, 1970–2002	12-10
Total National Emissions of Particulate Matter (PM-2.5), 1990–2002	12-11
Emissions of Particulate Matter (PM-2.5) from Highway Vehicles, 1990–2002	12-12
Pollutants	
Total National Emissions of the Criteria Air Pollutants by Sector, 2002	12-2
Population	
Population and Vehicle Profile, 1950–2005	8-2
Potential	
World Fossil Fuel Potential	1-2
Potentials	
Numerical Estimates of Global Warming Potentials Compared with Carbon Dioxide	11-3
Pounds	
New Retail Sales of Trucks 10,000 Pounds GVW and Less in the United States, 1970–2005	4-6

Price	
Oil Price and Economic Growth, 1970–2004	1-9
Average Price of a New Car, 1970–2005	10-12
Consumer Price Indices, 1970–2006	10-15
Prices	
Gasoline Prices for Selected Countries, 1990–2005	10-2
Diesel Fuel Prices for Selected Countries, 1978–2005	10-3
Prices for a Barrel of Crude Oil and a Gallon of Gasoline, 1978–2006	10-6
Retail Prices for Motor Fuel, 1978–2006	10-7
Refiner Sales Prices for Propane and No. 2 Diesel, 1978–2006	10-8
Refiner Sales Prices for Aviation Gasoline and Jet Fuel, 1978–2006	10-9
Primary	
World Consumption of Primary Energy, 2004	2-2
Percentage of Trucks by Fleet Size and Primary Fueling Facility, 2002	5-9
Share of Trucks by Major Use and Primary Fueling Facility, 2002	5-10
Production	
World Crude Oil Production, 1960–2006	1-3
World Petroleum Production, 1973–2005	1-4
World Oil Reserves, Production and Consumption, 2005	1-6
World Natural Gas Reserves, Production and Consumption, 2004	1-7
United States Petroleum Production, Imports and Exports, 1950–2006	1-14
Petroleum Production and Consumption and Some Important Percent Shares, 1950–2006	1-15
United States Petroleum Production and Consumption, 1970–2030	1-16
Products	
U.S. Refinery Input of Crude Oil and Petroleum Products, 1987–2005	1-12
Refinery Yield of Petroleum Products from a Barrel of Crude Oil, 1978–2005	1-13
Ton-Miles of Petroleum and Petroleum Products in the U.S. by Mode, 1975–2004	1-18
Profile	
Population and Vehicle Profile, 1950–2005	8-2
Projected	
Projected Fuel Economies from U.S., European, and Japanese Driving Cycles	4-32
Propane	
Refiner Sales Prices for Propane and No. 2 Diesel, 1978–2006	10-6
Properties	
Properties of Conventional and Alternative Fuels	6-13
Purchases	
New Light Fleet Vehicle Purchases by Vehicle Type, 2005	7-3
Purpose	
Trip Statistics by Trip Purpose, 2001 NHTS	8-10
Average Vehicle Occupancy by Trip Purpose, 1977 NPTS and 2001 NHTS	8-12
Walk and Bike Trips by Trip Purpose, 2001 NHTS	8-19
Rail	
Intermodal Rail Traffic, 1965–2005	9-10
Summary Statistics for Commuter Rail Operations, 1984–2005	9-12
Summary Statistics for Rail Transit Operations, 1970–2005	9-13
Railroad	
Class I Railroad Freight Systems in the United States Ranked by Revenue Ton-Miles, 2005	9-8
Summary Statistics for the National Railroad Passenger Corporation (Amtrak), 1971–2005	9-11
Railroads	
Summary Statistics for Class I Freight Railroads, 1970–2005	9-9
Ranked	
Percentage of Trucks by Size Ranked by Major Use, 2002	5-8
Class I Railroad Freight Systems in the United States Ranked by Revenue Ton-Miles, 2005	9-8
Rates	
Car Scrappage and Survival Rates 1970, 1980 and 1990 Model Years	3-13

Rates (continued)	
Car Survival Rates	3-14
Light Truck Scrappage and Survival Rates	3-15
Light Truck Survival Rates	3-16
Heavy Truck Scrappage and Survival Rates	3-17
Heavy Truck Survival Rates	3-18
Receipts	
Tax Receipts from the Sale of Gas Guzzlers, 1980–2005	4-22
Recreational	
Recreational Boat Energy Use, 1970–2005	9-7
Refiner	
Refiner Sales Prices for Propane and No. 2 Diesel, 1978–2006	10-8
Refiner Sales Prices for Aviation Gasoline and Jet Fuel, 1978–2006	10-9
Refinery	
Refinery Gross Output by World Region, 2005	1-11
U.S. Refinery Input of Crude Oil and Petroleum Products, 1987–2005	1-12
Refinery Yield of Petroleum Products from a Barrel of Crude Oil, 1978–2005	1-13
Refuel	
Number of Alternative Refuel Sites by State and Fuel Type, 2007	6-6
Refueling	
Conventional Refueling Stations, 1993–2005	4-17
Region	
U.S. Petroleum Imports by World Region of Origin, 1960–2006	1-8
Refinery Gross Output by World Region, 2005	1-11
Registrations	
Car Registrations for Selected Countries, 1950–2005	3-2
Truck and Bus Registrations for Selected Countries, 1950–2005	3-3
Median Age and Registrations of Cars and Trucks, 1970–2006	3-12
Reported	
Self-Reported vs. Odometer Average Annual Miles, 1995 NPTS and 2001 NHTS	8-14
Representative	
Representative Number Five Driving Cycle	4-31
Reserves	
World Oil Reserves, Production and Consumption, 2005	1-6
World Natural Gas Reserves, Production, and Consumption, 2004	1-7
Retail	
New Retail Car Sales in the United States, 1970–2005	4-5
New Retail Sales of Trucks 10,000 pounds GVW and Less in the United States, 1970–2005	4-6
New Retail Truck Sales by Gross Vehicle Weight, 1970–2005	5-4
Retail Prices for Motor Fuel, 1978–2006	10-7
Revenue	
Class I Railroad Freight Systems in the United States Ranked by Revenue Ton-Miles, 2003	9-8
Rollover	
Percent Rollover Occurrence in Fatal Crashes by Vehicle Type, 2005	4-37
Route	
Summary Statistics for U.S. Domestic and International Certificated Route Air Carriers (Combined Totals), 1970–2005	9-2
Safety	
Light Vehicle Occupant Safety Data, 1975–2005	4-35
Sale	
Tax Receipts from the Sale of Gas Guzzlers, 1980–2005	4-22
Sales	
Sales Estimates of Class 1, Class 2a, and Class 2b Light Trucks, 1989–1999	4-4
New Retail Car Sales in the United States, 1970–2005	4-5
New Retail Sales of Trucks 10,000 pounds GVW and Less in the United States, 1970–2005	4-6

Sales (continued)

Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Cars, Selected Model Years 1975–2006	4-7
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Light Trucks, Model Years 1975–2006	4-8
Sales-Weighted Engine Size of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4-11
Sales-Weighted Engine Size of New Domestic and Import Light Trucks by Size Class, Model Years 1975–2006	4-12
Sales-Weighted Curb Weight of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4-13
Sales-Weighted Interior Space of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4-14
New Light Vehicle Dealerships and Sales, 1970–2005	4-16
Car Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-18
Light Truck Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-19
New Retail Truck Sales by Gross Vehicle Weight, 1970–2005	5-4
Bicycle Sales, 1981–2005	8-20
Refiner Sales Prices for Propane and No. 2 Diesel, 1978–2006	10-8
Refiner Sales Prices for Aviation Gasoline and Jet Fuel, 1978–2006	10-9

Scrappage

Car Scrappage and Survival Rates 1970, 1980 and 1990 Model Years	3-13
Light Truck Scrappage and Survival Rates	3-15
Heavy Truck Scrappage and Survival Rates	3-17

Sector

Consumption of Petroleum by End-Use Sector, 1973–2006	1-17
U. S. Consumption of Total Energy by End-Use Sector, 1973–2006	2-3
U.S. Carbon Emissions from Fossil Energy Consumption by End-Use Sector, 1990–2005	11-5
U.S. Carbon Emissions from Energy Use in Transportation Sector, 1990–2004	11-6
Total National Emissions of the Criteria Air Pollutants by Sector, 2002	12-2

Selected

Car Registrations for Selected Countries, 1950–2005	3-2
Truck and Bus Registrations for Selected Countries, 1950–2005	3-3
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Cars, Selected Model Years 1975–2006	4-7
Share of Heavy Trucks with Selected Electronic Features, 2002	5-12
Gasoline Prices for Selected Countries, 1990–2005	10-2
Diesel Fuel Prices for Selected Countries, 1998–2005	10-3

Self

Self-Reported vs. Odometer Average Annual Miles, 1995 NPTS and 2001 NHTS	8-14
--	------

Service

Fleet Vehicles in Service as of February 1, 2004	7-2
Average Length of Time Business Fleet Vehicles are In Service, 2005	7-4

Severity

Crashes by Crash Severity, Crash Type, and Vehicle Type, 2005	4-36
---	------

Share

Share of Trucks by Major Use and Primary Fueling Facility, 2002	5-10
Share of Heavy Trucks with Selected Electronic Features, 2002	5-12

Shares

Petroleum Production and Consumption and Some Important Percent Shares, 1950–2006	1-15
Shares of Highway Vehicle-Miles Traveled by Vehicle Type, 1970–2005	3-8
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Cars, Selected Model Years 1975–2006	4-7

Shares (continued)	
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Light Trucks, Model Years 1975–2006	4-8
Light Vehicle Market Shares by Size Class, Model Years 1975–2006	4-9
Light Vehicle Market Shares by Size Class, Model Years 1975–2006	4-10
Nonhighway Energy Use Shares, 1970–2005	9-2
Single	
Summary Statistics for Heavy Single-Unit Trucks, 1970–2005	5-2
Sites	
Number of Alternative Refuel Sites by State and Fuel Type, 2007	6-6
Source	
Distribution of Energy Consumption by Source, 1973 and 2006	2-4
Space	
Sales-Weighted Interior Space of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4-14
Special	
Highway Usage of Gasoline and Special Fuels, 1973–2005	2-13
Specifications	
Vehicle Specifications for Vehicles Tested in the 1997 Study	4-25
Speed	
Fuel Economy by Speed, 1973, 1984 and 1997 Studies	4-24
Steady Speed Fuel Economy for Vehicles Tested in the 1997 Study	4-26
High Speed (US06) Driving Cycle	4-30
Standards	
Car Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-18
Light Truck Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-19
U.S. Tier 2 Emission Standards for Cars and Light Trucks Effective for 2004–2009 Model Years	12-13
Light Vehicle Exhaust Emission Standards in Effect in 2009 when U.S. Tier 2 Standards are Final	12-14
California Passenger Cars and Light Truck Emission Certification Standards for Model Years 2001–2006	12-15
State	
Number of Alternative Refuel Sites by State and Fuel Type, 2007	6-6
State Tax Exemptions for Gasohol, 2005	10-10
Federal and State Alternative Fuel Incentives, 2005	10-11
Stations	
Conventional Refueling Stations, 1993–2005	4-17
U.S. Hydrogen Fueling Stations	6-11
Statistics	
Summary Statistics for Cars, 1970–2005	4-2
Summary Statistics for Two-Axle, Four-Tire Trucks, 1970–2005	4-3
Summary Statistics on Class 1, Class 2a, and Class 2b Light Trucks	4-4
Summary Statistics on Light Transit Vehicles, 1994–2005	4-38
Summary Statistics for Heavy Single-Unit Trucks, 1970–2005	5-2
Summary Statistics for Combination Trucks, 1970–2005	5-3
Truck Statistics by Gross Vehicle Weight Class, 2002	5-6
Truck Statistics by Size, 2002	5-7
Summary Statistics on Transit Buses and Trolleybuses, 1994–2005	5-16
Demographic Statistics, 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS	8-7
Trip Statistics by Trip Purpose, 2001 NHTS	8-10
Summary Statistics for U.S. Domestic and International Certificated Route Air Carriers (Combined Totals), 1970–2005	9-3
Summary Statistics for General Aviation, 1970–2005	9-4
Tonnage Statistics for Domestic and International Waterborne Commerce, 1970–2003	9-5

Statistics (continued)	
Summary Statistics for Domestic Waterborne Commerce, 1970–2004	9-6
Summary Statistics for Class I Freight Railroads, 1970–2005	9-9
Summary Statistics for the National Railroad Passenger Corporation (Amtrak), 1971–2005	9-11
Summary Statistics for Commuter Rail Operations, 1984–2005	9-12
Summary Statistics for Rail Transit Operations, 1970–2005	9-13
Steady	
Steady Speed Fuel Economy for Vehicles Tested in the 1997 Study	4-26
Summary	
Summary of Military Expenditures for Defending Oil Supplies from the Middle East	1-10
Summary Statistics for Cars, 1970–2005	4-2
Summary Statistics for Two-Axle, Four-Tire Trucks, 1970–2005	4-3
Summary Statistics on Class 1, Class 2a, and Class 2b Light Trucks	4-4
Summary Statistics on Light Transit Vehicles, 1994–2005	4-38
Summary Statistics for Heavy Single-Unit Trucks, 1970–2005	5-2
Summary Statistics for Combination Trucks, 1970–2005	5-3
Summary Statistics on Transit Buses and Trolleybuses, 1994–2005	5-16
Summary Statistics for U.S. Domestic and International Certificated Route Air Carriers (Combined Totals), 1970–2005	9-3
Summary Statistics for General Aviation, 1970–2005	9-4
Summary Statistics for Domestic Waterborne Commerce, 1970–2004	9-6
Summary Statistics for Class I Freight Railroads, 1970–2005	9-9
Summary Statistics for the National Railroad Passenger Corporation (Amtrak), 1971–2005	9-11
Summary Statistics for Commuter Rail Operations, 1984–2005	9-12
Summary Statistics for Rail Transit Operations, 1970–2005	9-13
Supplies	
Summary of Military Expenditures for Defending Oil Supplies from the Middle East	1-10
Surveys	
Growth of Freight in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5-14
Growth of Freight Miles in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5-15
Survival	
Car Scrappage and Survival Rates 1970, 1980 and 1990 Model Years	3-13
Car Survival Rates	3-14
Light Truck Scrappage and Survival Rates	3-15
Light Truck Survival Rates	3-16
Heavy Truck Scrappage and Survival Rates	3-17
Heavy Truck Survival Rates	3-18
Systems	
Class I Railroad Freight Systems in the United States Ranked by Revenue Ton-Miles, 2005	9-8
Tax	
The Gas Guzzler Tax on New Cars	4-21
Tax Receipts from the Sale of Gas Guzzlers, 1980–2005	4-22
State Tax Exemptions for Gasohol, 2005	10-10
Taxes	
Federal Excise Taxes on Motor Fuels, 2005	10-10
Temperature	
Cold Temperature Driving Cycle	4-29
Tested	
Vehicle Specifications for Vehicles Tested in the 1997 Study	4-25
Steady Speed Fuel Economy for Vehicles Tested in the 1997 Study	4-26
Thousand	
Vehicles per Thousand People: U.S. (Over Time) Compared to Other Countries (in 1994 and 2005)	3-6
Tier	
U.S. Tier 2 Emission Standards for Cars and Light Trucks Effective for 2004–2009 Model Years	12-13

Tier (continued)	
Light Vehicle Exhaust Emission Standards in Effect in 2009 when U.S. Tier 2 Standards are Final	12-14
Time	
Vehicles per Thousand People: U.S. (Over Time) Compared to Other Countries (in 1994 and 2005)	3-6
Average Length of Time Business Fleet Vehicles are In Service, 2005	7-4
Workers by Commute Time, 1990 and 2000 Census	8-19
Tire	
Summary Statistics for Two-Axle, Four-Tire Trucks, 1970–2005	4-3
Ton	
Ton-Miles of Petroleum and Petroleum Products in the U.S. by Mode, 1975–2004	1-18
Class I Railroad Freight Systems in the United States Ranked by Revenue Ton-Miles, 2005	9-8
Tonnage	
Tonnage Statistics for Domestic and International Waterborne Commerce, 1970–2004	9-5
Total	
U.S. Consumption of Total Energy by End-Use Sector, 1973-2006	2-3
Total National Emissions of the Criteria Air Pollutants by Sector, 2002	12-2
Total National Emissions of Carbon Monoxide, 1970-2002	12-3
Total National Emissions of Nitrogen Oxides, 1970-2002	12-5
Total National Emissions of Volatile Organic Compounds, 1970-2002	12-7
Total National Emissions of Particulate Matter (PM-10), 1970-2002	12-9
Total National Emissions of Particulate Matter (PM-2.5), 1990-2002	12-11
Totals	
Summary Statistics for U.S. Domestic and International Certificated Route Air Carriers (Combined Totals), 1970–2005	9-3
Traffic	
Intermodal Rail Traffic, 1965–2005	9-10
Transit	
Summary Statistics on Light Transit Vehicles, 1994–2005	4-38
Summary Statistics on Transit Buses and Trolleybuses, 1994–2005	5-16
Summary Statistics for Rail Transit Operations, 1970–2005	9-13
Transportation	
Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2004	2-6
Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2005	2-7
Transportation Energy Use by Mode, 2004–2005	2-8
Highway Transportation Energy Consumption by Mode, 1970–2005	2-9
Nonhighway Transportation Energy Consumption by Mode, 1970–2005	2-10
Off-Highway Transportation-related Fuel Consumption, 1997 and 2001	2-11
Means of Transportation to Work, 1980, 1996 and 2006 Census	8-18
Transportation-related Employment, 1996 and 2006	10-16
U.S. Carbon Emissions from Energy Use in Transportation Sector, 1990–2004	11-6
Travel	
Passenger Travel and Energy Use, 2004	2-14
Cars in Operation and Vehicle Travel by Age, 1970 and 2001	3-9
Trucks in Operation and Vehicle Travel by Age, 1970 and 2001	3-10
Average Annual Vehicle-Miles of Travel for Business Fleet Vehicles, 2005	7-4
Average Number of Vehicles and Vehicle Travel per Household, 1990 NPTS and 2001 NHTS	8-9
Daily and Annual Vehicle Miles of Travel and Average Age for Each Vehicle in a Household	8-16
Daily Vehicle Miles of Travel (per Vehicle) by Number of Vehicles in the Household, 2001 NHTS	8-16
Annual Vehicle Miles of Travel for Each Vehicle in a Household	8-17
Daily Vehicle Miles of Travel for Each Vehicle in a Household	8-17
Traveled	
Shares of Highway Vehicle-Miles Traveled by Vehicle Type, 1970-2005	3-8
Distribution of Trucks over 26,000 lbs. Less than Two Years Old By Vehicle Miles Traveled	5-11

Trip	
Average Annual Vehicle-Miles, Vehicle Trips and Trip Length per Household 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS	8-8
Trip Statistics by Trip Purpose, 2001 NHTS	8-10
Average Vehicle Occupancy by Trip Purpose, 1977 NPTS and 2001 NHTS	8-12
Walk and Bike Trips by Trip Purpose, 2001 NHTS	8-21
Long-Distance Trip Characteristics, 2001 NHTS	8-23
Trips	
Average Annual Vehicle-Miles, Vehicle Trips and Trip Length per Household 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS	8-8
Household Vehicle Trips	8-15
Walk and Bike Trips by Trip Purpose, 2001 NHTS	8-19
Trolleybuses	
Summary Statistics on Transit Buses and Trolleybuses, 1994–2005	5-16
Truck	
Truck and Bus Registrations for Selected Countries, 1950–2005	3-3
Light Truck Scrappage and Survival Rates	3-15
Light Truck Survival Rates	3-16
Heavy Truck Scrappage and Survival Rates	3-17
Heavy Truck Survival Rates	3-18
Light Truck Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-19
New Retail Truck Sales by Gross Vehicle Weight, 1970–2005	5-4
Truck Statistics by Gross Vehicle Weight Class, 2002	5-6
Truck Harmonic Mean Fuel Economy by Size Class, 1992, 1997, and 2002	5-6
Truck Statistics by Size, 2002	5-7
California Passenger Cars and Light Truck Emission Certification Standards for Model Years 2001–2006	12-15
Trucks	
U.S. Cars and Trucks in Use, 1970–2005	3-5
Trucks in Operation and Vehicle Travel by Age, 1970 and 2001	3-10
Average Age of Cars and Trucks in Use, 1970–2006	3-11
Median Age and Registrations of Cars and Trucks, 1970–2006	3-12
Summary Statistics for Two-Axle, Four-Tire Trucks, 1970–2005	4-3
Summary Statistics on Class 1, Class 2a, and Class 2b Light Trucks	4-4
Sales Estimates of Class 1, Class 2a, and Class 2b Light Trucks, 1989–1999	4-4
New Retail Sales of Trucks 10,000 pounds GVW and Less in the United States, 1970–2005	4-6
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Light Trucks, Model Years 1975–2006	4-8
Sales-Weighted Engine Size of New Domestic and Import Light Trucks by Size Class, Model Years 1975–2006	4-12
Summary Statistics for Other Single-Unit Trucks, 1970–2005	5-2
Summary Statistics for Combination Trucks, 1970–2005	5-3
Percentage of Trucks by Size Ranked by Major Use, 2002	5-8
Percentage of Trucks by Fleet Size and Primary Fueling Facility, 2002	5-9
Share of Trucks by Major Use and Primary Fueling Facility, 2002	5-10
Distribution of Trucks over 26,000 lbs. Less than Two Years Old By Vehicle Miles Traveled	5-11
Share of Heavy Trucks with Selected Electronic Features, 2002	5-12
Two-Axle	
Summary Statistics on Two-Axle, Four-Tire Trucks, 1970–2005	4-3
Type	
Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2004	2-6
Domestic Consumption of Transportation Energy by Mode and Fuel Type, 2005	2-7
Shares of Highway Vehicle-Miles Traveled by Vehicle Type, 1970-2005	3-8
Occupant Fatalities by Vehicle Type and Nonoccupant Fatalities, 1975-2005	4-34

Type (continued)

Crashes by Crash Severity, Crash Type, and Vehicle Type, 2005	4-36
Percent Rollover Occurrence in Fatal Crashes by Vehicle Type, 2005	4-37
Number of Alternative Refuel Sites by State and Fuel Type, 2007	6-6
New Light Fleet Vehicle Purchases by Vehicle Type, 2005	7-3
Average Miles per Domestic Federal Vehicle by Vehicle Type, 2005	7-5
Federal Fleet Vehicle Acquisitions by Fuel Type, FY 2002–2006	7-7
Average Vehicle Occupancy by Vehicle Type, 1995 NPTS and 2001 NHTS	8-11

Unit

Summary Statistics for Heavy Single-Unit Trucks, 1970–2005	5-2
--	-----

United

U.S. Petroleum Imports by World Region of Origin, 1960–2006	1-8
U.S. Refinery Input of Crude Oil and Petroleum Products, 1987–2005	1-12
United States Petroleum Production, Imports and Exports, 1950–2006	1-14
United States Petroleum Production and Consumption, 1970–2030	1-16
Ton-Miles of Petroleum and Petroleum Products in the U.S. by Mode, 1975–2004	1-18
U. S. Consumption of Total Energy by End-Use Sector, 1973–2006	2-3
Intercity Freight Movement and Energy Use in the United States, 2004 and 2005	2-17
U.S. Cars and Trucks in Use, 1970-2005	3-5
Vehicles per Thousand People: U.S. (Over Time) Compared to Other Countries (in 1994 and 2005)	3-6
New Retail Car Sales in the United States, 1970–2005	4-5
New Retail Sales of Trucks 10,000 pounds GVW and Less in the United States, 1970–2005	4-6
Comparison of U.S., European, and Japanese Driving Cycles	4-33
Growth of Freight in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5-14
Growth of Freight Miles in the United States: Comparison of the 2002 and 1997 Commodity Flow Surveys	5-15
U.S. and World Hydrogen Consumption by End-Use Category, 1999	6-10
U.S. Hydrogen Fueling Stations	6-11
Summary Statistics for U.S. Domestic and International Certificated Route Air Carriers (Combined Totals), 1970-2005	9-3
Class I Railroad Freight Systems in the United States Ranked by Revenue Ton-Miles, 2005	9-8
Estimated U.S. Emissions of Greenhouse Gases, 1990-2004	11-4
U.S. Carbon Emissions from Fossil Energy Consumption by End-Use Sector, 1990-2005	11-5
U.S. Carbon Emissions from Energy Use in the Transportation Sector, 1990-2004	11-6
U.S. Tier 2 Emission Standards for Cars and Light Trucks Effective for 2004-2009 Model Years	12-13
Light Vehicle Exhaust Emission Standards in Effect in 2009 when U.S. Tier 2 Standards are Final	12-14

Urban

Urban Driving Cycle	4-28
---------------------------	------

US06

High Speed (US06) Driving Cycle	4-30
---------------------------------------	------

Vehicle

Shares of Highway Vehicle-Miles Traveled by Vehicle Type, 1970-2005	3-8
Cars in Operation and Vehicle Travel by Age, 1970 and 2001	3-9
Trucks in Operation and Vehicle Travel by Age, 1970 and 2001	3-10
Light Vehicle Market Shares by Size Class, Model Years 1975–2006	4-9
Light Vehicle Market Shares, Model Years 1975–2006	4-10
New Light Vehicle Dealerships and Sales, 1970–2005	4-16
Vehicle Specifications for Vehicles Tested in the 1997 Study	4-25
Occupant Fatalities by Vehicle Type and Nonoccupant Fatalities, 1975–2005	4-34
Light Vehicle Occupant Safety Data, 1975–2005	4-35
Crashes by Crash Severity, Crash Type, and Vehicle Type, 2005	4-36
Percent Rollover Occurrence in Fatal Crashes by Vehicle Type, 2005	4-37
New Retail Truck Sales by Gross Vehicle Weight, 1970–2005	5-4
Truck Statistics by Gross Vehicle Weight Class, 2002	5-6

Vehicle (continued)

Distribution of Trucks over 26,000 lbs. Less than Two Years Old By Vehicle Miles Traveled	5-11
New Light Fleet Vehicle Purchases by Vehicle Type, 2005	7-3
Average Annual Vehicle-Miles of Travel for Business Fleet Vehicles, 2005	7-4
Average Miles per Domestic Federal Vehicle by Vehicle Type, 2005	7-5
Federal Fleet Vehicle Acquisitions by Fuel Type, FY 2002–2006	7-7
Population and Vehicle Profile, 1950–2003	8-2
Vehicles and Vehicle-Miles per Capita, 1950–2005	8-3
Household Vehicle Ownership, 1960–2000 Census	8-6
Average Annual Vehicle-Miles, Vehicle Trips and Trip Length per Household 1969, 1977, 1983, 1990, 1995 NPTS and 2001 NHTS	8-8
Average Number of Vehicles and Vehicle Travel per Household, 1990 NPTS and 2001 NHTS	8-9
Average Vehicle Occupancy by Vehicle Type, 1995 NPTS and 2001 NHTS	8-11
Average Vehicle Occupancy by Trip Purpose, 1977 NPTS and 2001 NHTS	8-12
Average Annual Miles per Household Vehicle by Vehicle Age	8-13
Household Vehicle Trips	8-15
Daily and Annual Vehicle Miles of Travel and Average Age for Each Vehicle in a Household	8-16
Daily Vehicle Miles of Travel (per Vehicle) by Number of Vehicles in the Household, 2001 NHTS	8-16
Annual Vehicle Miles of Travel for Each Vehicle in a Household	8-17
Daily Vehicle Miles of Travel for Each Vehicle in a Household	8-17
Light Vehicle Exhaust Emission Standards in Effect in 2009 when U.S. Tier 2 Standards are Final	12-14

Vehicles

Vehicles per Thousand People: U.S. (Over Time) Compared to Other Countries (in 1994 and 2005)	3-6
Vehicle Specifications for Vehicles Tested in the 1997 Study	4-25
Steady Speed Fuel Economy for Vehicles Tested in the 1997 Study	4-26
Summary Statistics on Light Transit Vehicles, 1994–2005	4-38
Estimates of Alternative Fuel Vehicles in Use, 1995–2004	6-3
Estimates of Alternative Fuel Vehicles by Ownership, 2002 and 2004	6-4
Alternative Fuel Vehicles Available by Manufacturer, Model Year 2006	6-5
Fleet Vehicles in Service as of February 1, 2004	7-2
Average Length of Time Business Fleet Vehicles are In Service, 2005	7-4
Average Annual Vehicle-Miles of Travel for Business Fleet Vehicles, 2005	7-4
Federal Government Vehicles by Year	7-6
Vehicles and Vehicle-Miles per Capita, 1950–2005	8-3
Average Number of Vehicles and Vehicle Travel per Household, 1990 NPTS and 2001 NHTS	8-9
Emissions of Carbon Monoxide from Highway Vehicles, 1970–2002	12-4
Emissions of Nitrogen Oxides from Highway Vehicles, 1970–2002	12-6
Emissions of Volatile Organic Compounds from Highway Vehicles, 1970–2002	12-8
Emissions of Particulate Matter (PM 10) from Highway Vehicles, 1970–2002	12-10
Emissions of Particulate Matter (PM-2.5) from Highway Vehicles, 1990–2002	12-12

Volatile

Total National Emissions of Volatile Organic Compounds, 1970–2002	12-7
Emissions of Volatile Organic Compounds from Highway Vehicles, 1970–2002	12-8

Walk

Walk and Bike Trips by Trip Purpose, 2001 NHTS	8-21
--	------

Warming

Numerical Estimates of Global Warming Potentials Compared with Carbon Dioxide	11-3
---	------

Waterborne

Tonnage Statistics for Domestic and International Waterborne Commerce, 1970–2004	9-5
Summary Statistics for Domestic Waterborne Commerce, 1970–2004	9-6

Weight

Sales-Weighted Curb Weight of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4-13
New Retail Truck Sales by Gross Vehicle Weight, 1970–2005	5-4
Truck Statistics by Gross Vehicle Weight Class, 2002	5-6

Weighted

Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Cars, Selected Model Years 1975–2006	4-7
Period Sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Light Trucks, Model Years 1975–2006	4-8
Sales-Weighted Engine Size of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4-11
Sales-Weighted Engine Size of New Domestic and Import Light Trucks by Size Class, Model Years 1975–2006	4-12
Sales-Weighted Curb Weight of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4-13
Sales-Weighted Interior Space of New Domestic and Import Cars by Size Class, Model Years 1975–2006	4-14
Car Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-18
Light Truck Corporate Average Fuel Economy (CAFE) Standards versus Sales-Weighted Fuel Economy Estimates, 1978–2006	4-19

Work

Means of Transportation to Work, 1980, 1990 and 2000 Census	8-18
---	------

Workers

Workers by Commute Time, 1990 and 2000 Census	8-19
---	------

World

World Fossil Fuel Potential	1-2
World Crude Oil Production, 1960–2006	1-3
World Petroleum Production, 1973–2005	1-4
World Petroleum Consumption, 1960–2006	1-5
World Oil Reserves, Production and Consumption, 2005	1-6
World Natural Gas Reserves, Production, and Consumption, 2004	1-7
U.S. Petroleum Imports by World Region of Origin, 1960–2006	1-8
Refinery Gross Output by World Region, 2005	1-11
World Consumption of Primary Energy, 2004	2-2
U.S. and World Hydrogen Consumption by End-Use Category, 1999	6-10
World Carbon Dioxide Emissions, 1990 and 2003	11-2

Years

Car Scrappage and Survival Rates 1970, 1980 and 1990 Model Years	3-13
Period Sales, Market Sales, and Sales-Weighted Fuel Economies of Domestic and Import Cars, Selected Model Years 1975–2006	4-7
Period sales, Market Shares, and Sales-Weighted Fuel Economies of New Domestic and Import Light Trucks, Model Years 1975–2006	4-8
Light Vehicle Market Shares by Size Class, Model Years 1975–2006	4-9
Light Vehicle Market Shares by Size Class, Model Years 1975–2006	4-10
Sales-Weighted Engine Size of New Domestic and Import Cars By Size Class, Model Years 1975–2006	4-11
Sales-Weighted Engine Size of New Domestic and Import Light Trucks By Size Class, Model Years 1975–2006	4-12
Sales-Weighted Curb Weight of New Domestic and Import Cars By Size Class, Model Years 1975–2006	4-13
Sales-Weighted Interior Space of New Domestic and Import Cars By Size Class, Model Years 1977–2006	4-14
U.S. Tier 2 Emission Standards for Cars and Light Trucks Effective for 2004–2009 Model Years	12-13
California Passenger Cars and Light Truck Emission Certification Standards for Model Years 2001–2006	12-15

Yield

Refinery Yield of Petroleum Products from a Barrel of Crude Oil, 1978–2005	1-13
--	------

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AMERICAN AUTOMOBILE ASSOCIATION	www.aaa.com
AMERICAN PUBLIC TRANSPORTATION ASSOCIATION	www.apta.com
AMTRAK	www.amtrak.com
ASSOCIATION OF AMERICAN RAILROADS	www.aar.org
ASSOCIATION OF OIL PIPELINES	www.aopl.org
CALIFORNIA AIR RESOURCES BOARD	www.arb.ca.gov
CALIFORNIA ENERGY COMMISSION	www.energy.ca.gov
ENO FOUNDATION FOR TRANSPORTATION	www.enotrans.com
ELECTRIC DRIVE TRANSPORTATION ASSOCIATION	www.electricdrive.org
INTERNATIONAL ENERGY AGENCY	www.iea.org
NATIONAL AUTOMOBILE DEALERS ASSOCIATION	www.nada.org
RUNZHEIMER INTERNATIONAL	www.runzheimer.com
TEXAS TRANSPORTATION INSTITUTE	tti.tamu.edu
TRANSPORT CANADA	www.tc.gc.ca
TRANSPORTATION RESEARCH BOARD	www.trb.org
WARD'S COMMUNICATIONS	www.wardsauto.com
WORLD ENERGY ASSESSMENT	www.undp.org/energy/activities/wea

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