

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.

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List of Abbreviations Used in Appendix A

AAR	Association of American Railroads
APTA	American Public Transportation Association
Amtrak	National Railroad Passenger Corporation
BTS	Bureau of Transportation Statistics
Btu	British thermal unit
CD	Compact Disc
CNG	Compressed Natural Gas
DOE	Department of Energy
DOT	Department of Transportation
EIA	Energy Information Administration
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
kWhr	Kilowatt hour
lpg	liquefied petroleum gas
NHTS	National Household Travel Survey
NPTS	Nationwide Personal Transportation Survey
NVPP	National Vehicle Population Profile
ORNL	Oak Ridge National Laboratory
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

Cars

Fuel use in gallons (1970-2008) – DOT, FHWA, *Highway Statistics 2008*, Table VM-1 and annual editions back to 1996; DOT, FHWA, *Highway Statistics Summary* to 1995.

Fuel use in gallons (2009 – 2013) – See Appendix A for Car/Light Truck Shares.

Fuel type distribution – Fuel use was distributed among fuel types using the percentages shown in Table A.1. The FHWA discontinued gasohol data in 2005. Therefore, data from EIA, *Alternatives to Traditional Transportation Fuels*, 2006-2011, Table C1 were used.

Table A.1
Car 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 ^b		
				Gasoline	Gasohol	Diesel
1970	67,820		1984 NVPP	99.8%	0.0%	0.2%
1971	71,346		interpolated	99.2%	0.0%	0.8%
1972	75,937		interpolated	98.7%	0.0%	1.3%
1973	78,233		interpolated	98.1%	0.0%	1.9%
1974	74,229		interpolated	97.5%	0.0%	2.5%
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	77,418	FHWA, MF-33e	2001 NVPP	66.9%	32.6%	0.5%
2006	75,009	EIA, C1	2001 NVPP	78.2%	21.3%	0.5%
2007	74,377	EIA, C1	2001 NVPP	72.9%	26.6%	0.5%
2008	71,497 ^a	EIA, C1	2001 NVPP	61.8%	37.7%	0.5%
2009	66,587	EIA, C1	2001 NVPP	55.8%	43.7%	0.5%
2010	62,245	EIA, C1	2001 NVPP	49.5%	50.0%	0.5%
2011	59,646	EIA, C1	2001 NVPP	48.7%	50.8%	0.5%
2012	57,899	EIA, C1	2001 NVPP	48.7%	50.8%	0.5%
2013	57,290	EIA, C1	2001 NVPP	49.0%	50.5%	0.5%
Heat content used for conversion to btu:				125,000	120,900	138,700
				btu/gallon	btu/gallon	btu/gallon

^a Data are not continuous between 2008 and 2009 due to changes in source.

^b Percentages may not sum due to rounding.

Motorcycles

DOT, FHWA, *Highway Statistics 2013*, Table VM-1, and annual editions. The FHWA made methodology changes for *Highway Statistics 2009-10*. At that time, they published historical data back to 2007 which do not match the previous data.

Table A.2
Motorcycle Fuel Use

Year	Fuel use (thousand gallons)	Year	Fuel use (thousand gallons)
1970	59,580	1992	191,140
1971	72,140	1993	198,120
1972	86,620	1994	204,800
1973	103,880	1995	198,262
1974	108,900	1996	195,940
1975	112,580	1997	201,620
1976	120,060	1998	205,660
1977	126,980	1999	211,680
1978	143,160	2000	209,380
1979	172,740	2001	192,780
1980	204,280	2002	191,040
1981	213,800	2003	190,780
1982	198,200	2004	202,447
1983	175,200	2005	189,495
1984	175,680	2006	221,030 ^a
1985	181,720	2007	474,923
1986	187,940	2008	489,417
1987	190,120	2009	482,290
1988	200,480	2010	426,732
1989	207,420	2011	426,378
1990	191,140	2012	491,130
1991	183,560	2013	467,716
Heat content used for conversion to btu:		125,000 btu/gallon	

^a Data are not continuous between 2006 and 2007 due to changes in estimation methodology. See source document for details.

Buses**Transit:**

APTA, *2015 Public Transportation Fact Book*, Washington, DC, 2015. Includes motorbus and trolley bus data.

Table A.3
Transit Bus Fuel Use

Year	LNG (million gallons)	LPG (million gallons)	CNG (million gallons)	Gasoline (million gallons)	Diesel fuel (million gallons)	Electricity (thousand kilowatt hours)	Biodiesel (million gallons)	Methanol (million gallons)
1994	1.1	0.2	3.1	2.1	565.1	102.9	^a	12.5
1995	1.7	0.3	10.0	2.3	563.8	100.0	^a	12.0
1996	2.3	0.6	11.5	1.8	577.7	69.0	^a	11.6
1997	3.3	1.0	20.0	2.7	597.6	78.0	^a	8.7
1998	3.1	0.9	32.6	2.0	606.6	74.0	^a	5.0
1999	5.3	0.8	39.9	1.4	618.0	75.0	^a	2.7
2000	10.5	0.7	50.4	1.3	635.2	77.0	^a	0.8
2001	11.7	1.2	60.9	1.5	587.2	74.0	^a	0.8
2002	16.8	1.8	77.8	1.3	559.0	73.0	^a	1.8
2003	14.2	1.8	94.9	1.1	536.0	69.0	^a	1.9
2004	16.5	1.7	106.7	1.8	550.5	68.0	^a	4.7
2005	18.3	2.0	117.2	1.0	533.8	67.0	^a	8.1
2006	19.6	1.6	138.8	2.3	536.7	62.0	20.5	0.9
2007	18.3	^a	129.1	2.5	494.1	61.0	25.8	1.3
2008	17.9	^a	135.5	3.8	493.3	62.2	41.8	0.9
2009	25.5	^a	141.6	6.7	455.5	69.5	40.6	0.0
2010	23.0	^a	126.2	8.1	435.4	66.0	43.5	0.0
2011	21.6	^a	131.1	8.9	455.1	61.0	51.1	0.0
2012	19.6	^a	127.3	12.5	439.0	61.0	56.6	0.0
2013	17.6	6.3	134.9	12.9	427.5	63.0	66.2	0.0
Heat content used for conversion to btu:	84,800 btu/gallon	91,300 btu/gallon	138,700 btu/gallon	125,000 btu/gallon	138,700 btu/gallon	64,600 btu/gallon		10,339 but/kWhr

Note: CNG is reported in diesel-gallon equivalents.

^a Data are not available.

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	214.37*	530.70*
2006	208.32*	515.72*
2007	214.37*	530.70*
2008	218.48*	540.89*
2009	224.58*	556.00*
2010	214.95*	532.15*
2011	215.53*	533.58*
2012	230.42	570.45
2013	236.76	586.14
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 (recently revised).

Trucks

Light Trucks:

Fuel use in gallons (1970-2007) – DOT, FHWA, *Highway Statistics 2008*, Table VM-1 and annual editions back to 1996 and DOT, FHWA, *Highway Statistics Summary to 1995*.

Fuel use in gallons (2008 – 2013) – Results of a model developed by ORNL to estimate data for cars and light trucks since the FHWA discontinued their VM-1 series showing cars and light trucks separately. The model uses data from FHWA *Highway Statistics 2013*, EPA *Light-Duty Automotive Technology, Carbon Dioxide Emissions, and Fuel Economy Trends: 1975 Through 2014*, and HIS Automotive to estimate the number of vehicles, vehicle-miles of travel, energy use, and fuel efficiency of cars and light trucks. Documentation of the model will be published in an ORNL report, forthcoming.

Fuel type distribution – Fuel use was distributed among fuel types using the percentages shown in Table A.1. The FHWA discontinued gasohol data in 2005. Therefore, data from EIA, *Alternatives to Traditional Transportation Fuels*, 2006-2011, Table C.1 were used.

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	58,869	FHWA, MF-33e	2002 VIUS	62.6%	32.6%	4.0%	0.8%
2006	60,685	EIA, C1	2002 VIUS	73.9%	21.3%	4.0%	0.8%
2007	61,836	EIA, C1	2002 VIUS	68.6%	26.6%	4.0%	0.8%
2008	61,199 ^a	EIA, C1	2002 VIUS	57.5%	37.7%	4.0%	0.8%
2009	61,824	EIA, C1	2002 VIUS	51.5%	43.7%	4.0%	0.8%
2010	64,687	EIA, C1	2002 VIUS	45.2%	50.0%	4.0%	0.8%
2011	65,786	EIA, C1	2002 VIUS	44.4%	50.8%	4.0%	0.8%
2012	66,395	EIA, C1	2002 VIUS	44.4%	50.8%	4.0%	0.8%
2013	65,555	EIA, C1	2002 VIUS	44.7%	50.5%	4.0%	0.8%
Heat content used for conversion to btu:				125,000	120,900	138,700	90,800
				btu/gallon	btu/gallon	btu/gallon	btu/gallon

^a Data are not continuous between 2008 and 2009 due to changes in source.

Medium/Heavy Trucks:

DOT, FHWA, *Highway Statistics 2013*, Table VM-1 and annual editions back to 1996 and DOT, FHWA, *Highway Statistics Summary to 1995*. The FHWA made methodology changes for *Highway Statistics 2009*. At that time, they published historical data back to 2007 which do not match the previous data. Total gallons for medium/heavy trucks are the sum of single-unit trucks and combination 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 fuel type shares	Shares by fuel type		
			Gasoline	Diesel	Lpg
1970	11,316	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	37,190	2002 VIUS	11.0%	88.4%	0.5%
2006	37,959 ^a	2002 VIUS	11.0%	88.4%	0.5%
2007	47,218	2002 VIUS	11.0%	88.4%	0.5%
2008	47,705	2002 VIUS	11.0%	88.4%	0.5%
2009	44,303	2002 VIUS	11.0%	88.4%	0.5%
2010	45,024	2002 VIUS	11.0%	88.4%	0.5%
2011	42,396	2002 VIUS	11.0%	88.4%	0.5%
2012	42,351	2002 VIUS	11.0%	88.4%	0.5%
2013	43,297	2002 VIUS	11.0%	88.4%	0.5%
Heat content used for conversion to btu:			125,000	138,700	90,800
			btu/gallon	btu/gallon	btu/gallon

^a Data are not continuous between 2006 and 2007 due to changes in methodology. See source for details.

Shares of Class 3-6 and 7-8 energy use by fuel type were calculated from the 2002 Vehicle Inventory and Use Survey (VIUS) and applied to all years 1970-2012.

Table A.7
Share of Medium and Heavy Truck Energy Use

Fuel type	Share of energy use		Total
	Class 3-6	Class 7-8	
Gasoline	92%	8%	100%
Diesel	14%	86%	100%
LPG	99%	1%	100%

Off-highway energy use

U.S. Environmental Protection Agency, NONROAD2008a model, results generated July 2015. Gallons of fuel by fuel type were produced for agricultural equipment, airport equipment, construction and mining equipment, industrial equipment, lawn and garden equipment, logging equipment, railroad maintenance equipment, and recreational equipment. Some non-transportation-related equipment, such as generators, chain saws, compressors, and pumps, were excluded from the data.

Nonhighway energy use

Air

General Aviation:

DOT, FAA, *On-line General Aviation Activity and Air Taxi Activity Surveys: Annual Summary Report Calendar Year 2013*, Table 5.1, and annual. 2011 Data: *Aviation Forecasts*, Tables 28 and 29, May 2013. (Additional resources: www.faa.gov/data_research/aviation_data_statistics/)

Table A.8
General Aviation Fuel Use

Year	Jet fuel (million gallons)	Aviation gasoline (million gallons)	Year	Jet fuel (million gallons)	Aviation gasoline (million gallons)
1970	208.0	551.0	1992	496.0	306.0
1971	226.0	508.0	1993	454.1	268.4
1972	245.0	584.0	1994	470.8	264.1
1973	304.0	411.0	1995	544.0	276.0
1974	357.0	443.0	1996	567.5	286.5
1975	453.0	412.0	1997	639.4	289.7
1976	495.0	432.0	1998	814.6	311.4
1977	536.0	456.0	1999	967.2	345.4
1978	763.0	518.0	2000	998.1	336.3
1979	736.0	570.0	2001	938.7	319.3
1980	766.0	520.0	2002	815.5	261.4
1981	759.0	489.0	2003	820.0	255.5
1982	887.0	448.0	2004	1,075.2	256.1
1983	613.0	428.0	2005	1,507.4	323.6
1984	738.9	462.4	2006	1,636.3	294.7
1985	691.0	421.0	2007	1,516.3	314.8
1986	732.1	408.6	2008	1,688.6	306.3
1987	672.7	401.8	2009	1,350.6	226.6
1988	746.0	398.0	2010	1,451.5	210.3
1989	688.0	342.8	2011	1,490.7	215.5
1990	662.0	353.0	2012	1,492.1	227.7
1991	579.0	348.0	2013	1,353.6	173.3
Heat content used for conversion to btu:			135,000	120,200	
			btu/gallon	btu/gallon	

Domestic and International Air Carrier:

DOT, Bureau of Transportation Statistics, "Fuel Cost and Consumption Tables,"

www.transtats.bts.gov/fuel.asp. 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.9
Air Carrier Fuel Use

Year	Domestic (thousand gallons)	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
2006	13,694,437	6,017,638	19,712,075
2007	13,681,664	6,204,502	19,886,165
2008	12,666,911	6,186,747	18,853,658
2009	11,339,220	5,721,298	17,060,517
2010	11,256,900	6,041,500	17,288,400
2011	11,035,400	6,522,600	17,558,000
2012	10,439,700	6,506,300	16,946,000
2013	10,337,000	6,487,300	16,824,300
Heat content used for conversion to btu:	135,000 btu/gallon	135,000 btu/gallon	135,000 btu/gallon

Water**Freight:**

Total – DOE, EIA, *Petroleum and Other Liquids Database*, June 2015. 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.10
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
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	1,692,045	5,688,931
1985	1,894,265	5,269,733
1986	2,034,215	5,690,250
1987	2,223,258	5,869,154
1988	2,310,367	6,025,511
1989	2,356,444	6,621,100
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	2,115,381	5,533,552
2006	2,206,690	6,000,434
2007	2,158,930	6,773,950
2008	1,980,729	6,274,047
2009	2,138,690	5,331,657
2010	2,427,051	6,032,367
2011	2,651,859	5,207,886
2012	1,842,107	4,560,546
2013	1,655,258	3,876,795
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 NONROAD2008A model.

Table A.11
Recreational Boating Fuel Use

Year	Diesel use (gallons)	Gasoline use (gallons)
1970	39,589,953	1,213,397,311
1971	47,130,906	1,220,995,448
1972	54,671,856	1,228,593,572
1973	62,212,803	1,236,191,635
1974	69,753,735	1,243,789,752
1975	77,294,680	1,251,387,972
1976	84,835,632	1,258,986,070
1977	92,376,573	1,266,584,111
1978	99,917,523	1,274,182,341
1979	107,458,470	1,281,780,460
1980	114,999,421	1,289,378,532
1981	122,540,357	1,296,976,672
1982	130,081,302	1,304,574,832
1983	137,622,248	1,312,172,890
1984	145,163,202	1,319,771,007
1985	152,704,140	1,327,369,146
1986	160,245,074	1,334,967,322
1987	167,786,030	1,342,565,455
1988	175,326,970	1,362,856,034
1989	182,867,916	1,383,146,636
1990	190,408,869	1,403,437,194
1991	197,949,808	1,429,688,292
1992	205,490,749	1,455,939,504
1993	213,031,707	1,482,190,597
1994	220,572,649	1,539,794,180
1995	228,113,596	1,597,269,921
1996	235,654,521	1,654,446,069
1997	243,195,481	1,657,737,628
1998	250,736,414	1,659,056,085
1999	258,159,525	1,657,198,161
2000	265,582,657	1,652,906,973
2001	273,547,835	1,655,303,922
2002	281,512,965	1,653,583,696
2003	289,478,093	1,648,070,959
2004	297,443,197	1,639,713,127
2005	305,408,463	1,629,873,278
2006	313,420,594	1,619,603,593
2007	321,432,801	1,609,567,873
2008	329,445,068	1,599,830,522
2009	337,457,287	1,590,749,216
2010	345,469,668	1,578,405,558
2011	353,434,754	1,566,937,275
2012	361,399,927	1,557,381,573
2013	369,365,038	1,550,075,141
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 2013*, 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 horsepower 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.12
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	584,026	2,646.8	212.1
2006	584,213	2,647.7	212.1
2007	621,364	2,816.0	212.1
2008	647,956	2,936.6	212.1
2009	670,174	3,037.2	212.1
2010	674,124	3,055.1	212.1
2011	687,784	3,117.0	212.1
2012	730,790	3,312.0	212.1
2013	861,583	3,904.7	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*, 2014 Edition, Washington, DC, 2014.

Table A.13
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
2006	4,214,459
2007	4,087,405
2008	3,911,178
2009	3,220,059
2010	3,519,021
2011	3,710,485
2012	3,634,025
2013	3,712,582
Heat content used for conversion to btu:	138,700 Btu/gallon

Passenger:

Commuter - APTA, 2015 Public Transportation Fact Book, Washington, DC, 2015.

Table A.14
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	76,714	1,484
2006	78,600	1,478
2007	80,700	1,763
2008	83,500	1,718
2009	95,000	1,780
2010	93,200	1,797
2011	93,900	1,813
2012	92,800	1,808
2013	98,700	1,816
Heat content used for conversion to btu:	138,700 Btu/gallon	10,339 Btu/kWhr

Transit – APTA, 2015 Public Transportation Fact Book, Washington, DC, 2015.
Includes light rail and heavy rail.

Table A.15
Transit Rail Fuel Use

Year	Electricity (million kWhr)		
	Light rail	Heavy rail	Total
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		2,576
1977	not available separately from		2,303
1978	1970 to 1985.		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	363	3,253	3,616
1998	382	3,280	3,662
1999	416	3,385	3,801
2000	563	3,549	4,112
2001	587	3,646	4,233
2002	510	3,683	4,193
2003	507	3,632	4,138
2004	553	3,684	4,237
2005	571	3,769	4,339
2006	634	3,709	4,343
2007	687	3,817	4,505
2008	721	3,898	4,619
2009	738	3,866	4,624
2010	749	3,780	4,529
2011	789	3,854	4,643
2012	806	3,795	4,601
2013	882	3,856	4,738
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, 2014.

Table A.16
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
2006	62,463	548,856
2007	61,824	577,864
2008	63,428	582,022
2009	61,704	564,968
2010	63,474	558,662
2011	63,450	555,425
2012	63,058	549,201
2013	66,036	525,127
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:

$$\left(\frac{BTU * S}{G} \right) / P \times 365 / 1000$$

- BTU = Btus of electricity from Table 2.5
 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

Cars

Number of vehicles – DOT, FHWA, *Highway Statistics 2013*, Table MV-1 and annual editions back to 2009.

Vehicle-miles – See Appendix A “Car and Light Truck Shares” section.

Passenger-miles – Vehicle-miles multiplied by an average load factor.

Load factor – 2009 NHTS shows car load factor as 1.55 persons per vehicle.

Energy intensities –

Btu per vehicle-mile – Car energy use divided by vehicle-miles.

Btu per passenger-mile – Car energy use divided by passenger-miles.

Energy use – See Energy Use Sources, p. A-5. Data series shown in Table 2.9.

Light Trucks

Number of vehicles – DOT, FHWA, *Highway Statistics 2013*, Table MV-9 and annual editions back to 2009. Columns for pickups, vans, sport utility vehicles, and other light trucks.

Vehicle-miles – See Appendix A “Car and Light Truck Shares” section.

Passenger-miles – Vehicle-miles multiplied by an average load factor.

Load factor – 2009 NHTS shows personal light truck load factor as 1.84 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-10 and A-12 (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.17
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 2013.

Motorcycles

Number of vehicles, vehicle-miles – DOT, FHWA, *Highway Statistics 2013*, Table VM-1.

Passenger-miles – Vehicle-miles multiplied by an average load factor.

Load factor - 2009 NHTS shows motorcycle load factor as 1.16 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-7. Data series shown in Table 2.9.

Demand Response

Number of vehicles, vehicle-miles, passenger-miles – APTA, *2015 Public Transportation Fact Book*, Washington, DC, 2015.

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, *2015 Public Transportation Fact Book*, Washington, DC, 2015.

Buses

Transit

Number of vehicles, vehicle-miles, passenger-miles – APTA, *2015 Public Transportation Fact Book*, Washington, DC, 2015. Data series shown on Table 5.18.

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-8. Data series shown in Table 5.18.

Intercity

Energy use – See Energy Use Sources, p. A-9. Because the data past 2000 are not available, the rate of change in bus VMT from FHWA, *Highway Statistics 2013*, was used to estimate the change in energy use.

School

Number of vehicles – DOT, FHWA, *Highway Statistics 2013*, Table MV-10.

Energy use – See Energy Use Sources, p. A-9. Because the data past 2000 are not available, the rate of change in bus VMT from FHWA, *Highway Statistics 2013*, was used to estimate the change in energy use.

Air

Certificated air carriers

Aircraft-miles, passenger-miles – DOT, BTS, U.S. Air Traffic Statistics Through June 2015, www.transtats.bts.gov, 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-15. 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 9.2 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 and Air Taxi Activity Surveys - CY 2013*. 2011 Data: *Aviation Forecasts*, Tables 28 and 29, May 2013. Data series shown in Table 9.3.

Energy intensities –

Btu per passenger-mile – General aviation energy use divided by passenger-miles.

Energy use – See Energy Use Sources, p. A-14. Data series shown in Table 9.3.

Recreational boating

Number of vehicles and energy use – U.S. EPA, NONROAD2008a model.

Rail

Intercity

Number of vehicles, vehicle-miles, passenger-miles – AAR, *Railroad Facts, 2014 Edition*, Washington, DC, 2014.

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-23. Data series shown in Table 9.10.

Transit

Number of vehicles, vehicle-miles, passenger-miles – APTA, *2015 Public Transportation Fact Book*, Washington, DC, 2015. Sum of light and heavy rail transit. Data series shown on Table 9.12.

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-22. Data series shown in Table 9.12.

Commuter

Number of vehicles, vehicle-miles, passenger-miles – APTA, *2015 Public Transportation Fact Book*, Washington, DC, 2015. Data series shown on Table 9.11.

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-21. Data series shown in Table 9.11.

Highway Passenger Mode Energy Intensities

Cars

Btu per vehicle-mile – Car energy use divided by car vehicle miles of travel.

Energy use – See Energy Use Sources, p. A-5. Data series shown in Table 2.9.

Vehicle-miles – 1970-2008: DOT, FHWA, *Highway Statistics 2008*, Table VM-1 and annual editions back to 1996 and DOT, FHWA, *Highway Statistics Summary to 1995*. Data series shown in Table 4.1.

2009-2012: See Appendix A for Car/Light Truck Shares.

Btu per passenger-mile – Car energy use divided by car passenger-miles.

Energy use – See Energy Use Sources, p. A-5. Data series shown in Table 2.9.

Passenger miles – Vehicle miles multiplied by an average load factor.

Vehicle-miles – DOT, FHWA, *Highway Statistics 2009*, Table VM-1 and annual editions back to 1996 and DOT, FHWA, *Highway Statistics Summary to 1995*. Data series shown in Table 4.1.

Load factor – NPTS 1969, 1977, 1983/84, 1990, and 1995; NHTS 2001 and 2009. Data series shown in Table A.18.

Table A.18
Car 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
2005	2001 NHTS	1.57
2006	2001 NHTS	1.57
2007	2001 NHTS	1.57
2008	2009 NHTS	1.55
2009	2009 NHTS	1.55
2010	2009 NHTS	1.55
2011	2009 NHTS	1.55
2012	2009 NHTS	1.55
2013	2009 NHTS	1.55

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-10. Data series shown in Table 2.9.

Vehicle-miles – 1970-2008: DOT, FHWA, *Highway Statistics 2008*, Table VM-1 and annual editions back to 1996 and DOT, FHWA, *Highway Statistics Summary to 1995*. Data series shown in Table 4.2. 2009-2012: See Appendix A for Car/Light Truck Shares.

Buses

Transit

Btu per vehicle-mile – Transit bus energy use divided by transit bus vehicle-miles.

Energy use – See Energy Use Sources, p. A-8. Data series shown in Table 5.18.

Vehicle-miles – APTA, *2015 Public Transportation Fact Book*, Washington, DC, 2015. Data series shown on Table 5.18.

Btu per passenger-mile – Transit bus energy use divided by transit bus passenger-miles.

Energy use – See Energy Use Sources, p. A-8. Data series shown in Table 5.18.

Passenger-miles – APTA, *2015 Public Transportation Fact Book*, Washington, DC, 2015. Data series shown on Table 5.18.

Intercity

Btu per passenger-mile – Data are not available.

Energy use – See Energy Use Sources, p. A-9. Because the data past 2000 are not available, the rate of change in bus VMT from FHWA, *Highway Statistics 2013*, was used to estimate the change in energy use.

Passenger-miles – Data are not available.

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-15. 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*, Washington, DC, www.transtats.bts.gov. 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 9.2 because that table contains data on ALL domestic AND international air carrier energy use and passenger-miles.

General aviation

Btu per passenger-mile – Data are not available.

Energy use – See Energy Use Sources, p. A-14. Data series shown in Table 9.3.

Passenger-miles – Data are not available.

Rail

Intercity

Btu per passenger-mile – Intercity rail energy use divided by passenger-miles.

Energy use – See Energy Use Sources, p. A-23. Data series shown in Table 9.10.

Passenger-miles – AAR, *Railroad Facts, 2014 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-22. Data series shown in Table 9.12.

Passenger-miles – APTA, *2015 Public Transportation Fact Book*, Washington, DC, 2015. Data series shown on Table 9.12.

Commuter

Btu per passenger-mile – Commuter rail energy use divided by passenger-miles.

Energy use – See Energy Use Sources, p. A-21. Data series shown in Table 9.11.

Passenger-miles – APTA, *2015 Public Transportation Fact Book*, Washington, DC, 2015. Data series shown on Table 9.11.

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-12.

Vehicle-miles – DOT, FHWA, *Highway Statistics 2013*, Table VM-1 and annual editions back to 1996 and 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-20. Data series shown in Table 9.8.

Freight car miles – AAR, *Railroad Facts, 2014 Edition*, Washington, DC, 2014. 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-20. Data series shown in Table 9.8.

Ton-miles – AAR, *Railroad Facts, 2014 Edition*, Washington, DC, 2014. Data series shown in Table 9.8.

Water

Btu per ton-mile – Domestic waterborne commerce energy use on taxable waterways divided by ton-miles on taxable waterways.

Energy use – Modeled by Chrisman A. Dager, University of Tennessee, Knoxville, using Waterborne Commerce Statistics Center detail records and annual IRS reports on the Inland Waterway Trust Fund tax on diesel fuel used on the inland waterway.

Ton-miles – Based on detailed records from the U.S. Department of the Army, Army Corps of Engineers, Waterborne Commerce Statistics Center. Includes only ton-miles on taxable waterways.

Car and Light Truck Shares

In 2011, the Federal Highway Administration (FHWA) changed the methodology for producing the data on the VM-1 Table in the annual *Highway Statistics* publication. Historically, VM-1 included individual categories for passenger cars and 2-axle, 4-tire trucks. VM-1 included the vehicle miles of travel (VMT), registrations, fuel use, and fuel economy of passenger cars and 2-axle, 4-tire trucks. After the methodology change, the categories of light vehicles on VM-1 changed to Light-Duty Vehicles with Short wheelbase (less than or equal to 121 inches) and Light-Duty Vehicles with Long Wheelbase (over 121 inches). As some passenger cars have long wheelbases and some 2-axle, 4-tire trucks have short wheelbases, the categories of cars and 2-axle, 4-tire trucks are no longer available. Despite these changes, there are many transportation analysts who require information on cars and 2-axle, 4-tire trucks. Thus, a new methodology to estimate the data in these categories was developed for years 2009 through 2013.

Cars

Registrations – DOT, FHWA, *Highway Statistics 2013*, Table MV-1 and annual editions back to 2009.

Vehicle travel –

Total for all light vehicles – DOT, FHWA, *Highway Statistics 2013*, Table VM-1 and annual editions back to 2009; sum of light-duty short wheelbase and light-duty long wheelbase VMT.

Cars – Using historical shares of passenger cars/2-axle, 4-tire trucks from the *Highway Statistics*, the percent of light vehicle travel attributable to cars was estimated for 2009-2013, keeping in mind the economic conditions present in those years and the general trend in total light vehicle VMT. The estimated share was applied to total VMT as shown in Table A.19.

Table A.19
Estimated Car VMT

Year	Total Light Vehicle VMT (billions)	Share Attributable to Cars	Total Car VMT (billions)
2009	2,633.3	59.5%	1,566.8
2010	2,648.5	56.5%	1,496.4
2011	2,650.5	55.0%	1,457.8
2012	2,664.1	54.0%	1,438.6
2013	2,667.8	54.0%	1,459.4

Miles per Vehicle – Vehicle travel divided by registrations.

Fuel Use – Vehicle travel divided by fuel economy.

Fuel Economy – DOE, EIA, *Annual Energy Outlook 2015*, April 2015 and annual editions back to 2012.

2-axle, 4-tire Trucks

Registrations – DOT, FHWA, *Highway Statistics 2013*, Table MV-1 and annual editions back to 2009.

Vehicle travel –

Total for all light vehicles – DOT, FHWA, *Highway Statistics 2013*, Table VM-1 and annual editions back to 2009; sum of light-duty short wheelbase and light-duty long wheelbase VMT.

2-axle, 4-tire truck VMT – Using historical shares of passenger cars/2-axle, 4-tire trucks from the *Highway Statistics*, the percent of light vehicle travel attributable to cars was estimated for 2009-2013, keeping in mind the economic conditions present in those years and the general trend in total light vehicle VMT. The estimated share was applied to total VMT as shown in Table A.20.

Table A.20
Estimated 2-axle, 4-tire Truck VMT

Year	Total Light Vehicle VMT (billions)	Share Attributable to 2-axle, 4-tire Trucks	Total 2-axle, 4-tire Truck VMT (billions)
2009	2,633.2	40.5%	1,066.5
2010	2,648.5	43.5%	1,152.1
2011	2,650.5	45.0%	1,192.7
2012	2,664.1	46.0%	1,225.5
2013	2,667.8	46.0%	1,218.4

Miles per Vehicle – Vehicle travel divided by registrations.

Fuel Use – Vehicle travel divided by fuel economy.

Fuel Economy – DOE, EIA, *Annual Energy Outlook 2015*, April 2015 and annual editions back to 2012.