

*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<br>(thousands) | Vehicle-miles<br>(millions) | Passenger-miles<br>(millions) | Load factor<br>(persons/vehicle) | Energy intensities     |                          | Energy use<br>(trillion Btu) |
|------------------------------------|-----------------------------------|-----------------------------|-------------------------------|----------------------------------|------------------------|--------------------------|------------------------------|
|                                    |                                   |                             |                               |                                  | (Btu per vehicle-mile) | (Btu per passenger-mile) |                              |
| <b>Cars</b>                        | <b>136,430.6</b>                  | <b>1,699,890</b>            | <b>2,668,827</b>              | <b>1.57</b>                      | <b>5,489</b>           | <b>3,496</b>             | <b>9,330.6</b>               |
| <b>Personal trucks<sup>a</sup></b> | <b>80,817.7</b>                   | <b>859,902</b>              | <b>1,479,031</b>              | <b>1.72</b>                      | <b>7,447</b>           | <b>4,329</b>             | <b>6,403.4</b>               |
| <b>Motorcycles</b>                 | <b>5,767.9</b>                    | <b>10,122</b>               | <b>11,134</b>                 | <b>1.1</b>                       | <b>2,500</b>           | <b>2,272</b>             | <b>25.3</b>                  |
| <b>Demand response<sup>b</sup></b> | <b>37.1</b>                       | <b>890</b>                  | <b>930</b>                    | <b>1.0</b>                       | <b>14,952</b>          | <b>14,301</b>            | <b>13.3</b>                  |
| <b>Vanpool</b>                     | <b>5.9</b>                        | <b>85</b>                   | <b>541</b>                    | <b>6.4</b>                       | <b>8,226</b>           | <b>1,294</b>             | <b>0.7</b>                   |
| <b>Buses</b>                       | <sup>c</sup>                      | <sup>c</sup>                | <sup>c</sup>                  | <sup>c</sup>                     | <sup>c</sup>           | <sup>c</sup>             | <b>193.2</b>                 |
| Transit                            | 78.0                              | 2,435                       | 21,262                        | 8.7                              | 38,275                 | 4,318                    | 93.1                         |
| Intercity <sup>d</sup>             | <sup>e</sup>                      | <sup>e</sup>                | <sup>e</sup>                  | <sup>e</sup>                     | <sup>e</sup>           | <sup>e</sup>             | 29.0                         |
| School <sup>d</sup>                | 617.1                             | <sup>e</sup>                | <sup>e</sup>                  | <sup>e</sup>                     | <sup>e</sup>           | <sup>e</sup>             | 71.0                         |
| <b>Air</b>                         | <sup>e</sup>                      | <sup>e</sup>                | <sup>e</sup>                  | <sup>e</sup>                     | <sup>e</sup>           | <sup>e</sup>             | <b>2,414.3</b>               |
| Certificated route <sup>e</sup>    | <sup>c</sup>                      | 6,071                       | 548,629                       | <b>90.4</b>                      | <b>357,750</b>         | 3,959                    | 2,171.9                      |
| General aviation                   | 219.0                             | <sup>e</sup>                | <sup>e</sup>                  | <sup>e</sup>                     | <sup>e</sup>           | <sup>e</sup>             | 242.4                        |
| <b>Recreational boats</b>          | <b>12,770.0</b>                   | <sup>e</sup>                | <sup>e</sup>                  | <sup>e</sup>                     | <sup>e</sup>           | <sup>e</sup>             | <b>247.7</b>                 |
| <b>Rail</b>                        | <b>19.1</b>                       | <b>1,313</b>                | <b>31,160</b>                 | <b>23.7</b>                      | <b>70,694</b>          | <b>2,978</b>             | <b>92.8</b>                  |
| 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.

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

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

<sup>c</sup> Data are not available.

<sup>d</sup> Energy use is estimated.

<sup>e</sup> 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.

