

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.

