

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 2.10
Passenger Travel and Energy Use, 2003

	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	135,669.9	1,660,828	2,607,547	1.57	5,572	3,549	9,254.7
Personal trucks^a	76,627.3	835,666	1,437,346	1.72	6,894	4,008	5,760.9
Motorcycles	5,370.0	9,539	11,638	1.22	2,500	2,049	23.8
Demand response^b	36.0	864	930	1.1	21,319	19,806	18.4
Vanpool	6.6	89	541	6.1	8,489	1,401	0.8
Buses	^c	^c	^c	^c	^c	^c	186.8
Transit	78.0	2,435	21,262	8.7	36,628	4,160	89.2
Intercity ^d	^e	^e	^e	^e	^e	^e	28.3
School ^d	631.4	^e	^e	^e	^e	^e	69.3
Air	^e	^e	^e	^e	^e	^e	2,217.3
Certificated route ^e	^c	^c	578,745	^e	^e	3,587	2,075.9
General aviation	209.7	^e	^e	^e	^e	^e	141.4
Recreational boats	12,665.0	^e	^e	^e	^e	^e	203.6
Rail	18.6	1,311	30,321	23.1	69,947	3,024	91.7
Intercity (Amtrak)	0.4	331	5,680	17.2	50,453	2,935	16.7
Transit (light & heavy)	12.2	694	15,082	21.7	70,173	3,228	48.7
Commuter	6.0	286	9,559	33.4	91,958	2,751	26.3

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 2.13 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.

