Table A7. Transportation Sector Key Indicators and Delivered Energy Consumption

Key Indicators and Consumption	Reference Case							Annual Growth 2009-2035 (percent)
	2008	2009	2015	2020	2025	2030	2035	
Key Indicators								
Travel Indicators								
(billion vehicle miles traveled)								
Light-Duty Vehicles less than 8,500	2690	2707	2947	3199	3465	3754	4044	1.6%
Commercial Light Trucks[1]	72	67	81	87	92	98	104	1.7%
Freight Trucks greater than 10,000 pounds	228	207	250	269	291	313	335	1.9%
(billion seat miles available)								
Air	1014	960	1059	1122	1180	1234	1282	1.1%
(billion ton miles traveled)								
Rail	1777	1677	1891	2020	2149	2231	2314	1.2%
Domestic Shipping	521	486	520	544	559	578	596	0.8%
Energy Efficiency Indicators								
(miles per gallon)								
New Light-Duty Vehicle CAFE Standard[2]	25.2	25.4	32.6	35.4	35.6	35.8	35.9	1.3%
New Car[2]	28.4	28.4	37.9	40.4	40.4	40.4	40.4	1.4%
New Light Truck[2]	22.4	23.0	28.0	29.7	29.7	29.7	29.7	1.0%
Compliance New Light-Duty Vehicle[3]	28.0	29.1	32.5	35.7	36.5	37.1	37.6	1.0%
New Car[3]	32.5	33.7	37.7	40.6	41.1	41.5	41.9	0.8%
New Light Truck[3]	24.2	25.5	27.8	30.2	30.7	31.2	31.7	0.8%
Tested New Light-Duty Vehicle[4]	28.0	28.0	31.2	34.5	35.3	35.9	36.4	1.0%
New Car[4]	32.5	32.7	36.5	39.4	39.9	40.3	40.6	0.8%
New Light Truck[4]	24.2	24.3	26.6	29.0	29.5	30.0	30.5	0.9%
On-Road New Light-Duty Vehicle[5]	23.2	23.2	26.0	28.7	29.5	30.1	30.5	1.1%
New Car[5]	26.5	26.7	30.0	32.6	33.2	33.7	34.0	0.9%
New Light Truck[5]	20.3	20.4	22.3	24.4	24.8	25.2	25.6	0.9%
Light-Duty Stock[6]	20.8	20.8	22.1	23.9	25.6	27.0	27.8	1.1%
New Commercial Light Truck[1]	15.4	15.6	16.4	17.7	17.9	18.0	18.1	0.6%
Stock Commercial Light Truck[1]	14.3	14.4	15.2	16.3	17.2	17.7	18.0	0.9%
Freight Truck	6.1	6.1	6.1	6.2	6.4	6.5	6.6	0.3%
(seat miles per gallon)								
Aircraft	61.8	62.0	62.8	64.1	65.6	67.5	69.9	0.5%
(ton miles per thousand Btu)								
Rail	3.3	3.3	3.3	3.3	3.3	3.4	3.4	0.1%
Domestic Shipping	2.4	2.4	2.4	2.5	2.5	2.5	2.5	0.2%
Energy Use by Mode (quadrillion Btu)								
Light-Duty Vehicles	16.14	16.13	16.36	16.29	16.39	16.90	17.69	0.4%
Commercial Light Trucks[1]	0.63	0.58	0.66	0.66	0.67	0.69	0.73	0.8%
Bus Transportation	0.27	0.27	0.28	0.29	0.30	0.32	0.33	0.8%
Freight Trucks	4.70	4.26	5.11	5.43	5.72	6.02	6.34	1.5%
Rail, Passenger	0.05	0.05	0.05	0.06	0.06	0.06	0.07	1.1%
Rail, Freight	0.58	0.51	0.57	0.61	0.64	0.67	0.69	1.1%
Shipping, Domestic	0.23	0.20	0.22	0.22	0.23	0.23	0.24	0.6%
Shipping, International	0.90	0.78	0.78	0.79	0.79	0.80	0.80	0.1%
Recreational Boats	0.25	0.26	0.27	0.28	0.29	0.30	0.31	0.6%
Air	2.70	2.66	2.71	2.84	2.95	3.03	3.07	0.6%
Military Use	0.71	0.75	0.69	0.70	0.72	0.74	0.76	0.0%
Lubricants	0.14	0.13	0.12	0.12	0.13	0.13	0.13	0.1%
Pipeline Fuel	0.67	0.65	0.65	0.65	0.64	0.65	0.67	0.1%
Total	**27.95**	**27.23**	**28.49**	**28.96**	**29.55**	**30.54**	**31.82**	**0.6%**

Table A7. Transportation Sector Key Indicators and Delivered Energy Consumption (Continued)

Key Indicators and Consumption	Reference Case							Annual Growth 2009-2035 (percent)
	2008	2009	2015	2020	2025	2030	2035	
Energy Use by Mode (million barrels per day oil equivalent)								
Light-Duty Vehicles	8.55	8.62	8.82	8.89	9.08	9.42	9.84	0.5%
Commercial Light Trucks[1]	0.32	0.30	0.34	0.34	0.34	0.36	0.37	0.9%
Bus Transportation	0.13	0.13	0.14	0.14	0.15	0.15	0.16	0.8%
Freight Trucks	2.26	2.05	2.46	2.61	2.75	2.89	3.05	1.5%
Rail, Passenger	0.02	0.02	0.03	0.03	0.03	0.03	0.03	1.1%
Rail, Freight	0.27	0.24	0.27	0.29	0.31	0.32	0.33	1.2%
Shipping, Domestic	0.11	0.09	0.10	0.10	0.11	0.11	0.11	0.6%
Shipping, International	0.39	0.34	0.34	0.35	0.35	0.35	0.35	0.1%
Recreational Boats	0.13	0.14	0.15	0.15	0.16	0.16	0.17	0.7%
Air	1.31	1.29	1.31	1.38	1.43	1.46	1.49	0.6%
Military Use	0.34	0.36	0.33	0.34	0.34	0.35	0.36	0.1%
Lubricants	0.07	0.06	0.06	0.06	0.06	0.06	0.06	0.1%
Pipeline Fuel	0.31	0.31	0.31	0.31	0.30	0.31	0.31	0.1%
Total	**14.22**	**13.95**	**14.65**	**14.99**	**15.41**	**15.98**	**16.64**	**0.7%**

[1]Commercial trucks 8,500 to 10,000 pounds.
[2]CAFE standard based on projected new vehicle sales.
[3]Includes CAFE credits for alternative fueled vehicle sales, but does not include banked credits used for compliance.
[4]Environmental Protection Agency rated miles per gallon.
[5]Tested new vehicle efficiency revised for on-road performance.
[6]Combined car and light truck "on-the-road" estimate.
Btu = British thermal unit.
Note: Totals may not equal sum of components due to independent rounding. Data for 2008 and 2009 are model results and may differ slightly from official EIA data reports.

Sources: 2008 and 2009: Energy Information Administration (EIA), *Natural Gas Annual 2008*, DOE/EIA-0131(2008) (Washington, DC, March 2010); EIA, *Annual Energy Review 2009*, DOE/EIA-0384(2009) (Washington, DC, August 2010); Federal Highway Administration, *Highway Statistics 2008* (Washington, DC, April 2010); Oak Ridge National Laboratory, *Transportation Energy Data Book: Edition 29 and Annual* (Oak Ridge, TN, 2010); National Highway Traffic and Safety Administration, *Summary of Fuel Economy Performance* (Washington, DC, December 9, 2009); U.S. Department of Commerce, Bureau of the Census, "Vehicle Inventory and Use Survey," EC02TV (Washington, DC, December 2004); EIA, Alternatives to Traditional Transportation Fuels 2008 (Part II - User and Fuel Data), April 2010; EIA, *State Energy Data Report 2008*, DOE/EIA-0214(2008) (Washington, DC, June 2010); U.S. Department of Transportation, Research and Special Programs Administration, *Air Carrier Statistics Monthly, December 2009/2008* (Washington, DC, December ; EIA, *Fuel Oil and Kerosene Sales 2008*, DOE/EIA-0535(2008) (Washington, DC, December 2009); and United States Department of Defense, Defense Fuel Supply Center, Fact Book (January, 2010). **Projections:** EIA, AEO2011 National Energy Modeling System run REF2011.D120810C.