Traditional Issues

• Demographics
  – Age distribution of population
  – Location of home and work

• Socioeconomics
  – Number of cars per household
  – Cars versus light trucks (including SUVs)
  – Travel to Work
  – Discretionary travel
Increasing Light Truck Market Shares

- Average fuel economy new cars
- Average fuel economy all new vehicles
- Average fuel economy new light trucks
- Light truck share of new vehicle market

Gasoline Demand Trends
Longer Trip to Work is a Cost of Lower Priced Houses in the Suburbs

Average length of trip to work (miles)

Source: Federal Highway Administration, Nationwide Personal Transportation Surveys
More People Are Driving Alone to Work

Principal Means of Transportation to Work
(percent of all workers)

<table>
<thead>
<tr>
<th></th>
<th>1997</th>
<th>1999</th>
<th>2001</th>
<th>2003</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drives Self</td>
<td>77.5 %</td>
<td>78.2 %</td>
<td>78.3 %</td>
<td>79.4 %</td>
<td>79.3 %</td>
</tr>
<tr>
<td>Car Pool or Mass Transp.</td>
<td>14.6 %</td>
<td>14.3 %</td>
<td>14.4 %</td>
<td>13.1 %</td>
<td>13.5 %</td>
</tr>
<tr>
<td>Works at Home</td>
<td>3.1 %</td>
<td>2.8 %</td>
<td>2.8 %</td>
<td>3.1 %</td>
<td>3.4 %</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, American Housing Surveys.
No shown: Bicycle, motorcycle, taxi cab, walk to work, other means
Only About 1/3 of Travel is Work-Related

(Share of vehicle-miles travelled, 2001)

- Earning a Living: 35.4%
- Family and Personal Business: 35.4%
- Social and Recreational: 24.4%
- Other: 4.7%

Gasoline Demand Trends
Non-Traditional Issues

• Gasoline Consumption Survey Accuracy
• Miles Driven
  – Premium or regular gasoline
• Vehicle Fuel Efficiency
  – Ethanol Reduces Fuel Efficiency
## Monthly Gasoline Consumption Surveys

<table>
<thead>
<tr>
<th>Year</th>
<th>Monthly Consumption (MMbpd)</th>
</tr>
</thead>
</table>

**Legends:**
- **WPSR:** EIA Weekly Petroleum Status Report
- **PSM:** EIA Petroleum Supply Monthly
- **PSA:** EIA Petroleum Supply Annual
- **PMM:** EIA Petroleum Marketing Monthly
- **PMA:** EIA Petroleum Marketing Annual
- **FHWA:** Federal Highway Administration

---

**Gasoline Demand Trends**
Annual Consumption Growth Rate Depends on Which Surveys Are Compared

<table>
<thead>
<tr>
<th>2004 Survey</th>
<th>2005 Survey</th>
<th>2004 → 2005 Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>WPSR</td>
<td>WPSR</td>
<td>0.90 %</td>
</tr>
<tr>
<td>PSM</td>
<td>WPSR</td>
<td>1.00 %</td>
</tr>
<tr>
<td>PSM</td>
<td>PSM</td>
<td>0.70 %</td>
</tr>
<tr>
<td>PSA</td>
<td>PSM</td>
<td>0.22 %</td>
</tr>
<tr>
<td>PSA</td>
<td>PSA</td>
<td>0.59 %</td>
</tr>
</tbody>
</table>

WPSR – EIA Weekly Petroleum Status Report  
PSM – EIA Petroleum Supply Monthly  
PMM – EIA Petroleum Marketing Monthly  
FHWA – Federal Highway Administration  
PSA – EIA Petroleum Supply Annual  
PMA – EIA Petroleum Marketing Annual  
Gasoline Demand Trends
Switching To Regular Gasoline Reduces Price Impact

Share of Gasoline Market
Jan 2000 - Dec 2006

Ethanol Reduces Fuel Economy

Ethanol Share of the U.S. Gasoline Market

Year-over-year Decline in Fuel Economy

Ethanol = 76,000 Btu/gal
Gasoline = 114,000 Btu/gal

Source: EIA, Short-Term Energy Outlook, March 2007, and EIA calculations.

Gasoline Demand Trends
Thank you

Energy Information Administration
www.eia.doe.gov

Tancred Lidderdale
Tancred.Lidderdale@eia.doe.gov
202-586-7321