U.S. Department
of Transportation

**Research and
Innovative Technology
Administration**

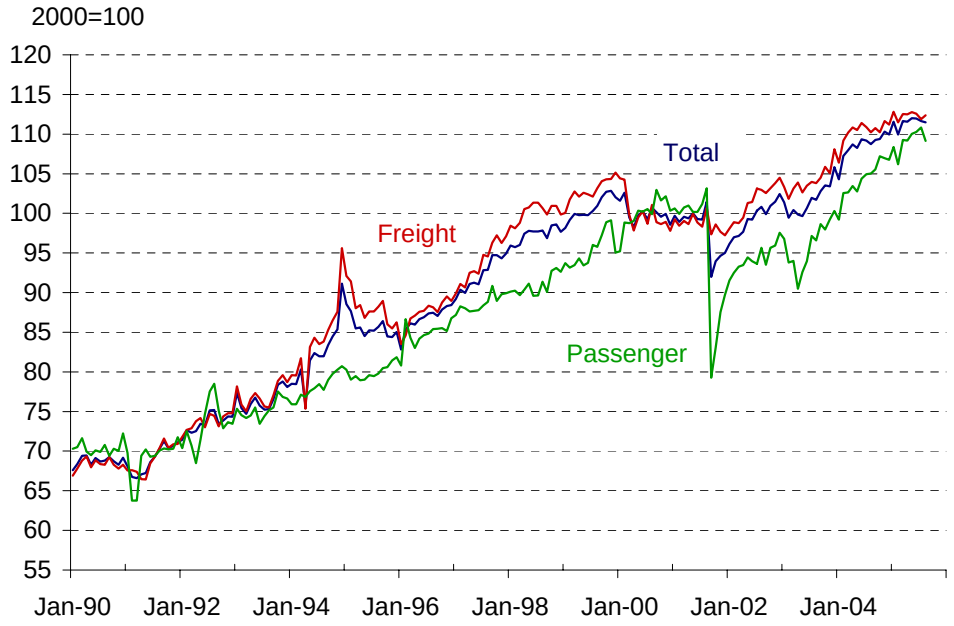
Bureau of
Transportation Statistics

Key Transportation Indicators
October 2005

Table of Contents

Economic Indexes: Transportation Services Index

Transportation Services Index (monthly data, seasonally adjusted)



The Transportation Services Index (TSI) is a measure of the month-to-month change in the output of services provided by the for-hire transportation industry. The index can be examined together with other economic indicators to produce a better understanding of the current and future course of the economy.

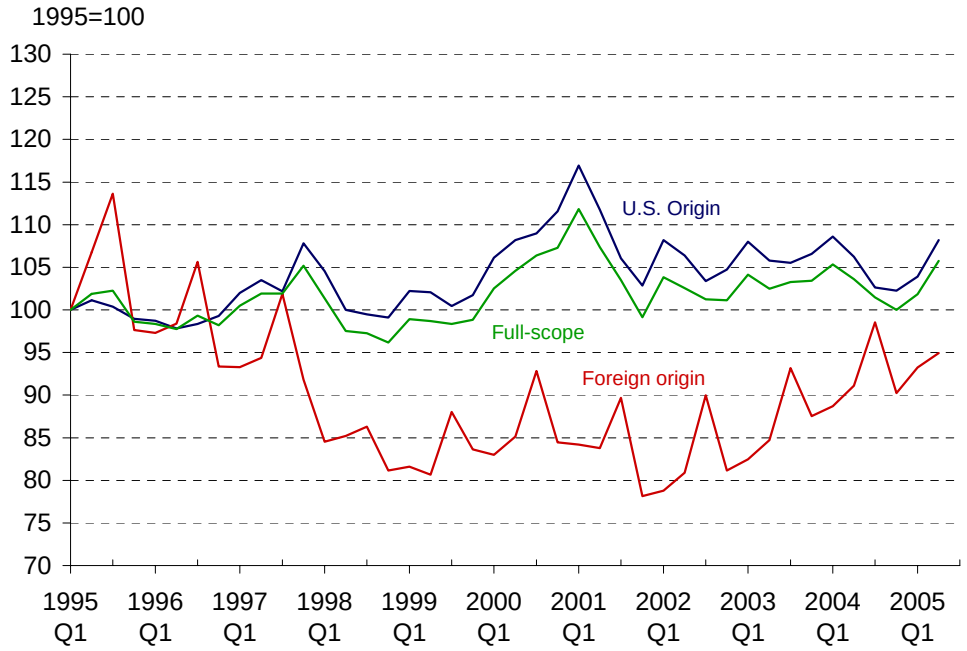
Transportation Services Index	Jul-05	Aug-05
Total Transportation Services Index (2000=100)	111.6	111.5
Freight Transportation Services Index (2000=100)	111.9	112.4
Passenger Transportation Services Index (2000=100)	110.8	109.1

NOTE: The index numbers for the latest three months are considered to be preliminary. BTS releases the preliminary number for the latest month and replaces the number for the oldest preliminary month with a revised number. All other revisions are held until an annual comprehensive revision of the TSI, which will be released as part of the following June TSI release.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, available at http://www.bts.gov/, as of November 2005.

Economic Indexes: Air Travel Price Index

Air Travel Price Index (quarterly data)



The U.S.-Origin ATPI measures change in the cost of itineraries originating in the United States, whether the destinations are domestic or international. The Foreign-Origin ATPI measures change in the cost of itineraries with a foreign origin and a U.S. destination. The Full-Scope ATPI combines the domestic and foreign-origin itineraries.

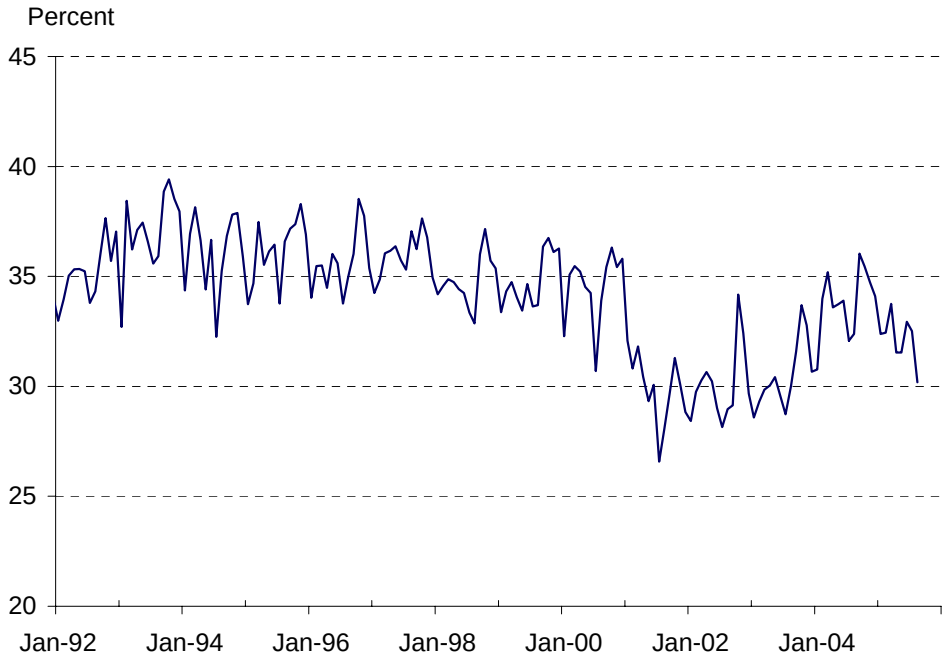
Air Travel Price Index	2004 Quarter 2	2005 Quarter 2
U.S. - Origin Air Travel Price Index (1995=100)	106.24	108.20
Foreign - Origin Air Travel Price Index (1995=100)	91.10	94.94
Full - Scope Air Travel Price Index (1995=100)	103.60	105.76

NOTES: The current value is compared to the value from the same quarter in the previous year to account for seasonality. 2005 data are preliminary.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, available at http://www.bts.gov/, as of October 2005.

Domestic Aircraft Capacity Utilization: Air Freight Revenue Load Factor

Freight and Mail Revenue Load Factor (monthly data)



Load factor is the percentage of seating or freight capacity which is utilized. The data include both transborder and foreign flights by large U.S. carriers, but do not include any flights by foreign carriers.

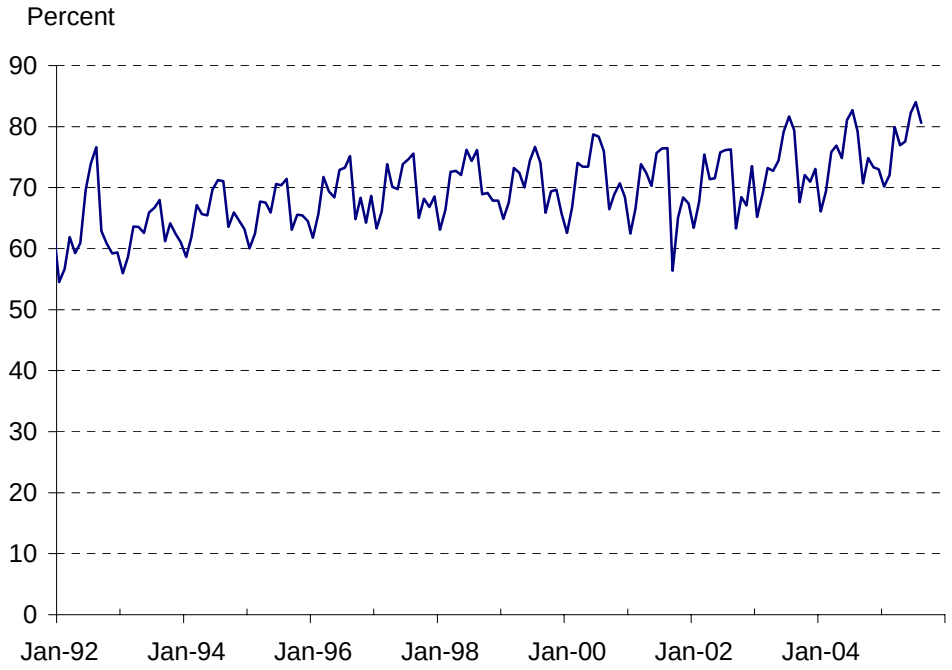
Domestic Revenue Load Factors	Aug-04	Aug-05
Freight revenue load factor (percent)	32.39	30.18
Percent change from the same month in the previous year	7.93	-6.82

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.
The dramatic changes in the September 2001 data reflect the impact of the terrorist attacks on Sept. 11, 2001, on aviation, including several days in which commercial air operations were suspended.
For comparability, the data reported here exclude small-certificated and commuter carriers that began reporting T100 data in 2002.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Air Carrier Traffic Statistics Monthly, October 2005.

Domestic Aircraft Capacity Utilization: Air Passenger Revenue Load Factor

Passenger Revenue Load Factor (monthly data)



Load factor is the percentage of seating or freight which is utilized. The data include both transborder and foreign flights by large U.S. carriers, but do not include any flights by foreign carriers.

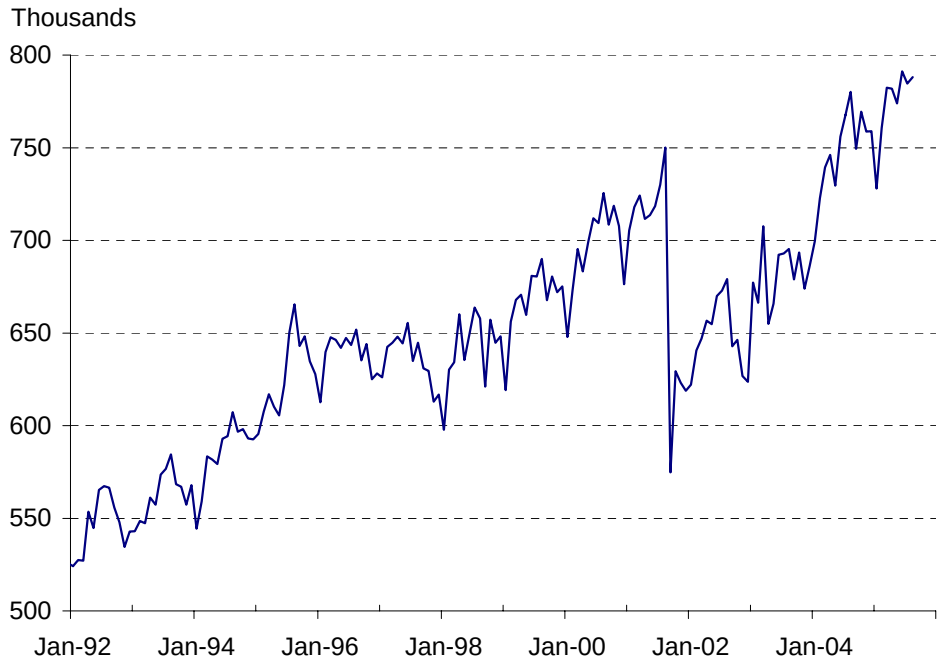
Domestic Revenue Load Factor	Aug-04	Aug-05
Passenger revenue load factor (percent)	79.24	80.62
Percent change from the same month in the previous year	-0.23	1.74

NOTES: The current value is compared to the value from the same month in the previous year to account for seasonality.
The dramatic changes in the September 2001 data reflect the impact of the terrorist attacks on Sept. 11, 2001, on aviation, including several days in which commercial air operations were suspended.
For comparability, the data reported here exclude small-certificated and commuter carriers that began reporting T100 data in 2002.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, October 2005.

Domestic Flight Availability: Revenue Aircraft Departures

Domestic Revenue Aircraft Departures (monthly data)



Frequency of aircraft departures, the number of connections required for a single trip, and the match between available flights and travelers' desired origin and destination points are all important determinants of scheduling convenience.

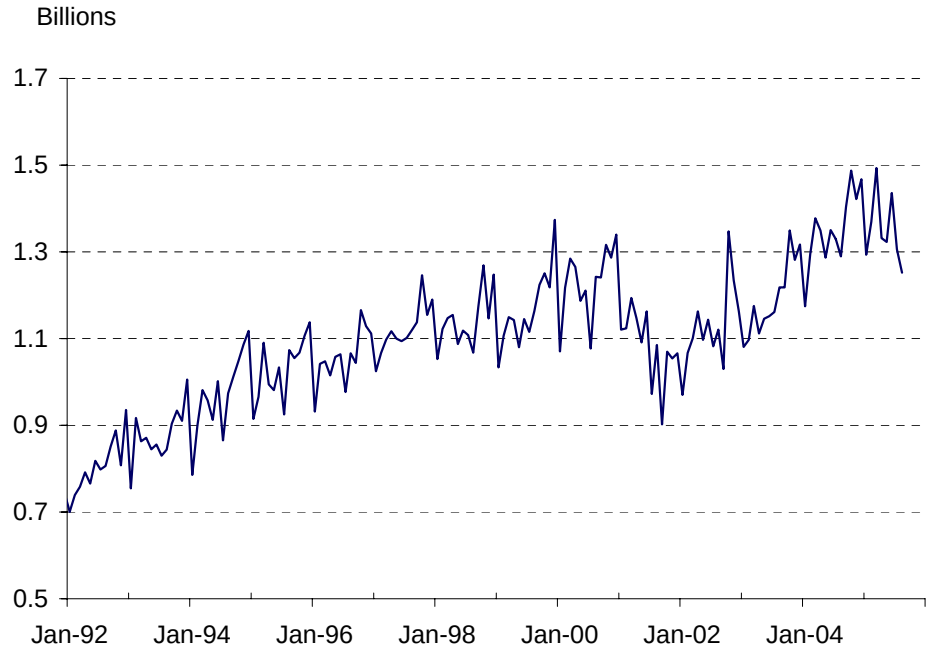
Domestic Flight Availability	Aug-04	Aug-05
Revenue aircraft departures (thousands)	780	788
Percent change from the same month in the previous year	12.21	0.99

NOTES: The current value is compared to the value from the same month in the previous year to account for seasonality.
The data have been adjusted to have a standard 30-day month by multiplying the data for each month by the ratio: 30/(actual days in month).
The data include both transborder and foreign flights by large U.S. carriers, but not include any flights by foreign carriers.
The dramatic changes in the September 2001 data reflect the impact of the terrorist attacks on Sept.11, 2001 on aviation, including several days in which commercial air operations were suspended.
For comparability, the data reported here exclude small-certificated and commuter carriers that began reporting T100 data in 2002.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, October 2005.

Domestic Flights: Air Freight Revenue Ton-Miles

Revenue Ton-Miles (monthly data)



Though still much smaller than air passenger transportation, air freight is an increasingly important revenue source for the air transportation industry. It includes both freight handled by dedicated air cargo handlers and air cargo shipped on combined passenger and air freight carriers (passenger luggage is not considered cargo for this purpose). A revenue ton-mile is equal to one ton carried one mile and measures utilization of air-freight services. The data include both transborder and foreign flights by large U.S. carriers, but not include any flights by foreign carriers.

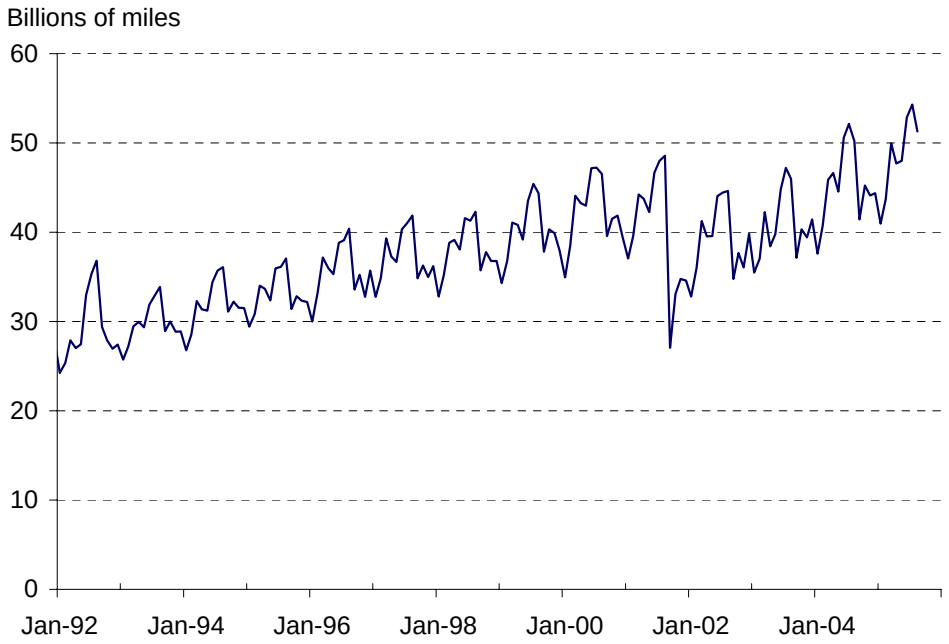
Domestic Freight Aviation	Aug-04	Aug-05
Revenue ton-miles (billions)	1.29	1.25
Percent change from the same month in the previous year	5.89	-2.93

NOTES: The current value is compared to the value from the same month in the previous year to account for seasonality.
The data have been adjusted to have a standard 30-day month by multiplying the data for each month by the ratio: 30/(actual days in month).
The dramatic changes in the September 2001 data reflect the impact of the terrorist attacks on Sept. 11, 2001 on aviation, including several days in which commercial air operations were suspended.
For comparability, the data reported here exclude small-certificated and commuter carriers that began reporting T100 data in 2002.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Air Carrier Traffic Statistics Monthly, October 2005.

Domestic Flights: Air Revenue Passenger-Miles

Revenue Passenger-Miles (monthly data)



Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile. The data include both transborder and foreign flights by large U.S. carriers, but do not include any flights by foreign carriers.

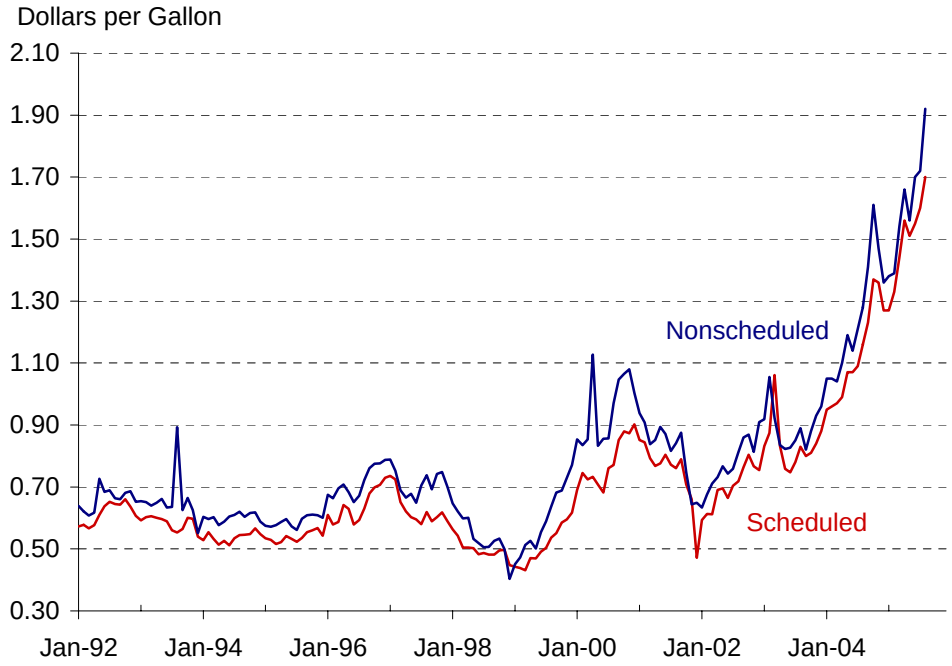
Domestic Passenger Aviation	Aug-04	Aug-05
Revenue passenger-miles (billions)	50.21	51.30
Percent change from the same month in the previous year	9.18	2.17

NOTES: The current value is compared to the value from the same month in the previous year to account for seasonality. The data have been adjusted to have a standard 30-day month by multiplying the data for each month by the ratio: 30/(actual days in month).
The dramatic changes in the September 2001 data reflect the impact of the terrorist attacks on Sept. 11, 2001 on aviation, including several days in which commercial air operations were suspended.
For comparability, the data reported here exclude small-certificated and commuter carriers that began reporting T100 data in 2002.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, October 2005.

Jet Fuel Prices

Domestic Airline Jet Fuel Prices by Type of Service (monthly data)



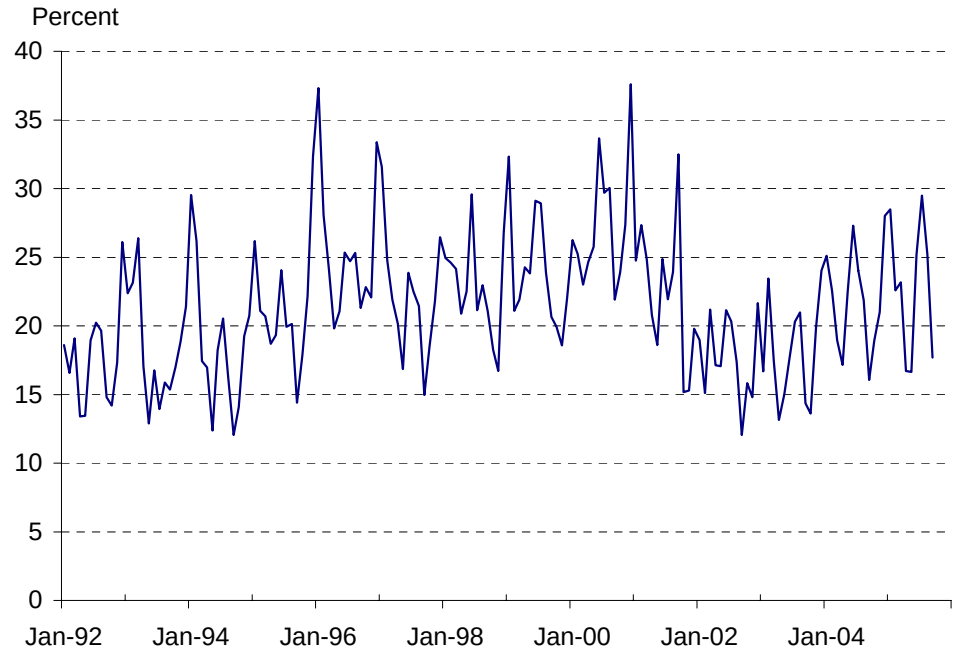
Jet fuel prices reported to the Bureau of Transportation Statistics differ from producer prices. Reports to BTS show the cost per gallon of fuel used by an airline during the month rather than the price charged by a producer on a single day. Fuel costs for scheduled airline services reflect contractual and storage advantages available to large buyers, while fuel costs for nonscheduled airline services reflect economic conditions for smaller buyers. Jet fuel prices also reflect seasonality due to both the seasonality of aviation and because jet fuel has similar refining requirements to heating oil.

Jet Fuel Price by Type of Service	Aug-04	Aug-05
Nonscheduled airlines (dollars per gallon)	1.28	1.92
Percent change from the same month in the previous year	43.82	50.00
Scheduled airlines (dollars per gallon)	1.16	1.70
Percent change from the same month in the previous year	39.76	46.55

NOTES: The current value is compared to the value from the same month in the previous year to account for seasonality. Data for June 2005 to August 2005 are preliminary due to late reports by carriers.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, available at http://www.bts.gov/, as of October 2005.

Major U.S. Air Carriers On-time Performance
Flights Not Arriving On Time (monthly data)



The number of flights not arriving on time is a measure of service quality. This indicator is strongly seasonal and is affected by weather in winter months and heavy demand in summer months. The term “late” is defined as 15 minutes after the scheduled arrival time.

On-Time Performance	Sep-04	Sep-05
Flights not arriving on time (percent)	16.05	17.69
Percent change from the same month in the previous year	11.77	10.22

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality. The data cover those airlines that enplaned at least 1% of domestic passengers in the previous year and have also reported for at least two consecutive years. Aloha Airlines, which reported on-time statistics for October 2000 through November 2001, has been excluded to maintain comparability. Hawaiian Airlines, which began reporting in November 2003, and Comair, which began reporting in January 2004, have also been excluded.

Certain flights originating at O'Hare airport and operated by American Airlines (181 flights in April 2002) or United Airlines (256 flights in April 2002) between April 24, 2002 and May 8, 2002 are not included in the calculations due to the participation of these carriers in a pilot test program for enhanced baggage screening. A list of affected flights is available from BTS.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Airline Service Quality Performance data, October 2005.

Motor Fuel Prices: Retail Diesel Prices

Retail On-Highway Diesel Prices (weekly data)

Motor fuel prices are an important cost component of highway transportation. Changes in motor fuel prices impact the behavior of both producers and consumers, and affect the demand for transportation in terms of level and modal mix. In the United States, motor gasoline prices follow world crude oil prices more closely than motor diesel prices. Changes in motor fuel prices affect the profit margin of transportation firms, particularly trucking firms.

Retail On-Highway Diesel Prices	7-Nov-05	14-Nov-05
Retail on-highway diesel prices (dollars per gallon)	2.70	2.60
Percent change from previous week	-6.19	-3.56

SOURCE: U.S. Department of Energy, Energy Information Administration, Weekly On-Highway Diesel Prices, available at http://eia.doe.gov/, as of November 16, 2005.

Motor Fuel Prices: Retail Gasoline

Retail Gasoline Prices (weekly data)

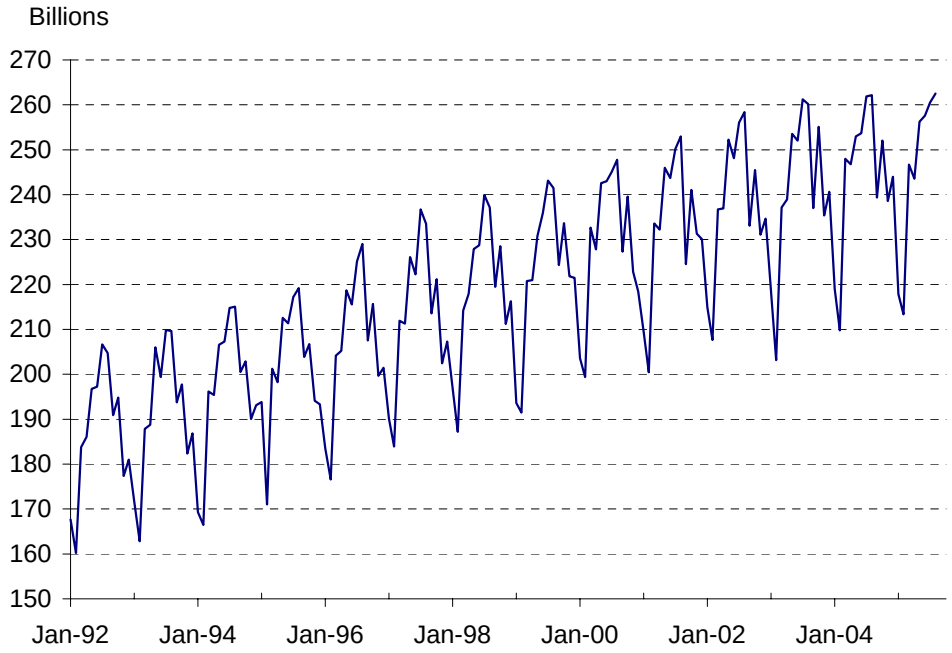
Motor fuel prices are an important cost component of highway transportation. Changes in motor fuel prices impact the behavior of both producers and consumers, and affect the demand for transportation in terms of level and modal mix. In the United States, motor gasoline prices follow world crude oil prices more closely than motor diesel prices. Changes in motor fuel prices affect the profit margin of transportation firms, particularly trucking firms.

Retail Gasoline Prices	7-Nov-05	14-Nov-05
Average regular grade (dollars per gallon)	2.38	2.30
Percent change from same previous week	-4.19	-3.37

SOURCE: U.S. Department of Energy, Energy Information Administration, Weekly Retail Gasoline Prices, available at http://eia.doe.gov/, as of November 16, 2005.

U.S. Highway Vehicle Miles Traveled

Highway Vehicle Miles Traveled (monthly data)



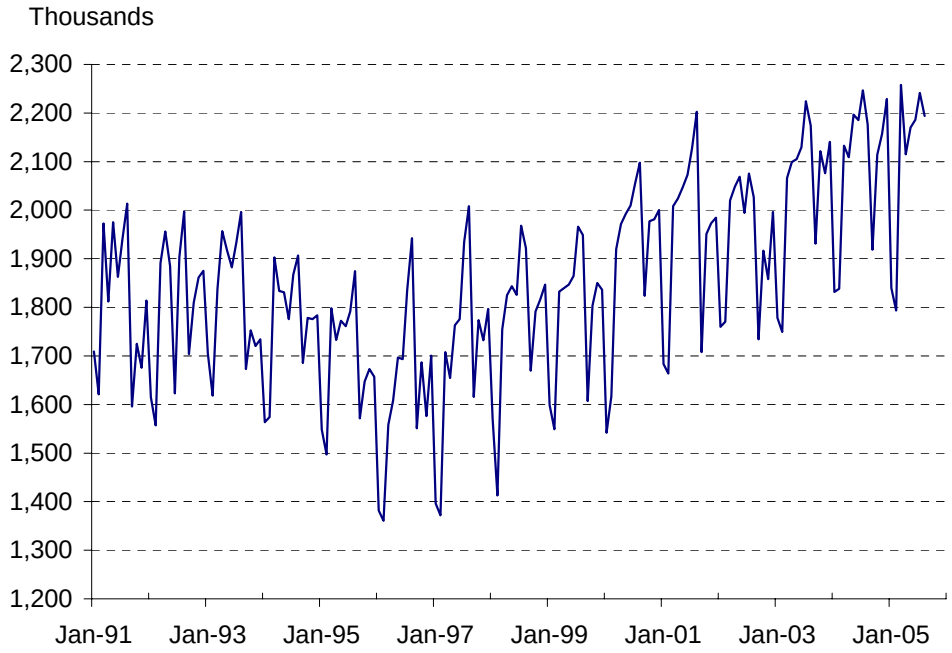
Vehicle miles of travel (VMT) are key data for highway planning and management, and a common measure of roadway use. Along with other data, VMT are often used in estimating congestion, air quality, and potential gas-tax revenues, and can provide a general measure of the level of the nation's economic activity.

Vehicle Miles Traveled	Aug-04	Aug-05
Highway miles (millions)	262,133	262,514
Percent change from same month previous year	0.75	0.15

NOTE**:** The current value is compared to the value from the same month in the previous year to account for seasonality.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, available at http://www.fhwa.dot.gov/, as of October 2005.

Amtrak Ridership
Number of Passengers (monthly data)



Amtrak officially began service in May 1971. Amtrak serves more than 500 stations in 46 states and operates over more than 22,000 route miles. Ridership data is highly seasonal, with July and August being very high seasonal months. In 2000, Amtrak introduced a high-speed rail service in the northeast, which helped increase ridership.

Amtrak Ridership	Aug-04	Aug-05
Amtrak Ridership	2,176,306	2,193,906
Percent change from same month previous year	0.09	0.81

SOURCE: U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, available at http://safetydata.fra.dot.gov/, as of October 2005.

Index of Railroad Fuel Prices
Level (monthly data)

July 15, 1990=100

The price data, which include federal excise taxes, transportation, and handling expenses, represent the average monthly price for gallons purchased by freight railroads during each month

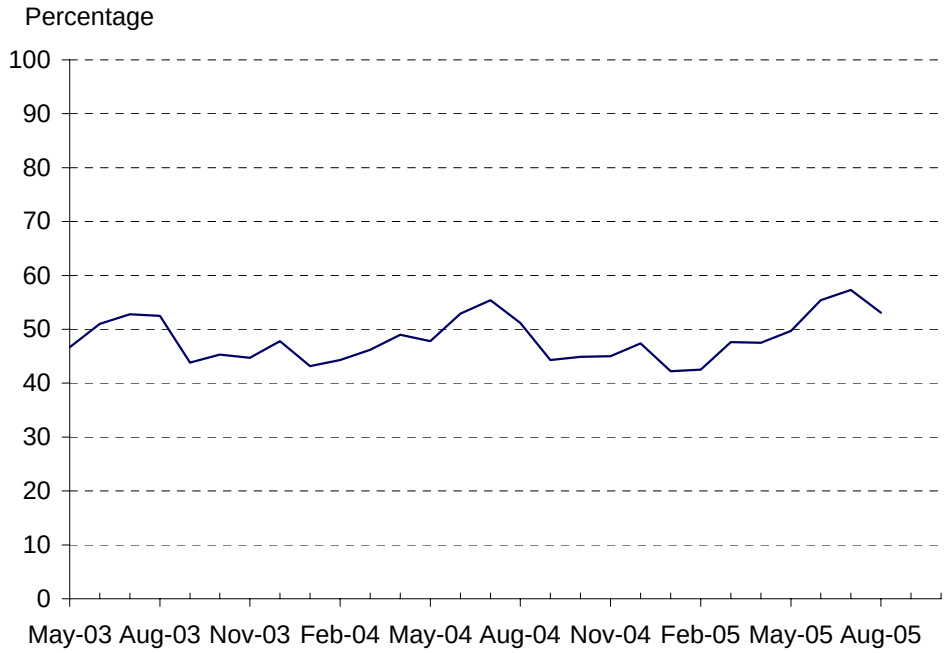
Index of Railroad Fuel Prices	Aug-04	Aug-05
Index of Railroad Fuel Prices	264.4	415.6
Percent change from the same month in the previous year	51.17	57.19

NOTES: The current value is compared to the value from the same month in the previous year to account for seasonality.

SOURCE: Association of American Railroads, Monthly Railroad Fuel Price Indexes, available at http://www.aar.org/, as of October 2005.

Rail Capacity Utilization: Rail Passenger Load Factor

Amtrak Passenger Load Factor (monthly data)



Load factor is the percentage of seating or freight capacity which is utilized.

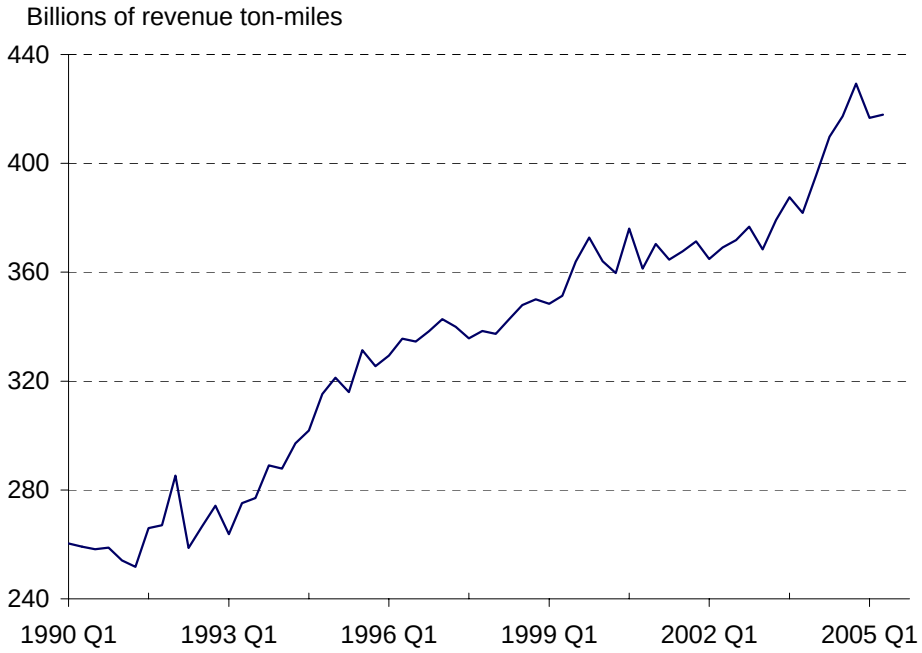
Rail Passenger Load Factor	Aug-04	Aug-05
Passenger load factor (percent)	51.2	53.1
Percent change from same month previous year	-2.48	3.71

NOTE: The current value is compared to the value from the same month in the previous year to account for seasonality.

SOURCE: Amtrak, "Monthly Performance Reports", available at http://www.amtrak.com/, as of September 2005.

Rail Freight: Revenue Ton-Miles

Rail Carloadings, Revenue Ton-Miles (quarterly data)



The top commodity in U.S. rail carloadings is coal (Association of American Railroads, Weekly Railroad Traffic).

Rail Freight Revenue Ton-Miles	2004 Quarter 2	2005 Quarter 2
Total ton-miles (billions)	410	418
Percent change from same quarter previous year	8.07	1.95

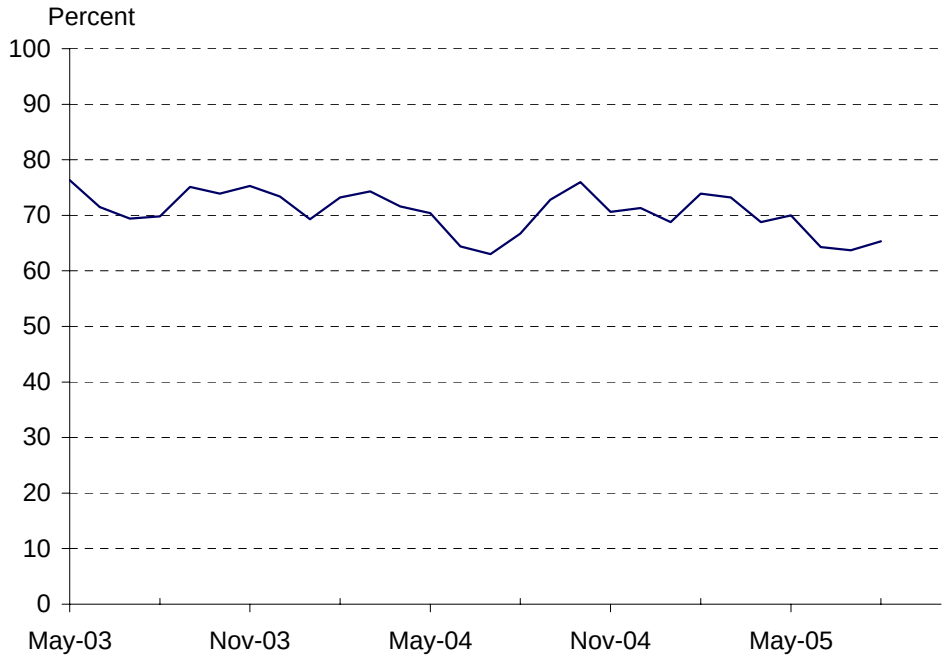
2004 data are preliminary.

NOTES: The current value is compared to the value from the same quarter in the previous year to account for seasonality.

SOURCE: Association of American Railroads, *Railroad Revenues, Expenses, and Income. Class 1 Railroads in the United States* , R&E Series, and Surface Transportation Board, Office of Economics, Environmental Analysis and Administration, available at http://www.stb.dot.gov/, as of September 2005 .

Rail On-Time Performance

Amtrak Rail On-Time Performance (monthly data)



Amtrak trips of up to 250 miles are considered on time if they arrive less than 10 minutes beyond the scheduled arrival time; 251–350 miles, 15 minutes; 351–450 miles, 20 minutes; 451–550 miles, 25 minutes; and greater than 550 miles, 30 minutes.

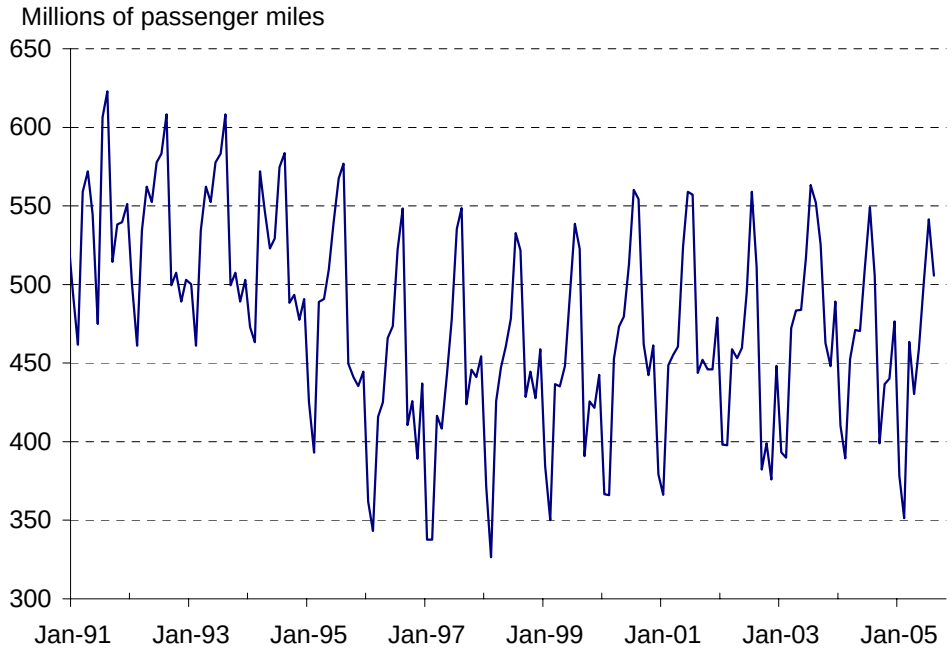
Passenger Rail On-Time Performance	Aug-04	Aug-05
On-time performance (percentage on-time)	66.7	65.3
Percent change from the same month in the previous year	-4.49	-2.10

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

SOURCE: Amtrak, "Monthly Performance Reports", available at http://www.amtrak.com/, as of September 2005.

Use of Passenger Rail: Revenue Passenger Miles

Amtrak Revenue Passenger Miles (monthly data)



Amtrak officially began service in May 1971. Amtrak offers services in 46 states on a 22,000 mile route system. Ridership data are highly seasonal, with July and August being very high seasonal months. In 2000, Amtrak introduced a high-speed rail service in the northeast, which helped increase ridership.

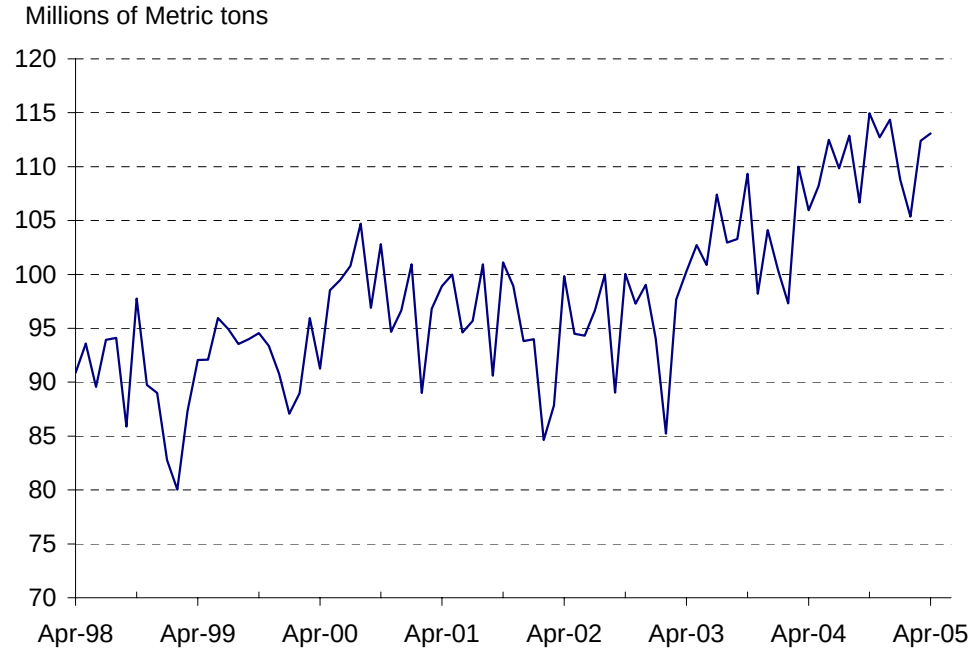
Amtrak Revenue Passenger Miles	Aug-04	Aug-05
Amtrak revenue passenger miles (thousands)	505,400	505,646
Percent change from the same month in the previous year	-8.46	0.05

NOTE: The current value is compared to the value from the same month in the previous year to account for seasonality.

SOURCE: U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, available at http://safetydata.fra.dot.gov/, as of October 2005.

U.S. Foreign Waterborne Freight

Tonnage of U.S. Waterborne Imports and Exports (monthly data)



Import and export tonnage helps identify the volume of cargo flowing through U.S. ports and the resulting vessel traffic on U.S. coastal waters. It also helps identify needs for intermodal truck and rail traffic. Most U.S. coastal ports handle both foreign and domestic cargoes.

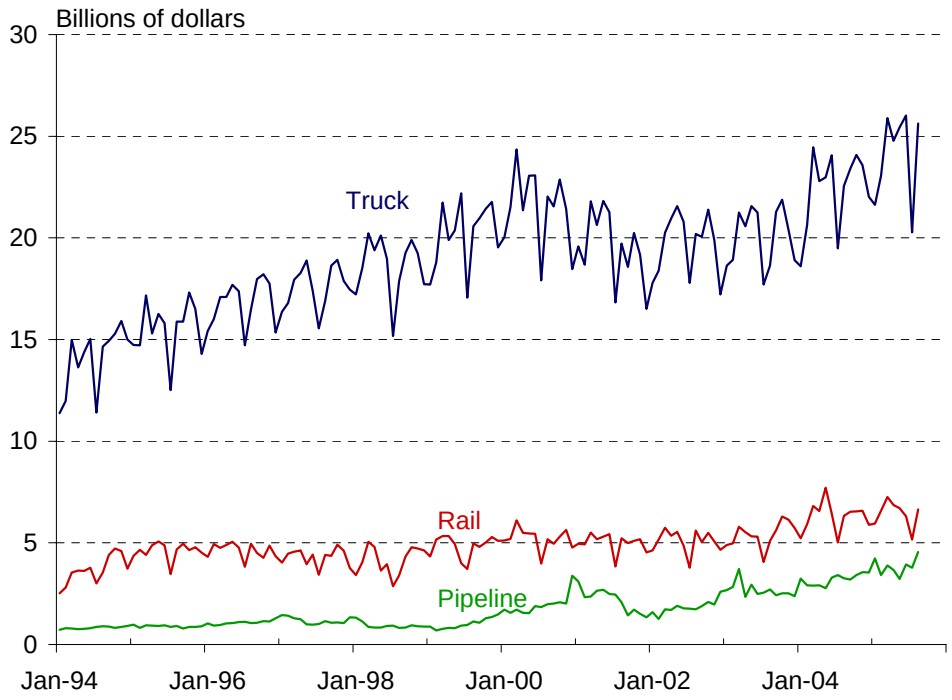
U.S. Foreign Waterborne Freight	Apr-04	Apr-05
Total waterborne metric tons (thousands)	105,950	113,078
Percent change from same month previous year	5.66	6.73

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality. A metric ton is equal to 2,204.6 pounds. 2005 data are preliminary.

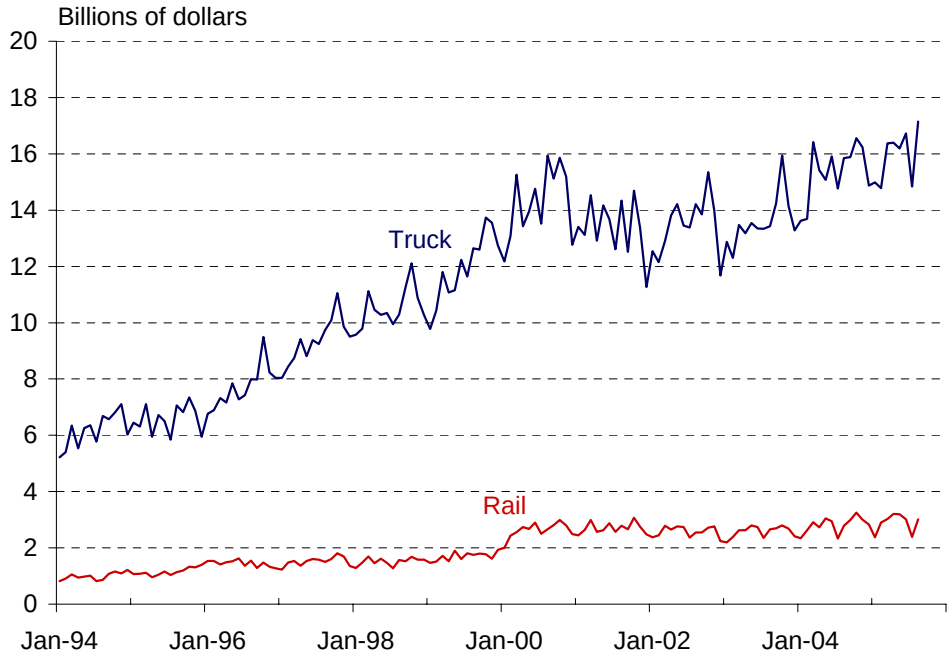
SOURCE: U.S. Department of Transportation, Maritime Administration, Office of Statistical and Economic Analysis, U.S. Foreign Waterborne Transportation Statistics data, available at http://www.marad.dot.gov/, as of August 2005.

U.S. Surface Trade: U.S.-Canada and U.S.-Mexico

Value of U.S.-Canada Trade (monthly data)



Value of U.S.-Mexico Trade (monthly data)



Surface freight is useful in monitoring the value and modal patterns of trade with Canada and Mexico, our North American Free Trade Agreement (NAFTA) partners. Canada is our largest trading partner, while Mexico now ranks second. Surface modes include not only truck, rail, and pipeline (shown here), but also government mail and other miscellaneous modes.

U.S. - Canada Trade	Aug-04	Aug-05
Truck (millions of dollars)	22,553	25,620
Percent change from same month previous year	21.04	13.60
Rail (millions of dollars)	6,331	6,640
Percent change from same month previous year	24.02	4.88
Pipeline (millions of dollars)	3,261	4,550
Percent change from same month previous year	32.36	20.01

U.S. - Mexico Trade	Aug-04	Aug-05
Truck (millions of dollars)	15,854	17,149
Percent change from same month previous year	18.01	8.17
Rail (millions of dollars)	2,785	3,009
Percent change from same month previous year	4.70	8.04
Pipeline (millions of dollars)	67	43
Percent change from same month previous year	17.54	-35.82

NOTE: The current value is compared to the value from the same period in the previous year to account for seasonality.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Surface Freight Dataset, available at http://www.bts.gov/, as of November 2005.