Table A7. Transportation sector key indicators and delivered energy consumption

Key indicators and consumption	Reference case							Annual growth 2010-2035 (percent)
	2009	2010	2015	2020	2025	2030	2035	
Key indicators								
Travel indicators								
(billion vehicle miles traveled)								
Light-duty vehicles less than 8,501 pounds	2589	2654	2716	2933	3156	3384	3601	1.2%
Commercial light trucks[1]	61	64	71	79	83	88	93	1.5%
Freight trucks greater than 10,000 pounds	229	236	279	307	319	330	344	1.5%
(billion seat miles available)								
Air	964	999	1028	1075	1120	1164	1208	0.8%
(billion ton miles traveled)								
Rail	1532	1578	1539	1738	1828	1871	1921	0.8%
Domestic shipping	477	526	557	597	605	616	629	0.7%
Energy efficiency indicators								
(miles per gallon)								
New light-duty vehicle CAFE standard[2]	25.4	25.7	32.4	35.0	35.2	35.3	35.3	1.3%
New car[2]	28.2	28.2	37.0	39.9	39.9	39.9	39.9	1.4%
New light truck[2]	23.0	23.4	27.9	29.2	29.2	29.2	29.2	0.9%
Compliance new light-duty vehicle[3]	29.3	29.2	32.5	35.9	36.8	37.4	37.9	1.0%
New car[3]	34.0	33.8	37.4	40.3	41.3	42.1	42.8	1.0%
New light truck[3]	25.4	25.5	27.7	30.6	31.0	31.2	31.4	0.8%
Tested new light-duty vehicle[4]	28.2	28.3	31.5	35.9	36.8	37.4	37.9	1.2%
New car[4]	33.2	33.3	36.4	40.3	41.2	42.1	42.8	1.0%
New light truck[4]	24.2	24.3	26.7	30.6	30.9	31.2	31.4	1.0%
On-road new light-duty vehicle[5]	22.7	23.0	25.5	29.0	29.6	30.1	30.5	1.1%
New car[5]	25.8	26.2	28.5	31.5	32.3	33.0	33.5	1.0%
New light truck[5]	20.1	20.4	22.4	25.6	25.9	26.1	26.3	1.0%
Light-duty stock[6]	20.0	20.4	21.4	23.4	25.3	26.8	27.8	1.2%
New commercial light truck[1]	15.6	15.7	16.7	18.8	18.9	19.0	19.1	0.8%
Stock commercial light truck[1]	14.3	14.4	15.2	16.7	18.0	18.7	19.0	1.1%
Freight truck	6.6	6.7	6.9	7.4	7.8	8.1	8.2	0.8%
(seat miles per gallon)								
Aircraft	62.0	62.3	62.8	63.9	65.2	67.0	69.3	0.4%
(ton miles per thousand Btu)								
Rail	3.4	3.4	3.5	3.5	3.5	3.5	3.5	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	15.93	15.99	15.46	15.20	15.09	15.30	15.72	-0.1%
Commercial light trucks[1]	0.53	0.55	0.59	0.59	0.58	0.59	0.61	0.4%
Bus transportation	0.24	0.25	0.27	0.28	0.29	0.30	0.31	0.8%
Freight trucks	4.74	4.87	5.53	5.68	5.62	5.64	5.78	0.7%
Rail, passenger	0.05	0.05	0.05	0.06	0.06	0.06	0.06	1.2%
Rail, freight	0.42	0.46	0.45	0.50	0.52	0.53	0.54	0.7%
Shipping, domestic	0.19	0.22	0.23	0.24	0.25	0.25	0.25	0.5%
Shipping, international	0.78	0.86	0.87	0.87	0.88	0.88	0.89	0.1%
Recreational boats	0.24	0.25	0.26	0.26	0.27	0.28	0.28	0.5%
Air	2.44	2.52	2.56	2.65	2.72	2.76	2.79	0.4%
Military use	0.73	0.77	0.66	0.65	0.67	0.70	0.74	-0.1%
Lubricants	0.13	0.14	0.13	0.14	0.14	0.14	0.14	0.0%
Pipeline fuel	0.61	0.65	0.69	0.69	0.68	0.67	0.68	0.2%
Total	**27.03**	**27.59**	**27.73**	**27.81**	**27.75**	**28.11**	**28.82**	**0.2%**

Table A7. Transportation sector key indicators and delivered energy consumption (continued)

Key indicators and consumption	Reference case							Annual growth 2010-2035 (percent)
	2009	2010	2015	2020	2025	2030	2035	
Energy use by mode (million barrels per day oil equivalent)								
Light-duty vehicles	8.52	8.59	8.34	8.27	8.26	8.49	8.80	0.1%
Commercial light trucks[1]	0.27	0.28	0.30	0.30	0.30	0.30	0.31	0.4%
Bus transportation	0.12	0.12	0.13	0.13	0.14	0.15	0.15	0.8%
Freight trucks	2.28	2.35	2.67	2.74	2.71	2.72	2.78	0.7%
Rail, passenger	0.02	0.02	0.02	0.03	0.03	0.03	0.03	1.2%
Rail, freight	0.20	0.22	0.21	0.24	0.25	0.25	0.26	0.7%
Shipping, domestic	0.09	0.10	0.11	0.11	0.11	0.11	0.12	0.5%
Shipping, international	0.34	0.38	0.38	0.38	0.38	0.39	0.39	0.1%
Recreational boats	0.13	0.14	0.14	0.14	0.15	0.15	0.15	0.5%
Air	1.18	1.22	1.24	1.28	1.32	1.34	1.35	0.4%
Military use	0.35	0.37	0.32	0.31	0.32	0.34	0.36	-0.1%
Lubricants	0.06	0.07	0.06	0.06	0.07	0.07	0.07	0.0%
Pipeline fuel	0.29	0.31	0.33	0.33	0.32	0.32	0.32	0.2%
Total	**13.86**	**14.16**	**14.24**	**14.33**	**14.35**	**14.64**	**15.10**	**0.3%**

[1]Commercial trucks 8,501 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"on-the-road" estimate for all cars and light trucks.
CAFE = Corporate average fuel economy.
Btu = British thermal unit.
Note: Totals may not equal sum of components due to independent rounding. Data for 2009 and 2010 are model results and may differ slightly from official EIA data reports.
Sources: 2009 and 2010: U.S. Energy Information Administration (EIA), *Natural Gas Annual 2009*, DOE/EIA-0131(2009) (Washington, DC, December 2010); EIA, *Annual Energy Review 2010*, DOE/EIA-0384(2010) (Washington, DC, October 2011); 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 2009*, DOE/EIA-0214(2009) (Washington, DC, June 2011); U.S. Department of Transportation, Research and Special Programs Administration, *Air Carrier Statistics Monthly, December 2010/2009* (Washington, DC, December ; EIA, *Fuel Oil and Kerosene Sales 2009*, DOE/EIA-0535(2009) (Washington, DC, February 2011); and United States Department of Defense, Defense Fuel supply Center, Fact Book (January, 2010). **Projections:** EIA, AEO2012 National Energy Modeling System run REF2012.D121011B.