

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 2.14
Passenger Travel and Energy Use, 2013

	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	113,676.0	1,446,000	2,241,300	1.5	4,873	3,144	7,046.6
Personal trucks	106,018.4	1,032,554	1,899,899	0.0	6,446	3,503	6,655.4
Motorcycles	8,405.0	20,366	23,625	1.2	2,871	2,475	58.5
Demand response^a	68.6	1,565	2,171	1.4	16,898	12,182	26.4
Buses							204.1
Transit	71.7	2,425	22,306	9.2	37,442	4,071	90.8
Intercity ^c							32.8
School ^c	720.3						80.5
Air							1,599.1
Certificated route ^d		5,512	579,944	105.2	253,190	2,406	1,395.5
General aviation	199.9						203.6
Recreational boats	13,706.6						245.0
Rail	20.2	1,452	39,053	26.9	66,008	2,455	95.9
Intercity (Amtrak)	0.5	319	6,810	21.3	45,205	2,118	14.4
Transit	12.4	774	20,381	26.3	63,265	2,404	49.0
Commuter	7.3	359	11,862	33.0	90,407	2,737	32.5

Source:

See Appendix A for Passenger Travel and Energy Use.

^a Includes passenger cars, vans, and small buses operating in response to calls from passengers to the transit operator who dispatches the vehicles.

^b Data are not available.

^c Energy use is estimated.

^d Only domestic service and domestic energy use are shown on this table. (Previous editions included half of international energy.) These energy intensities may be inflated because all energy use is attributed to passengers—cargo energy use is not taken into account.

