Table A7. Transportation sector key indicators and delivered energy consumption

Key indicators and consumption	Reference case							Annual growth 2012-2040 (percent)
	2011	2012	2020	2025	2030	2035	2040	
Key indicators								
Travel indicators								
(billion vehicle miles traveled)								
Light-duty vehicles less than 8,501 pounds	2,623	2,662	2,851	2,977	3,138	3,303	3,434	0.9%
Commercial light trucks[1]	62	63	76	83	90	96	103	1.8%
Freight trucks greater than 10,000 pounds	252	245	310	339	362	385	411	1.9%
(billion seat miles available)								
Air	982	990	1,064	1,101	1,135	1,165	1,199	0.7%
(billion ton miles traveled)								
Rail	1,746	1,729	1,624	1,721	1,738	1,737	1,736	0.0%
Domestic shipping	447	378	390	378	369	367	371	-0.1%
Energy efficiency indicators								
(miles per gallon)								
New light-duty vehicle CAFE standard[2]	27.6	29.4	36.6	46.4	46.6	46.7	46.8	1.7%
New car[2]	30.7	33.4	43.7	54.3	54.3	54.3	54.3	1.8%
New light truck[2]	24.6	25.7	30.9	39.5	39.5	39.5	39.5	1.5%
Compliance new light-duty vehicle[3]	32.4	32.7	38.6	47.2	47.8	48.1	48.2	1.4%
New car[3]	36.7	37.1	44.2	54.9	55.4	55.6	55.6	1.5%
New light truck[3]	28.5	28.7	33.7	40.3	40.8	40.9	40.9	1.3%
Tested new light-duty vehicle[4]	31.2	31.7	38.6	47.2	47.8	48.0	48.2	1.5%
New car[4]	35.7	36.3	44.2	54.9	55.4	55.5	55.6	1.5%
New light truck[4]	27.3	27.5	33.7	40.3	40.7	40.9	40.8	1.4%
On-road new light-duty vehicle[5]	25.2	25.6	31.2	38.1	38.6	38.8	38.9	1.5%
New car[5]	29.2	29.7	36.1	44.8	45.2	45.4	45.4	1.5%
New light truck[5]	21.8	22.0	27.0	32.2	32.6	32.7	32.7	1.4%
Light-duty stock[6]	21.2	21.5	25.1	28.7	32.6	35.4	37.2	2.0%
New commercial light truck[1]	18.1	18.1	20.9	24.2	24.5	24.6	24.6	1.1%
Stock commercial light truck[1]	14.9	15.2	18.0	20.4	22.5	23.9	24.5	1.7%
Freight truck	6.7	6.7	7.3	7.5	7.7	7.8	7.8	0.5%
(seat miles per gallon)								
Aircraft	62.3	62.4	63.9	65.2	67.0	69.2	71.5	0.5%
(ton miles per thousand Btu)								
Rail	3.4	3.4	3.6	3.8	3.9	4.1	4.2	0.7%
Domestic shipping	4.6	4.7	5.0	5.2	5.4	5.6	5.8	0.8%
Energy use by mode (quadrillion Btu)								
Light-duty vehicles	15.52	15.49	14.24	13.01	12.09	11.70	11.58	-1.0%
Commercial light trucks[1]	0.52	0.52	0.53	0.51	0.50	0.50	0.53	0.0%
Bus transportation	0.24	0.24	0.25	0.26	0.27	0.28	0.29	0.7%
Freight trucks	5.19	5.02	5.87	6.19	6.47	6.80	7.23	1.3%
Rail, passenger	0.05	0.05	0.05	0.05	0.05	0.06	0.06	0.9%
Rail, freight	0.51	0.48	0.45	0.46	0.45	0.43	0.42	-0.5%
Shipping, domestic	0.11	0.10	0.09	0.09	0.08	0.08	0.08	-0.8%
Shipping, international	0.77	0.58	0.59	0.59	0.60	0.61	0.61	0.2%
Recreational boats	0.24	0.24	0.25	0.26	0.27	0.28	0.28	0.6%
Air	2.46	2.47	2.60	2.65	2.69	2.69	2.70	0.3%
Military use	0.74	0.70	0.64	0.65	0.68	0.72	0.77	0.3%
Lubricants	0.13	0.12	0.12	0.12	0.12	0.12	0.12	0.1%
Pipeline fuel	0.70	0.73	0.74	0.76	0.82	0.83	0.85	0.5%
Total	**27.17**	**26.74**	**26.41**	**25.61**	**25.09**	**25.11**	**25.51**	**-0.2%**

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

Key indicators and consumption	Reference case							Annual growth 2012-2040 (percent)
	2011	2012	2020	2025	2030	2035	2040	
Energy use by mode (million barrels per day oil equivalent)								
Light-duty vehicles	8.42	8.41	7.76	7.13	6.65	6.44	6.38	-1.0%
Commercial light trucks[1]	0.27	0.27	0.27	0.26	0.26	0.26	0.27	0.0%
Bus transportation	0.12	0.11	0.12	0.13	0.13	0.13	0.14	0.7%
Freight trucks	2.50	2.42	2.83	2.98	3.12	3.28	3.48	1.3%
Rail, passenger	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.9%
Rail, freight	0.24	0.23	0.21	0.22	0.21	0.21	0.20	-0.5%
Shipping, domestic	0.05	0.05	0.04	0.04	0.04	0.04	0.04	-0.8%
Shipping, international	0.34	0.25	0.26	0.26	0.26	0.27	0.27	0.2%
Recreational boats	0.13	0.13	0.14	0.14	0.15	0.15	0.15	0.6%
Air	1.19	1.20	1.26	1.28	1.30	1.30	1.31	0.3%
Military use	0.35	0.34	0.31	0.31	0.33	0.35	0.37	0.3%
Lubricants	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.1%
Pipeline fuel	0.33	0.35	0.35	0.36	0.39	0.39	0.40	0.5%
Total	**14.03**	**13.84**	**13.63**	**13.20**	**12.92**	**12.90**	**13.09**	**-0.2%**

[1]Commercial trucks 8,501 to 10,000 pounds gross vehicle weight rating.
[2]CAFE standard based on projected new vehicle sales.
[3]Includes CAFE credits for alternative fueled vehicle sales and credit banking.
[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 2011 and 2012 are model results and may differ from official EIA data reports.
Sources: 2011 and 2012: U.S. Energy Information Administration (EIA), *Monthly Energy Review*, DOE/EIA-0035(2013/09) (Washington, DC, September 2013); EIA, Alternatives to Traditional Transportation Fuels 2009 (Part II - User and Fuel Data), April 2011; Federal Highway Administration, *Highway Statistics 2010* (Washington, DC, February 2012); Oak Ridge National Laboratory, *Transportation Energy Data Book: Edition 32* (Oak Ridge, TN, July 2013); National Highway Traffic and Safety Administration, *Summary of Fuel Economy Performance* (Washington, DC, October 2012); U.S. Department of Commerce, Bureau of the Census, "Vehicle Inventory and Use Survey," EC02TV (Washington, DC, December 2004); EIA, U.S. Department of Transportation, Research and Special Programs Administration, *Air Carrier Statistics Monthly, December 2010/2009* (Washington, DC, December 2010); and United States Department of Defense, Defense Fuel Supply Center, Factbook (January, 2010). **Projections:** EIA, AEO2014 National Energy Modeling System run REF2014.D102413A.