



U.S. Department  
of Transportation

# **Key Transportation Indicators July 2005**



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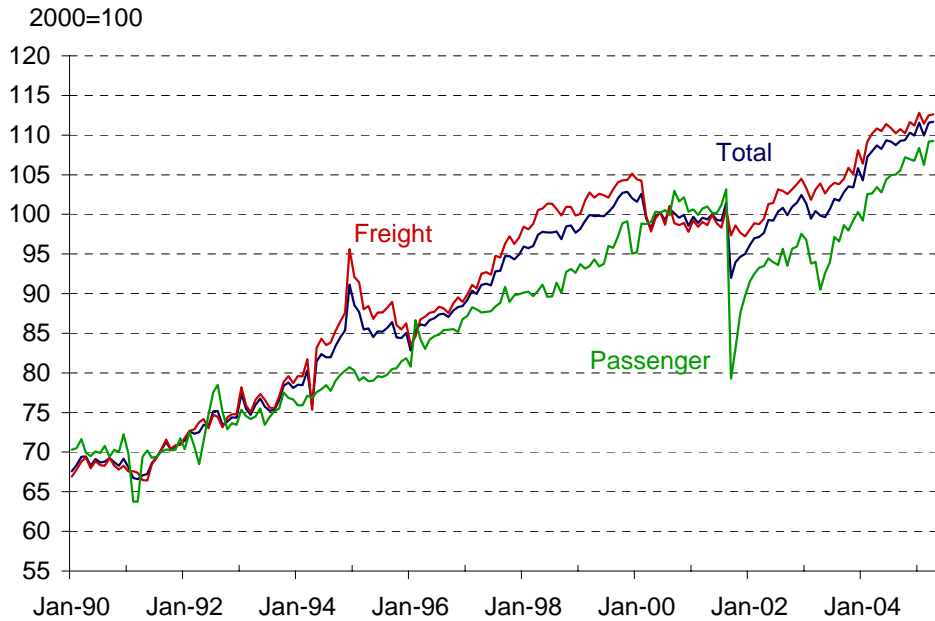
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## Economic Indexes: Transportation Services Index

### Transportation Services Index (monthly data, seasonally adjusted)



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

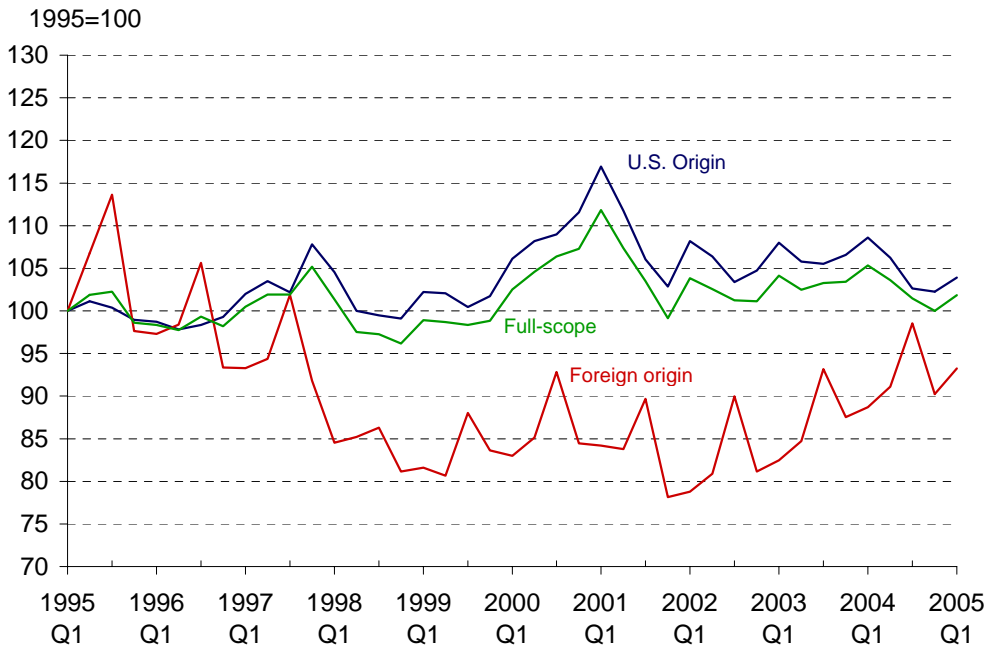
<b>Transportation Services Index</b>	<b>Mar-05</b>	<b>Apr-05</b>
Total Transportation Services Index (2000=100)	111.6	111.7
Freight Transportation Services Index (2000=100)	112.5	112.6
Passenger Transportation Services Index (2000=100)	109.2	109.3

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, Bureau of Transportation Statistics, Transportation Services Index data, available at <http://www.bts.gov/>, as of July 2005.

## Economic Indexes: Air Travel Price Index

### Air Travel Price Index (quarterly data)



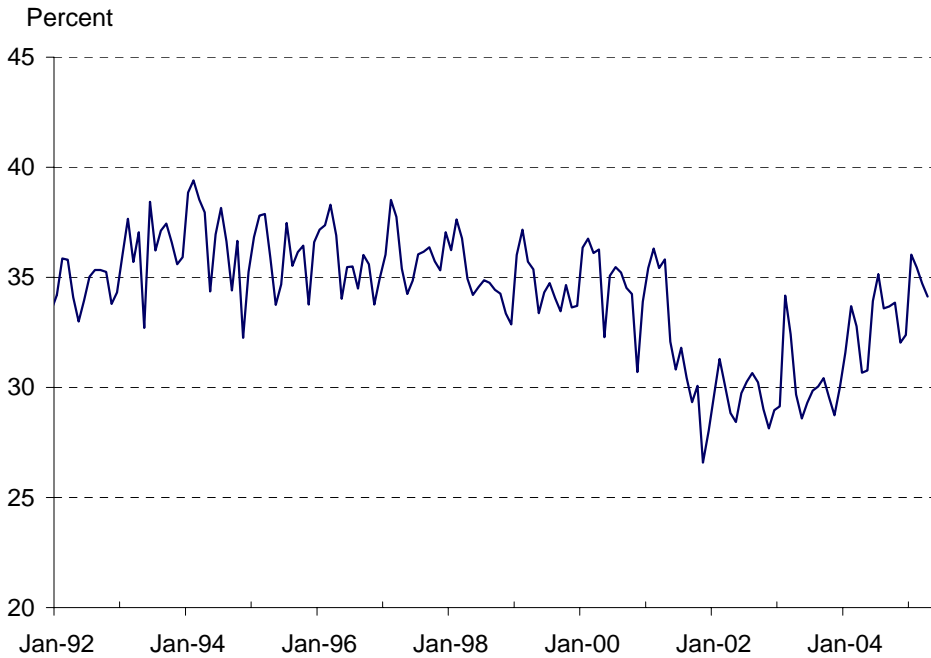
The U.S.-Origin ATPI measures change in the cost of itineraries originating in the United States, whether the destinations are domestic or international. The Foreign-Origin ATPI measures change in the cost of itineraries with a foreign origin and a U.S. destination. The Full-Scope ATPI combines the domestic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

<b>Air Travel Price Index</b>	<b>2004 Quarter 1</b>	<b>2005 Quarter 1</b>
U.S. - Origin Air Travel Price Index (1995=100)	108.59	103.91
Foreign - Origin Air Travel Price Index (1995=100)	88.70	93.26
Full - Scope Air Travel Price Index (1995=100)	105.33	101.84

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality. 2004 data are preliminary.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Air Travel Price Index data, available at <http://www.bts.gov/>, as of July 2005.

## Domestic Aircraft Capacity Utilization: Air Freight Revenue Load Factor Freight and Mail Revenue Load Factor (monthly data)



Load factor related to the potential capacity of a system relative to its actual performance. The data include both transborder and foreign flights by large U.S. carriers, but do not include any flights by foreign carriers.

<b>Domestic Revenue Load Factors</b>	<b>Apr-04</b>	<b>Apr-05</b>
Freight revenue load factors (percent)	30.67	34.12
Percent change from same month previous year	3.37	11.25

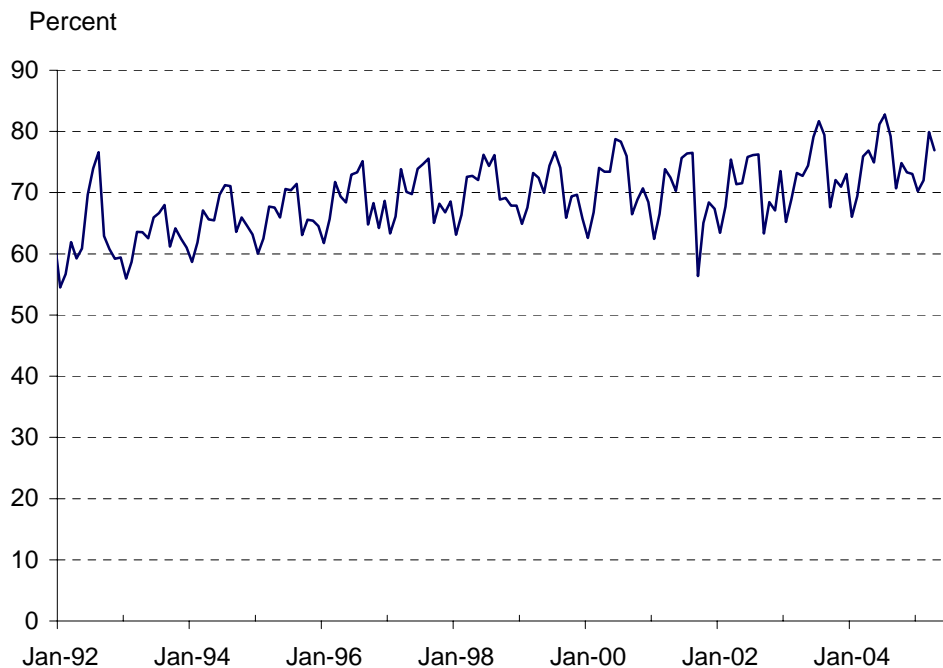
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

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.

The data reported here excludes small-certificated and commuter carriers that began reporting T100 data in 2002 for comparability with previous issues.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Air Carrier Traffic Statistics Monthly, July 2005.

## Domestic Aircraft Capacity Utilization: Air Passenger Revenue Load Factor Passenger Revenue Load Factor (monthly data)



Load factor is related to the potential capacity of a system relative to its actual performance. The data include both transborder and foreign flights by large U.S. carriers, but do not include any flights by foreign carriers.

<b>Domestic Revenue Load Factors</b>	<b>Apr-04</b>	<b>Apr-05</b>
Passenger revenue load factors (percent)	76.87	76.92
Percent change from same month previous year	5.65	0.07

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

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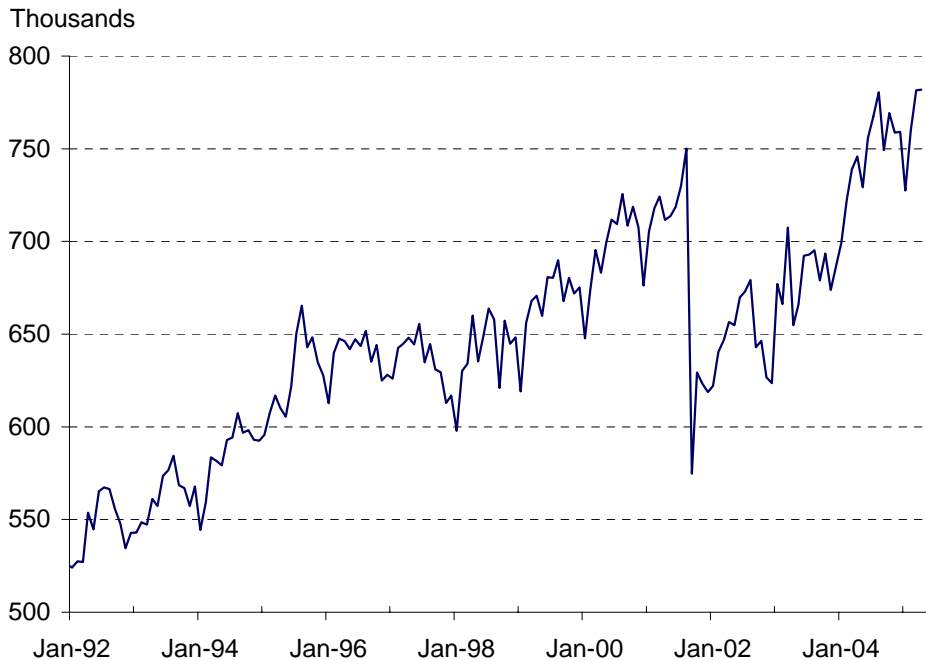
The data reported here excludes small-certificated and commuter carriers that began reporting T100 data in 2002 for comparability with previous issues.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Air Carrier Traffic Statistics Monthly, July 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.

<b>Domestic Flight Availability</b>	<b>Apr-04</b>	<b>Apr-05</b>
Revenue aircraft departures (thousands)	746	782
Percent change from same month previous year	13.89	4.83

NOTES: The current value is compared to the value from the same period 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).

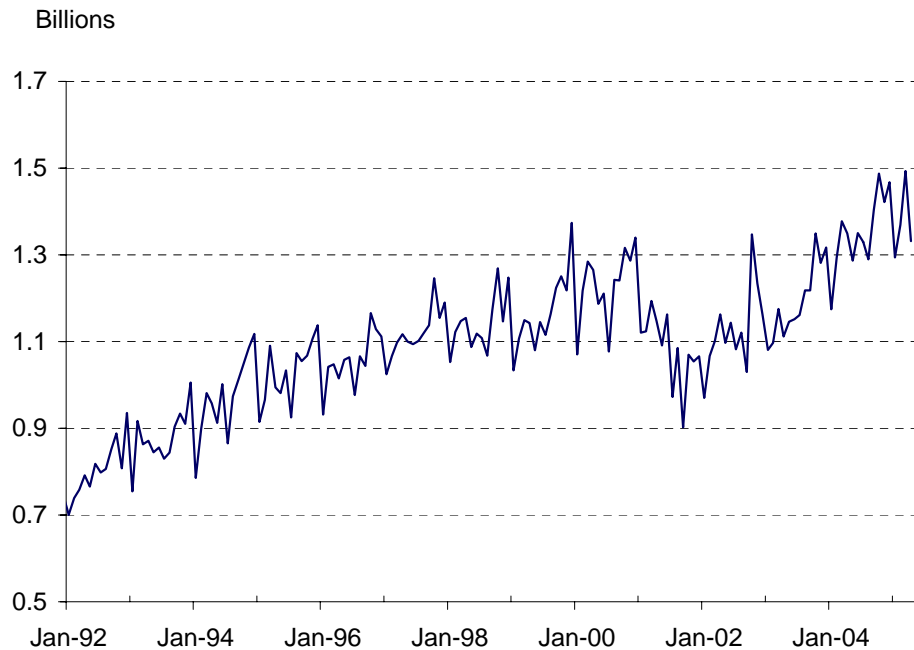
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SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Air Carrier Traffic Statistics Monthly, July 2005.

## 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.

<b>Domestic Freight Aviation</b>	<b>Apr-04</b>	<b>Apr-05</b>
Revenue ton-miles (billions)	1.35	1.33
Percent change from same month previous year	21.62	-1.34

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

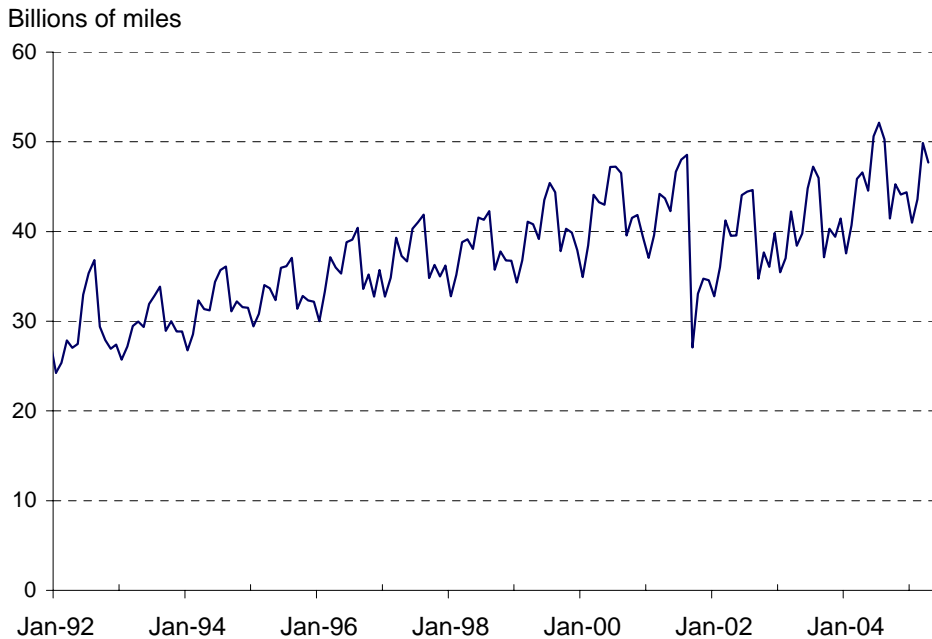
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SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Air Carrier Traffic Statistics Monthly, July 2005.

## 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 not include any flights by foreign carriers.

<b>Domestic Passenger Aviation</b>	<b>Apr-04</b>	<b>Apr-05</b>
Revenue passenger-miles (billions)	46.57	47.69
Percent change from same month previous year	21.24	2.40

NOTES: The current value is compared to the value from the same period 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).

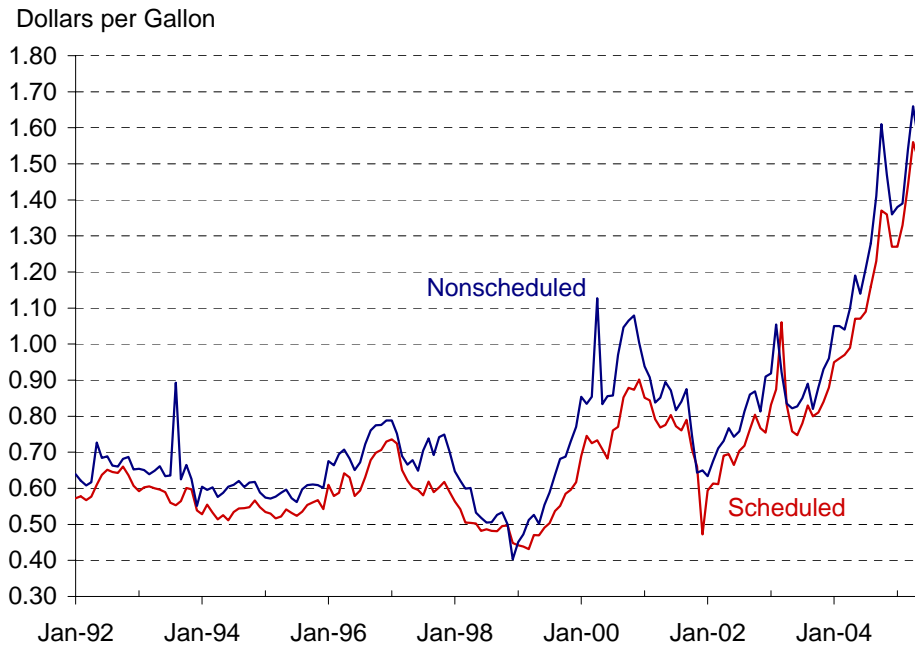
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The data reported here excludes small-certificated and commuter carriers that began reporting T100 data in 2002 for comparability with previous issue.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Air Carrier Traffic Statistics Monthly, July 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.

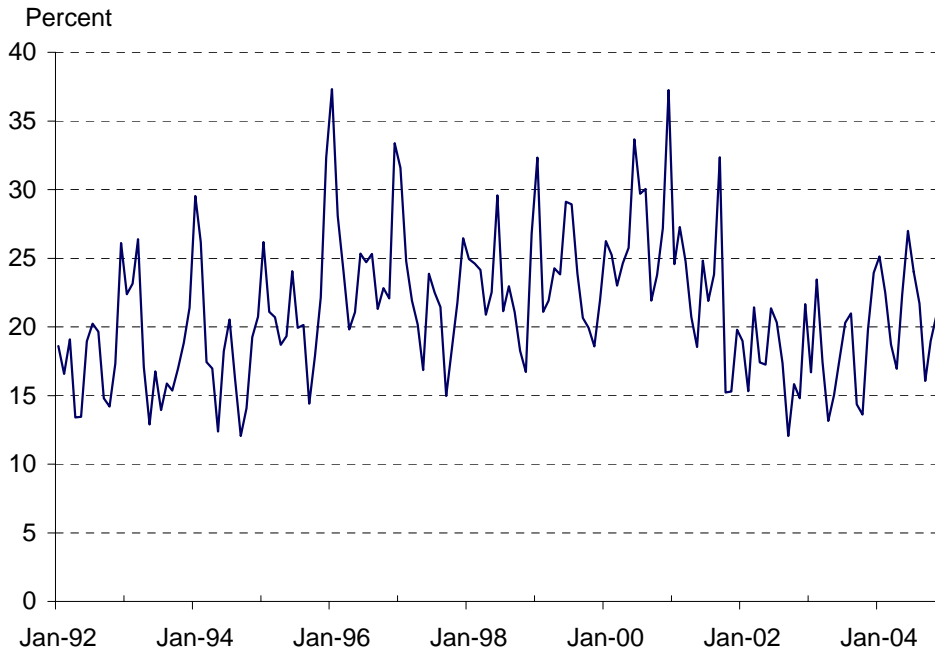
<b>Jet Fuel Price by Type of Service</b>	<b>May-04</b>	<b>May-05</b>
Nonscheduled airlines (dollars per gallon)	1.19	1.56
Percent change from same month previous year	45.12	31.09
Scheduled airlines (dollars per gallon)	1.07	1.51
Percent change from same month previous year	40.79	41.12

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

Data for March 200 to May 2005 are preliminary due to late reports by carriers.

SOURCE: Bureau of Transportation Statistics, Office of Airline Information, available at <http://www.bts.gov/>, as of May 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 and heavy demand in winter and summer months, respectively. The data cover the 10 largest U.S. air carriers. A scheduled operation consists of any nonstop segment of a flight. The term "late" is defined as 15 minutes after the scheduled arrival time.

<b>On-Time Performance</b>	<b>Feb-04</b>	<b>Feb-05</b>
Flights not arriving on time (percent)	22.50	22.36
Percent change from same month previous year	-4.09	-0.62

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality. Data for American Eagle was included starting in January 2000. Percent changes from January 1999 to January 2000 were calculated based on data excluding American Eagle. Aloha Airlines, which reported on-time statistics for October 2000 through November 2001, has been excluded to retain comparability. Hawaiian Airlines started voluntary reporting the data in November 2003, also has been excluded.

Certain flights originating at O'Hare airport and operated by American Airlines (181 flights in April) and United Airlines (256 flights in April) 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 affected is available from BTS.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Airline Service Quality Performance data, April 2005.

**Motor Fuel Prices: Retail Diesel Prices**  
**Retail On-Highway Diesel Prices (weekly data)**

Dollars per gallon



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.

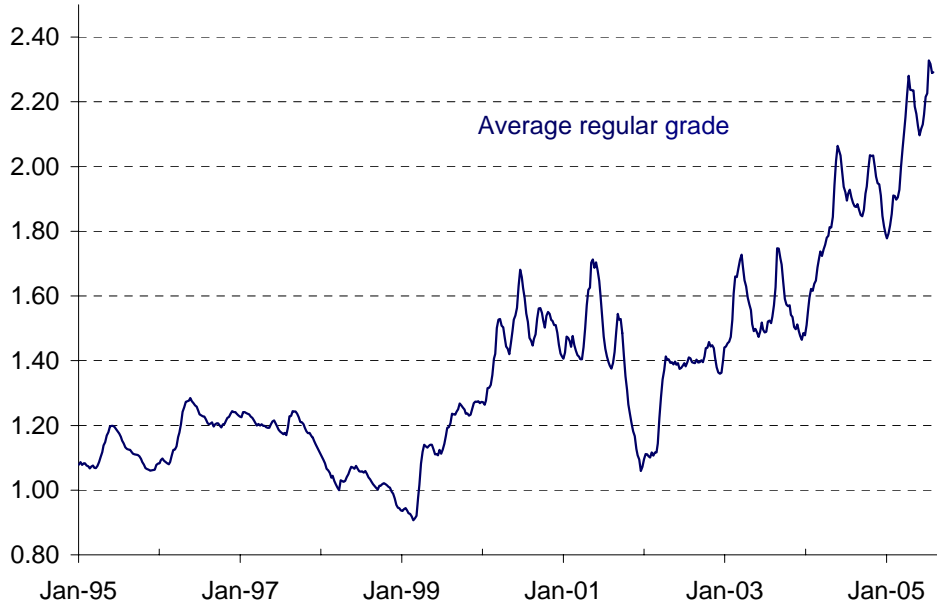
<b>Retail On-Highway Diesel Prices</b>	<b>25-Jul-05</b>	<b>1-Aug-05</b>
Retail on-highway diesel prices (dollars per gallon)	2.34	2.35
Percent change from previous week	-2.09	0.26

SOURCE: U.S. Department of Energy, Energy Information Administration, Weekly On-Highway Diesel Prices, available at <http://eia.doe.gov/>, as of August 1, 2005.

## Motor Fuel Prices: Retail Gasoline

### Retail Gasoline Prices (weekly data)

Dollars per gallon



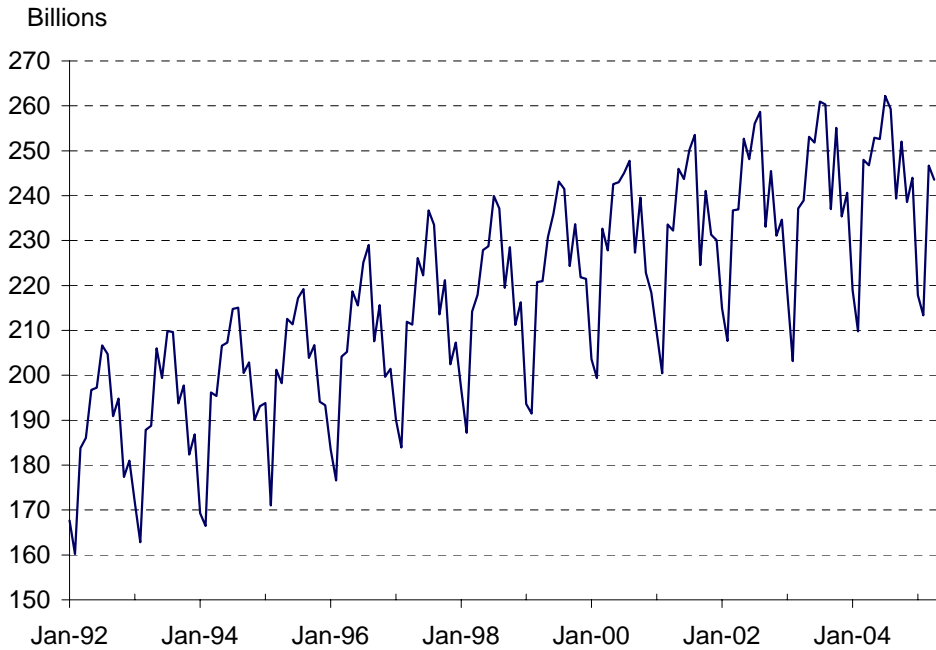
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<b>Retail Gas Prices</b>	<b>25-Jul-05</b>	<b>1-Aug-05</b>
Average regular grade (dollars per gallon)	2.29	2.29
Percent change from same previous week	-1.21	0.09

SOURCE: U.S. Department of Energy, Energy Information Administration, Weekly Retail Gasoline Prices, available at <http://eia.doe.gov/>, as of August 1, 2005.

## U.S. Highway Vehicle Miles Traveled

Highway Vehicle Miles Traveled (monthly data, not seasonally adjusted)



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.

<b>Vehicle Miles Traveled</b>	<b>Apr-04</b>	<b>Apr-05</b>
Highway miles (millions)	246,744	243,539
Percent change from same month previous year	3.28	-1.30

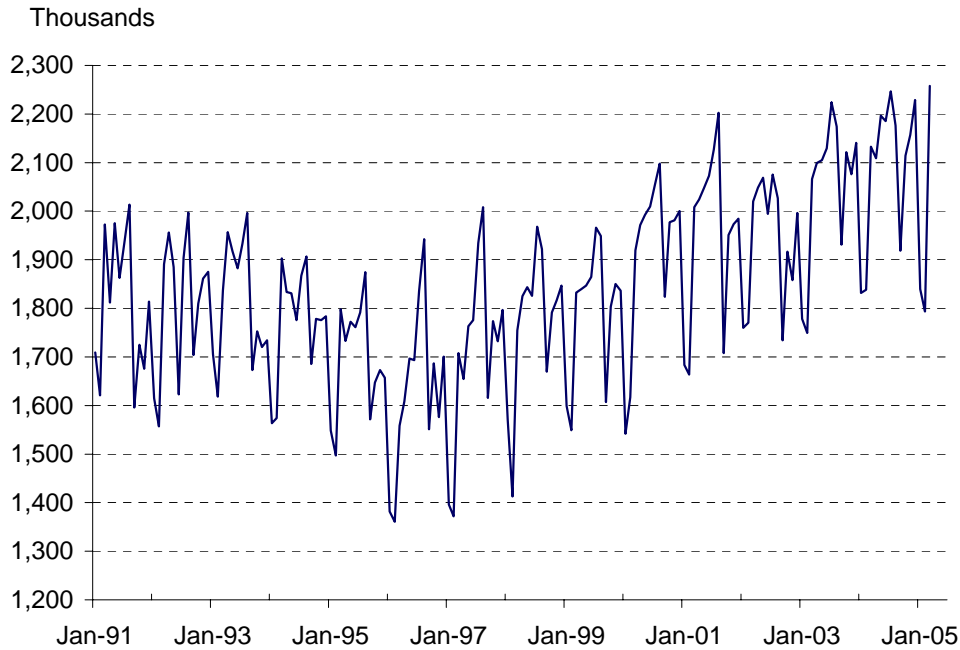
NOTE: The current value is compared to the value from the same period in the previous year to account for seasonality.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information, available at <http://www.fhwa.dot.gov/>, as of June 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 U.S., which helped increase ridership.

<b>Amtrak Ridership</b>	<b>Mar-04</b>	<b>Mar-05</b>
Amtrak Ridership	2,132,446	2,257,739
Percent change from same month previous year	3.19	5.88

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

## Index of Railroad Fuel Prices Level (monthly data)

July 15, 1990=100



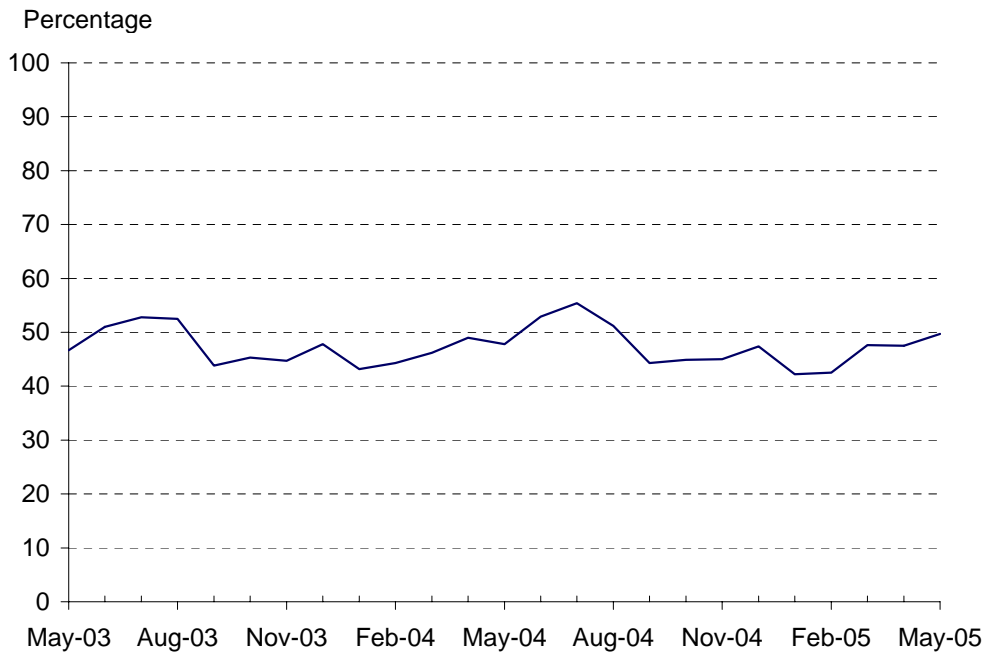
The price data, which include federal excise taxes, transportation, and handling expenses, represent the average monthly price for gallons purchased by freight railroads during each month

<b>Index of Railroad Fuel Prices</b>	<b>Jun-04</b>	<b>Jun-05</b>
Index of Railroad Fuel Prices	224.3	328.0
Percent change from same month previous year	31.25	46.23

NOTES: The current value is compared to the value from the same period 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 July 2005.

## Rail Capacity Utilization: Rail Passenger Load Factor Amtrak Passenger Load Factor (monthly data)



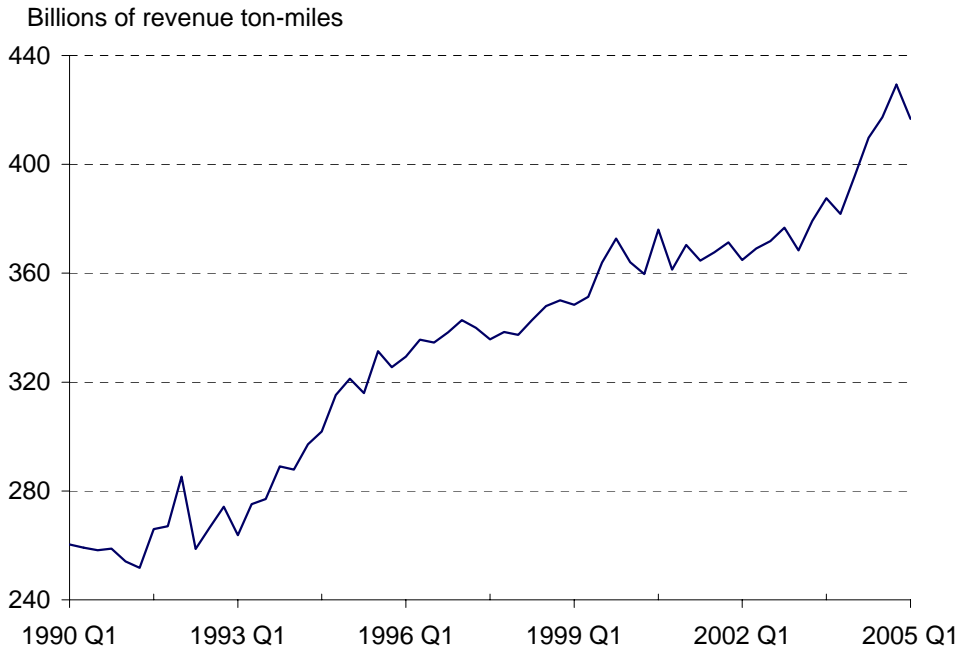
Load factor is related to the potential capacity of a system relative to its actual performance.

<b>Rail Passenger Load Factor</b>	<b>May-04</b>	<b>May-05</b>
Passenger load factor (percent)	47.8	49.7
Percent change from same month previous year	2.36	3.97

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 July 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).

<b>Rail Freight Revenue Ton Miles</b>	<b>2004 Quarter 1</b>	<b>2005 Quarter 1</b>
Total (billions)	396	417
Percent change from same quarter previous year	7.38	5.33

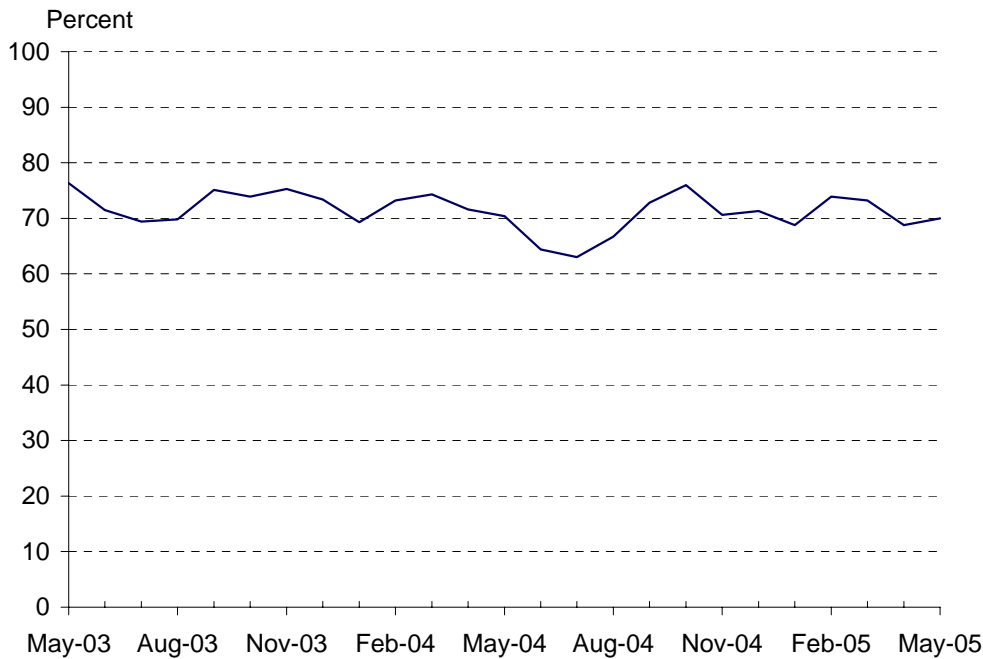
2004 data are preliminary.

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

SOURCES: 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 June 2005 .

## Rail On-Time Performance

### Amtrak Rail On-Time Performance (monthly data)



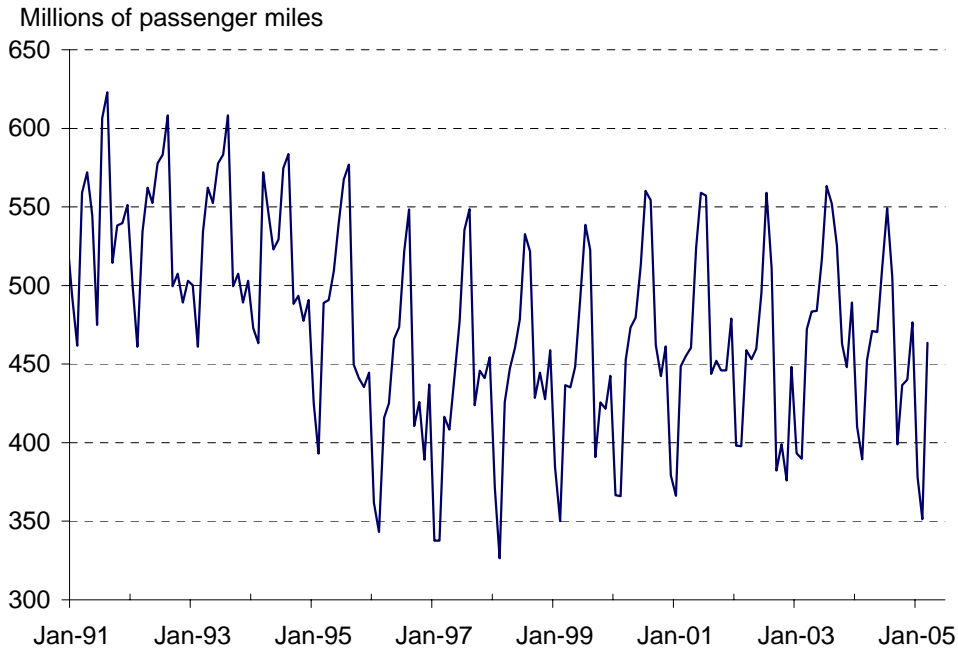
Amtrak trips of up to 250 miles are considered on time if they arrive less than 10 minutes beyond the scheduled arrival time; 251–350 miles, 15 minutes; 351–450 miles, 20 minutes; 451–550 miles, 25 minutes; and greater than 550 miles, 30 minutes.

<b>Passenger Rail On-Time Performance</b>	<b>May-04</b>	<b>May-05</b>
On-time performance (percentage on-time)	70.4	70.0
Percent change from same month previous year	-7.73	-0.57

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 July 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 U.S., which helped increase ridership.

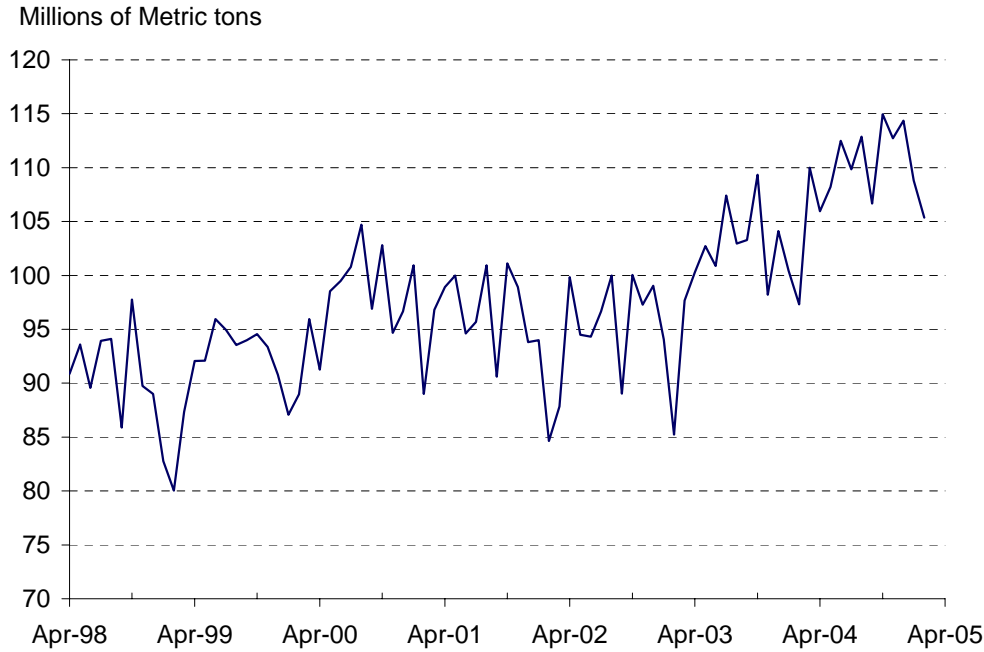
<b>Amtrak Revenue Passenger Miles</b>	<b>Mar-04</b>	<b>Mar-05</b>
Amtrak revenue passenger miles (thousands)	452,512	463,484
Percent change from same month previous year	-4.17	2.42

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, Federal Railroad Administration, Office of Safety Analysis, available at <http://safetydata.fra.dot.gov/>, as of June 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.

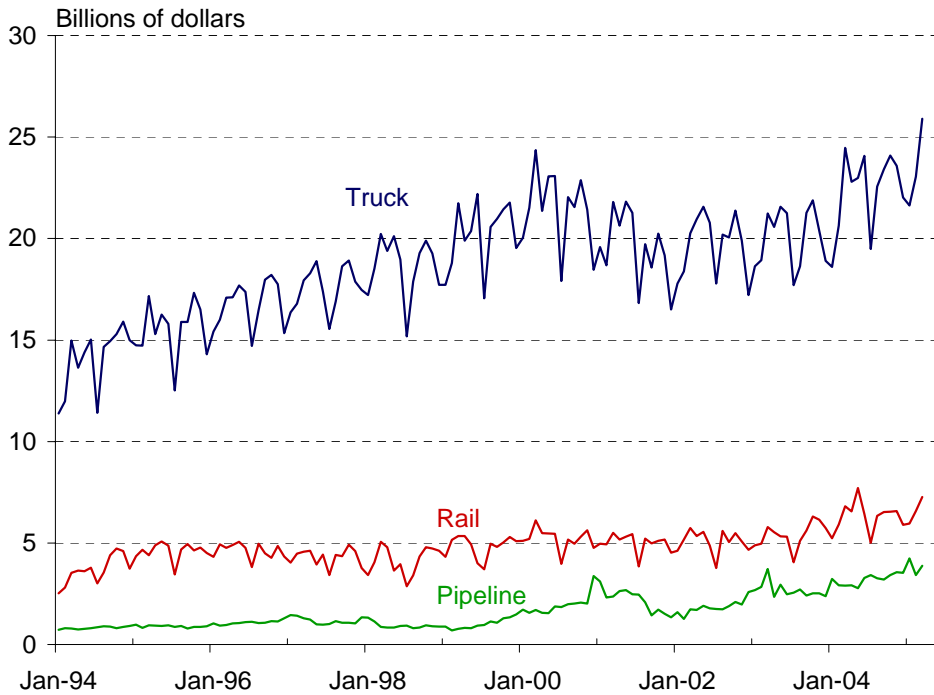
<b>U.S. Foreign Waterborne Freight</b>	<b>Feb-04</b>	<b>Feb-05</b>
Total waterborne metric tons (thousands)	97,319	105,365
Percent change from same month previous year	14.19	8.27

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.

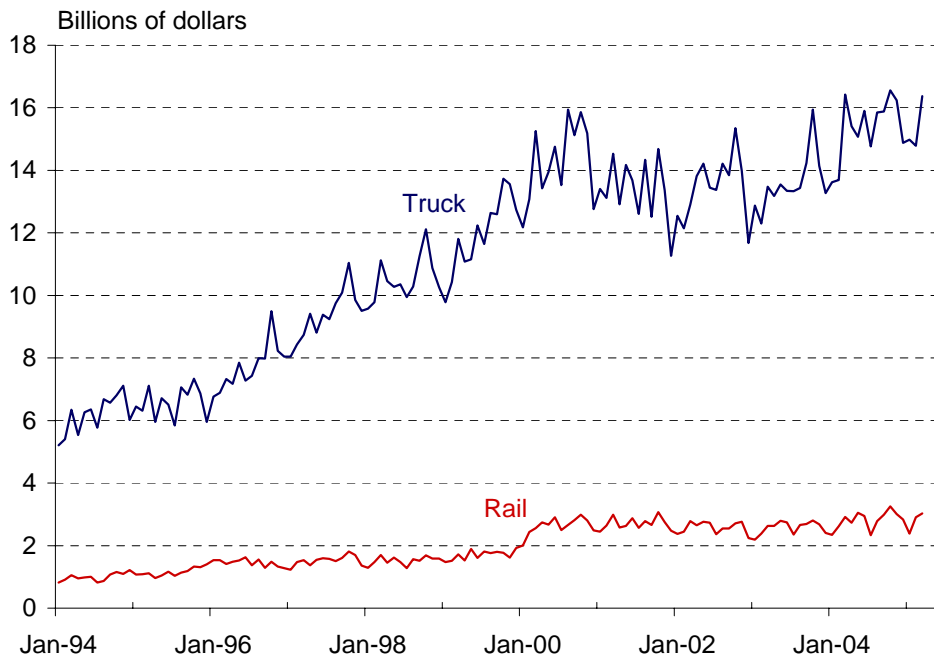
SOURCE: U.S. Department of Transportation, Maritime Administration, Office of Statistical and Economic Analysis, U.S. Foreign Waterborne Transportation Statistics data, available at <http://www.marad.dot.gov/>, as of July 2005.

## 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.



<b>U.S. - Canada Trade</b>	<b>Mar-04</b>	<b>Mar-05</b>
Truck (millions of dollars)	24,460	25,894
Percent change from same month previous year	15.15	5.86
Rail (millions of dollars)	6,813	7,261
Percent change from same month previous year	17.69	6.57
Pipeline (millions of dollars)	2,899	3,882
Percent change from same month previous year	-22.07	33.89

<b>U.S. - Mexico Trade</b>	<b>Mar-04</b>	<b>Mar-05</b>
Truck (millions of dollars)	16,421	16,378
Percent change from same month previous year	21.89	-0.26
Rail (millions of dollars)	2,915	3,028
Percent change from same month previous year	10.95	3.88
Pipeline (millions of dollars)	1	28
Percent change from same month previous year	-96.22	4497.52

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 Bureau of Transportation Statistics, Transborder Surface Freight Dataset, available at <http://www.bts.gov/>, as of June 2005.

