

Transportation Indicators

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Introduction

This report is intended to provide timely, easily accessible information for transportation decisionmakers. It was developed by the Bureau of Transportation Statistics (BTS) of the U.S. Department of Transportation (DOT). It is an outgrowth of the accountability working group of DOT's Senior Leadership Team.

Each indicator is placed under a heading corresponding to one of the five strategic goals of the DOT — safety, mobility, economic growth, environment, and national security. Some indicators are related to more than one strategic goal.

The indicators fall under two broad categories: those that provide context about the economy and society in which transportation functions, and those that convey information about an aspect of transportation. To the extent possible, these latter indicators are transportation-wide in scope; however, some apply to only part of the transportation system. Reference tables at the beginning of the document provide key statistics about U.S. social and economic characteristics, and about the extent of the transportation system.

For indicators that are highly seasonal, the current value of that indicator is compared to the same time period in the previous year (e.g., January 2000 compared to January 1999). Otherwise, the tables show a comparison of the current value to the immediately prior period of time (e.g., July 2000 compared to June 2000).

BTS would like feedback about this report. Please send comments to:

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Highlights – October 2000

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✎ Air passenger available seat miles and revenue miles reached new record highs in July.	12
✎ Domestic air revenue passenger load factor was 78 percent in July 2000, the second highest value in any month in at least five years.	14
✎ For major air carriers in September 2000, late arrivals reached 22 percent of operations, while diversions reached 0.2 percent, the highest September values in the past five years.	17
✎ International waterborne container traffic was up almost 10 percent from the first quarter of 1999 to the first quarter of 2000.	22
✎ Personal spending on motor vehicles and parts declined about 4.5 percent in real terms between the first and second quarter of 2000.	25
✎ Producer prices for air transportation in September 2000 were nearly 15 percent greater than in September 1999. Much of the increase was due to a 22 percent rise in producer prices for scheduled air passenger services.	29
✎ Highway and street construction unit costs in September were almost 8 percent higher than a year ago, while overall public spending on highways and streets was down from the Spring.	33
✎ Second-quarter profits for for-hire transportation industries jumped nearly 25 percent (on a 4 percent rise in income), after declining more than 9 percent in the first quarter. Sector profits outperformed those of the economy as a whole for the first time in more than a decade.	39
✎ Sales of medium/heavy trucks in September 2000 were 28 percent lower than a year ago.	47
✎ On-highway diesel prices reached new highs for recent years, reaching \$1.67/gallon in mid-October 2000, compared to \$1.22/gallon in mid-October 1999.	49
✎ Exports in August 2000 rose more than 4 percent above the July level (seasonally adjusted), while imports grew less than 1 percent.	53
✎ The value of surface trade with Canada and Mexico continued a long-term rise. Shipments by pipeline rose in one year by 180 percent in U.S./Mexico trade, and by 103 percent in U.S./Canada trade. Shipments by rail rose 66 percent in U.S./Mexico trade, and by 36 percent in U.S./Canada trade.	54
✎ Transportation energy consumption continues to rise more slowly than U.S. Gross Domestic Product. BTUs per dollar of GDP dropped over 5 percent in the second quarter of 2000 compared to the same quarter last year.	58

The validity of these statements has not been statistically tested. *Transportation Indicators* is still under development. BTS is in the process of investigating the reliability of the indicator estimates with a view toward providing more rigorous analyses in future issues.



Summary of Social and Economic Characteristics of the United States: 1980-1999

	1980	1985	1990	1995	1996	1997	1998	1999	2000
Total U.S. resident population (thousands) ^a	227,225	237,924	248,791	262,803	265,229	267,784	270,248	272,691	275,377
Age (thousands) ^a									
Under 18	63,754	62,623	63,949	68,555	69,109	69,603	69,903	70,199	70,438
18-24 years	30,022	28,902	26,961	25,112	24,843	24,980	25,476	26,011	26,594
25-34	37,082	41,696	43,174	40,730	40,246	39,559	38,743	37,936	37,324
35-44	25,634	31,691	37,444	42,555	43,365	44,014	44,498	44,813	44,859
45-54	22,800	22,460	25,062	31,100	32,358	33,625	34,575	35,804	37,275
55-64	21,703	22,135	21,116	21,132	21,353	21,813	22,666	23,389	24,039
65 and over	25,550	28,415	31,083	33,619	33,957	34,185	34,385	34,540	34,848
Sex (thousands) ^b									
Male	110,053	116,160	121,284	128,294	129,504	130,783	132,030	133,277	134,636
Female	116,493	122,576	127,507	134,510	135,724	137,001	138,212	139,414	140,742
Metropolitan areas (population in millions)									
Large (over 1 million)	119	U	139	U	149	U	U	U	U
Medium (250,000-999,999)	41	U	41	U	44	U	U	U	U
Small (less than 250,000)	17	U	18	U	19	U	U	U	U
Rural v. urban (thousands)									
Rural	59,495	U	61,656	U	U	U	U	U	U
Urban	167,051	U	187,053	U	U	U	U	U	U
Regions (millions) ^c									
Northeast	49.1	49.9	50.8	51.4	51.6	51.6	51.7	51.8	U
South	75.4	81.4	85.5	91.8	93.1	94.2	95.3	96.5	U
Midwest	58.9	58.8	59.7	61.8	62.1	62.5	63.0	63.2	U
West	43.2	47.8	52.8	57.7	58.5	59.4	60.3	61.2	U
Immigrants admitted	530,639	570,009	1,536,483	720,461	915,900	798,378	660,447	U	U
Total area (square miles)	3,618,770	U	3,717,796	U	U	U	U	U	U

-Table continued on next page-



Summary of Social and Economic Characteristics of the United States: 1980-1999

	1980	1985	1990	1995	1996	1997	1998	1999	2000
Gross Domestic Product (GDP) (Chained \$ 1996 billions) ^d	4,900.90	5,717.10	6,707.90	7,543.80	7,813.20	8,144.80	8,495.70	8,848.20	U
Total civilian labor force (thousands)	106,940	115,461	125,840	132,304	133,943	136,297	137,673	139,368	U
Participation rate of men	77.40%	76.30%	76.40%	75.00%	74.90%	75.00%	74.90%	74.70%	U
Participation rate of women	51.50%	54.50%	57.50%	58.90%	59.30%	59.80%	59.80%	60.00%	U
Unemployment rate	7.10%	7.20%	5.60%	5.60%	5.40%	4.90%	4.50%	4.20%	U
Men	6.90%	7.00%	5.70%	5.60%	5.40%	4.90%	4.40%	4.10%	U
Women	7.40%	7.40%	5.50%	5.60%	5.40%	5.00%	4.60%	4.30%	U
Number of households (thousands)	80,776	86,789	93,347	98,990	99,627	101,018	102,528	U	U
Average size of households	2.76	2.69	2.63	2.65	2.65	2.64	2.62	U	U
Median household income (Chained \$ 1996)	33,722	34,439	35,945	35,082	35,492	36,175	37,430	U	U
Families below poverty level (thousands)	6,217	7,223	7,098	7,532	7,708	7,324	7,186	U	U
Average household expenditures (Chained \$ 1996)	U	34,253	34,070	33,217	33,797	34,038	34,205	U	U

KEY: U= Unavailable

^a Estimates as of July 1 except 1980 and 1990, which are as of April 1, and 2000, which is as of August 1.

^b 1995 through 1999 data are estimates.

^c As of July 1 for all years except 1980 and 1990.

^d For definition of chained dollars, see page 23.

SOURCES: 1980-1998 data: Multiple sources as cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics 1999*, Table A, p. xix.

1999 Data: Population: U.S. Department of Commerce, Bureau of the Census, available at: <http://www.census.gov>.

Immigration: U.S. Department of Justice, Immigration and Naturalization Services, *Annual Report: Legal Immigration FY 1998*, available at: <http://www.ins.usdoj.gov/graphics/aboutins/statistics/index.htm>.

GDP, Avg. Household Expenditure, Median Household Income: U.S. Department of Commerce, Bureau of Economic Analysis.

Employment (1980-1999): U.S. Department of Labor, Bureau of Labor Statistics, available at: <http://www.bls.gov/cpsatabs.htm>.

Average Size of Households, Families below poverty level: U.S. Department of Commerce, Bureau of the Census, *Statistical Abstract of the United States*, 1999.



Transportation System Extent

Mode	Components (1998 data unless otherwise noted)
Highway	<p>Public Roads 46,334 miles of Interstate highway; 113,757 miles of other National Highway System roads 3,760,876 miles of other roads</p>
Air	<p>Public-use airports 5,354 airports (1999)</p> <p>Airports serving large certificated carriers 29 large hubs^a (77 airports), 442 million enplaned passengers 31 medium hubs (53 airports), 92 million enplaned passengers 56 small hubs (73 airports), 38 million enplaned passengers 584 nonhubs (613 airports), 17 million enplaned passengers</p>
Rail	<p>Miles of road operated 119,813 miles by Class 1 freight railroads^b 21,356 miles by regional freight railroads 28,629 miles by local freight railroads 24,500 miles by Amtrak (passenger, fiscal year 1998), of which 750 miles are Amtrak owned</p>
Urban transit	<p>Directional route-miles serviced (1997) Bus: 115,817; Trolley bus: 420; Heavy rail: 1,527; Light rail: 659</p> <p>Stations (1997) Commuter rail: 864; Heavy rail: 987; Light rail: 530</p>
Water	<p>26,000 miles of navigable waterways 276 locks; 328 miles of ferry service^c</p> <p>Commercial Facilities Great Lakes: 619 deep; 144 shallow Inland: 2,376 shallow Coastal: 4,057 deep; 2,131 shallow</p>
Pipeline	<p>Oil Crude lines: 87,663 miles of pipe; Product lines: 90,985 miles of pipe</p> <p>Gas Transmission: 253,900 miles of pipe; Distribution: 980,800 miles of pipe</p>

^aA hub is defined as a geographic area based on the percentage of total enplaned passengers in that area. For example, a large hub serves 1 percent or more of all enplaned revenue passengers in U.S. certificated route carriers operating in U.S. areas. This definition should not be confused with airline usage of the term hub to describe "hub and spoke" route structures.

^b Includes 574 miles of road operated by U.S. Class 1 freight railroads in Canada.

^c Directly operated service. Does not include contracted service.

SOURCES: U.S. Department of Transportation (USDOT), Bureau of Transportation Statistics (BTS), *Transportation Statistics Annual Report 1999* (Washington DC: 1999), table 1-1; USDOT, BTS, *National Transportation Statistics 1999* (Washington DC:1999), various tables; Association of American Railroads, *Railroad Facts 1999*, (Washington DC:1999); USDOT, Federal Highway Administration, *Highway Statistics 1998* (Washington DC: 1999); and U.S. Army Corps of Engineers, Navigation Data Center, Geographic Distribution of U.S. Waterway Facilities, available at: <http://www.wsc.usace.army.mil/ndc/fcgeodis.htm>.

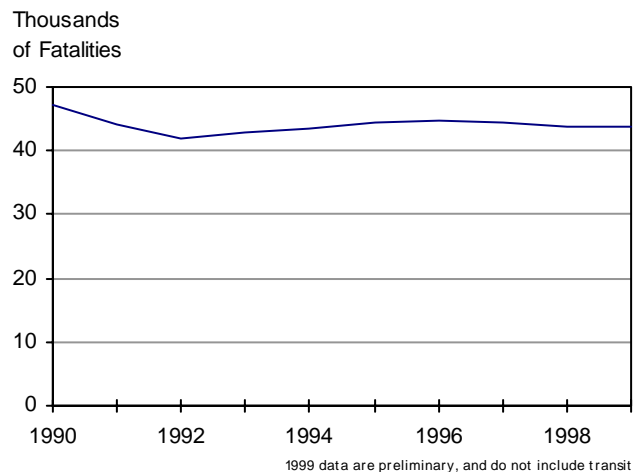


Safety

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Total Transportation Fatalities
(annual data, all modes)



Transportation fatalities: all modes

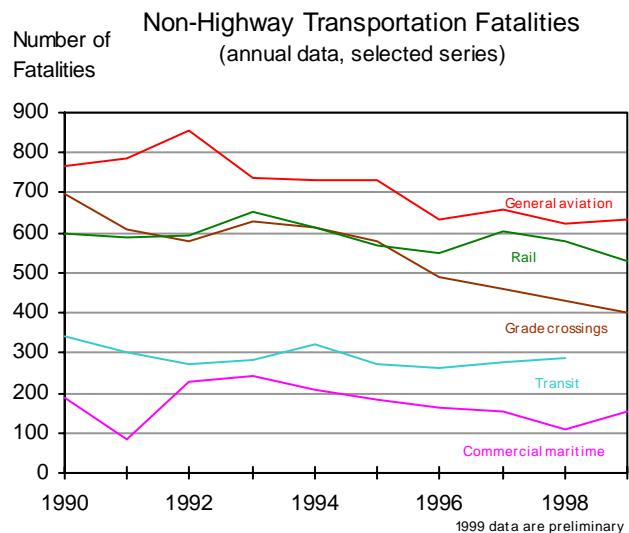
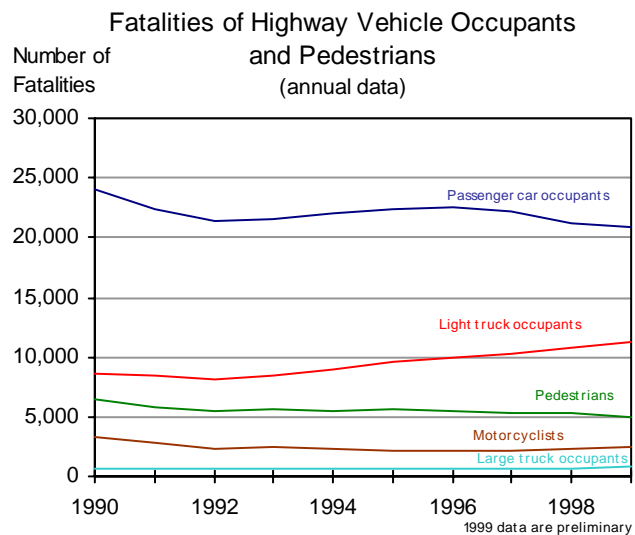
Fatalities represent the most severe safety consequence for the transportation system. In 1990, there were 47,348 transportation related fatalities, compared with 44,339 in 1999.

See U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics 1999*, pp. 273-280, for detailed discussion of modal fatality data.

Transportation Fatalities	1998	1999
Total	44,849	44,339
Percent change from previous year	0.85	-1.14

SOURCES: Data compiled from various government agencies as cited in the U.S. Department of Transportation (USDOT), Bureau of Transportation Statistics, *National Transportation Statistics 1999*, table 3-1, available at: <http://www.bts.gov/ntda/nts/nts.html>, and the U.S. Department of Transportation, *1999 Performance Report/ 2001 Performance Plan*, available at: http://www.dot.gov/ost/ost_temp/. Preliminary highway data for 1999 are from the USDOT National Highway Traffic Safety Administration.





Transportation fatalities by mode

Several modes show a decline in fatalities since the early 1990s. The number of light trucks has increased greatly since 1990, affecting light truck occupant fatality numbers.

NOTES: Highway-rail at-grade crossing fatalities are also counted under highway or rail, depending on which occupants were killed. Transit fatalities are transit-caused deaths confirmed within 30 days of a transit incident. Summing the numbers in the table would not result in a correct count for all fatalities because some fatalities are double counted.

Large trucks - trucks over 10,000 pounds gross vehicle weight rating, including single unit trucks and truck tractors.

Light trucks - trucks of 10,000 pounds gross vehicle weight rating or less, including pickups, vans, truck-based station wagons, and utility vehicles.

See U.S. Department of Transportation, Bureau of Transportation Statistics, pp. 273-280, *National Transportation Statistics 1999* for detailed discussion of modal fatality data.

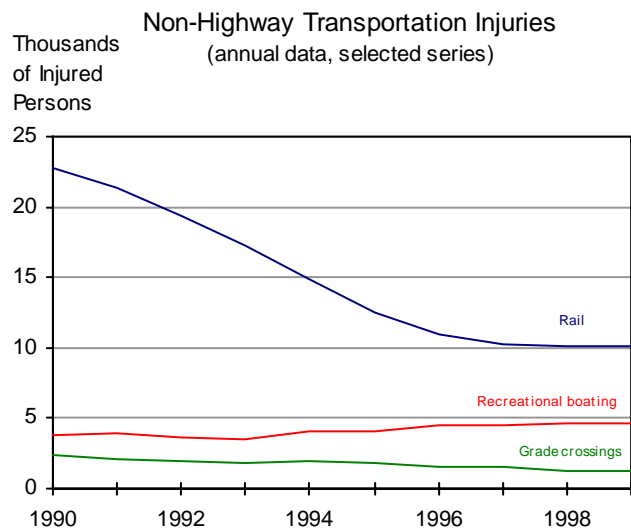
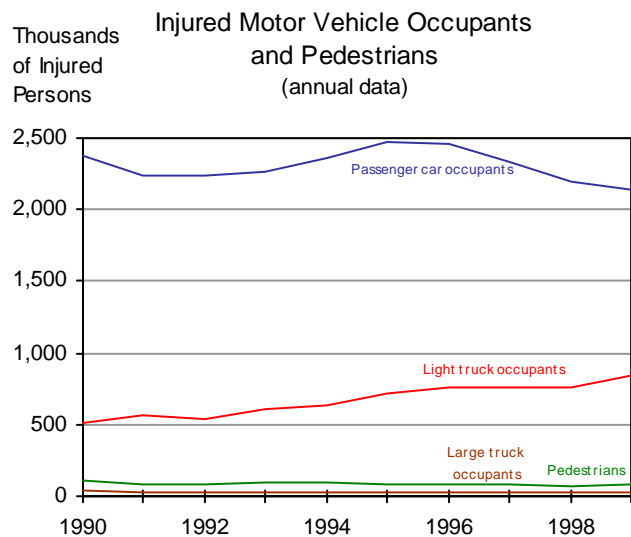
SOURCES: Data compiled from various government agencies as cited in the U.S. Department of Transportation (USDOT), Bureau of Transportation Statistics, *National Transportation Statistics 1999*, table 3-1, available at: <http://www.bts.gov/ntda/nts/nts.html>, and the U.S. Department of Transportation, *1999 Performance Report/ 2001 Performance Plan*, available at: http://www.dot.gov/ost/ost_temp/. Preliminary highway data for 1999 are from the USDOT National Highway Traffic Safety Administration.

Fatalities by Mode	1998	1999
Highway	41,501	41,611
Percent change from previous year	-1.22	0.27
General Aviation	624	631
Percent change from previous year	-5.45	1.12
Railroad	577	530
Percent change from previous year	-4.15	-8.15
Highway-rail Grade Crossing	431	402
Percent change from previous year	-6.51	-6.73
Transit (1997-1998)*	275	286
Percent change from previous year	4.17	4.00
Commercial Maritime Transportation**	107	154
Percent change from previous year	-30.52	43.93
Pipeline	19	26
Percent change from previous year	90.00	36.84

*1999 Transit data are unavailable.

**1999 data are preliminary and subject to change as state and local jurisdictions close fatal accident cases.





Transportation injuries

Transportation-related injuries have declined since 1995, with highway-rail at-grade crossings and commercial maritime transportation registering the greatest percentage decline. The greatest percentage decline since 1990 has been for rail. The number of light trucks has increased greatly since 1990, affecting light truck occupant injury numbers.

NOTES: Highway-rail at-grade crossing injuries are also counted under highway, except train occupants. Transit injuries include those resulting from all reportable incidents, not just from accidents involving transit vehicles.

Large trucks - trucks over 10,000 pounds gross vehicle weight rating, including single unit trucks and truck tractors.

Light trucks - trucks of 10,000 pounds gross vehicle weight rating or less, including pickups, vans, truck-based station wagons, and utility vehicles.

National estimates of highway injuries are sampled and subject to sampling errors.

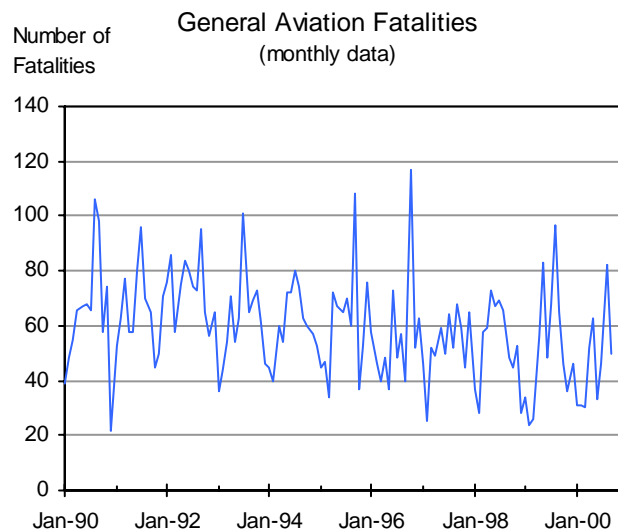
See U.S. Department of Transportation, Bureau of Transportation Statistics, pp. 273-280, *National Transportation Statistics 1999* for detailed discussion of modal injury data.

SOURCE: Data compiled from various government agencies, as cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics 1999*, table 3-2, available at: <http://www.bts.gov/ntda/nts/nts.html>.

Injured Persons by Mode	1998	1999
Highway	3,192,000	3,236,000
Percent change from previous year	-4.66	1.38
Transit*	56,132	55,990
Percent change from previous year	1.53	-0.25
Railroad	10,156	10,304
Percent change from previous year	-0.69	1.46
Recreational Boating*	4,555	4,613
Percent change from previous year	2.54	1.27
Highway-rail Grade Crossing	1,303	1,396
Percent change from previous year	-15.39	7.14
General Aviation	330	325
Percent change from previous year	-9.59	-1.52
Commercial Maritime Transportation*	109	83
Percent change from previous year	-15.50	-23.85
Pipeline	75	107
Percent change from previous year	-2.60	42.67

* Data are for 1997 and 1998.





General aviation fatalities

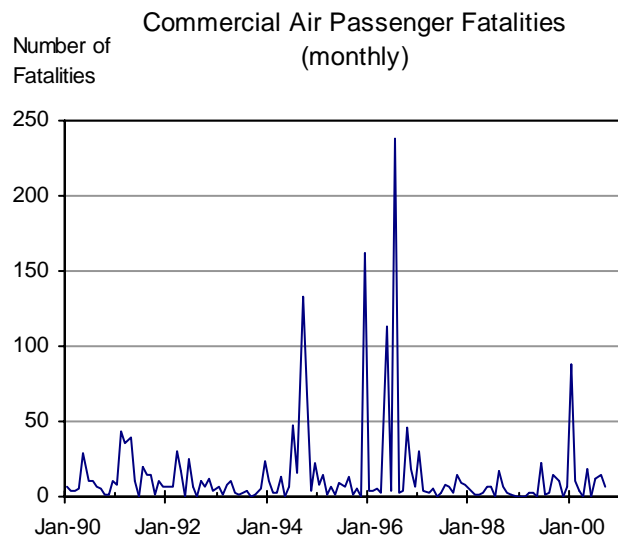
General aviation fatalities comprise the majority of aviation fatalities in most years.

NOTE: General Aviation – Movements of aircraft and helicopters belonging to individuals, companies not primarily in the aviation business, and flying clubs. Examples of general aviation aircraft include corporate jet planes and single engine piston aircrafts owned by an individual.

General Aviation	Sep-99	Sep-00
Fatalities	65	50
Percent change from same month previous year	35.42	-23.08

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

SOURCE: National Transportation Safety Board, Office of Aviation Safety, available at: <http://www.ntsb.gov/aviation>.



Commercial aviation fatalities

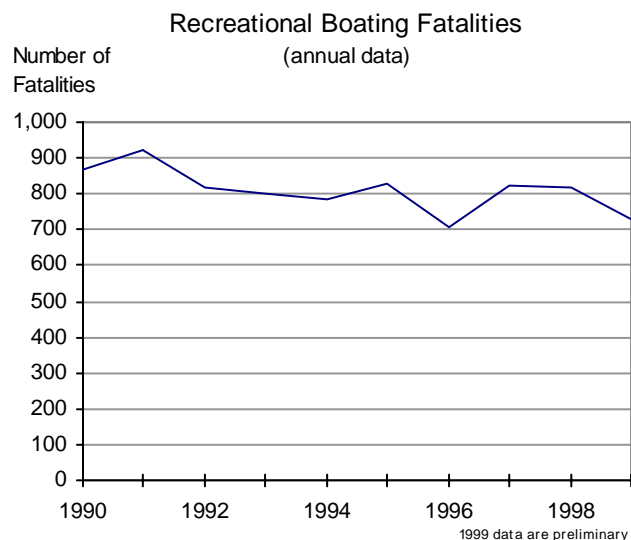
Commercial air fatalities include those arising from accidents of planes providing passenger and/or cargo services to the public, including large air carriers, commuter air, and air taxi. Commercial air includes scheduled and non-scheduled service by air carriers operating under 14 Code of Federal Regulations (CFR) 121 and 14 CFR 135.

Commercial Air	Sep-99	Sep-00
Fatalities	14	6
Percent change from same month previous year	133.33	-57.14

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

SOURCE: National Transportation Safety Board, Office of Aviation Safety, available at: <http://www.ntsb.gov/aviation>.



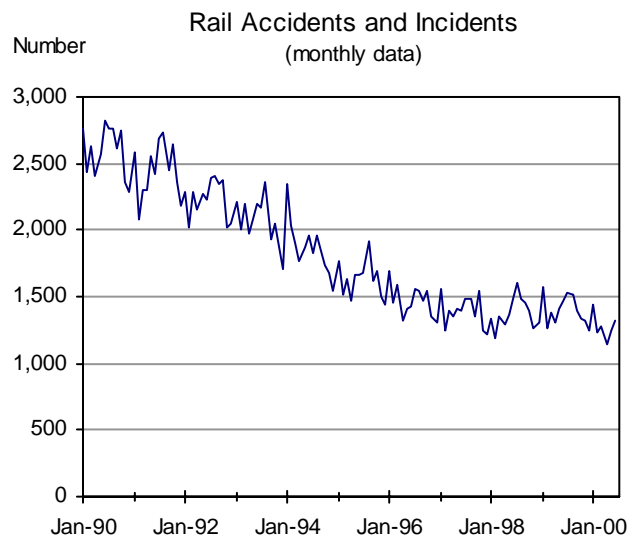


Recreational boating

Recreational boats include motorboats, personal watercraft (e.g., jet skis), sail boats, houseboats, rowboats, canoes, kayaks, and some other kinds of watercraft. Most boating is discretionary, and the purpose of trips generally is to spend time on the water, not to get from one point to another. The main cause of recreational boating accidents is human error.

Recreational Boating Fatalities	1998	1999
Total	815	729
Percent change from previous year	-0.73	-10.55

SOURCE: U.S. Department of Transportation, U.S. Coast Guard, Office of Boating Safety, *Boating Statistics* (Washington, DC: Annual issues).



Rail accidents and incidents

Rail accidents and incidents include any collision between railroad on-track equipment and other vehicles or pedestrians at grade crossings; any event involving operation of railroad on-track equipment that results in more than \$6,600 in damages to railroad property; and any event arising from railroad operations that results in death or injury, or, in the case of railroad employees, an occupational illness.

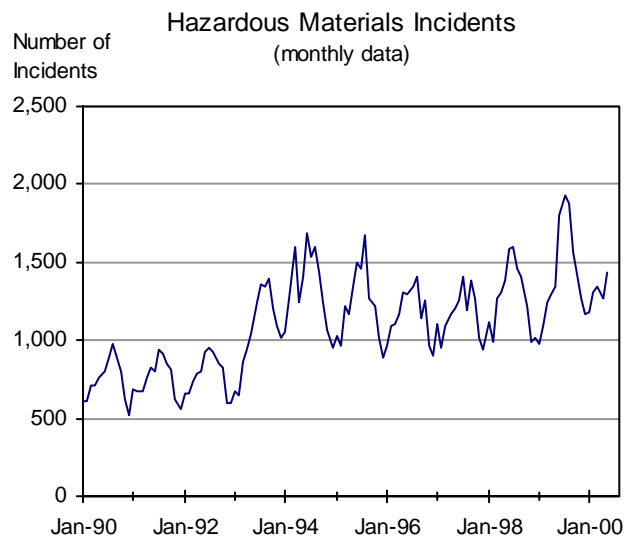
NOTE: Accidents and incidents differ by the extent, in dollars, of the property damage resulting from the event.

Railroad	Jul-99	Jul-00
Total Accidents and Incidents	1,529	1,303
Percent change from same month previous year	-4.32	-14.78

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, available at: <http://safetydata.fra.dot.gov/officeofsafety/>.





Hazardous materials incidents

Flammable liquids (e.g., gasoline) comprise the most tonnage and ton-miles of hazardous material shipments. Gasoline usage peaks in the summer and accounts for the seasonality in hazardous materials incidents.

NOTES: Incident reporting requirements were extended to intrastate motor carriers on October 1, 1998, which may partly explain the subsequent increased volume of reports. Beginning in April 1993, there was sharp improvement in reporting of incidents by small package carriers.

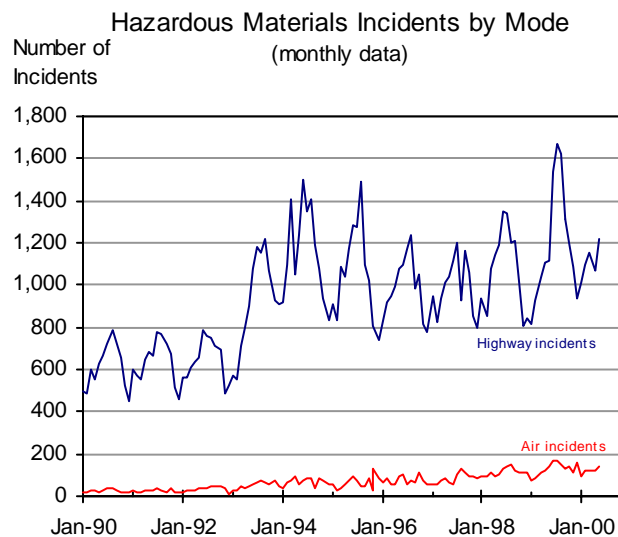
A reported incident is a report of any unintentional release of hazardous material while in transportation (including loading, unloading, and temporary storage). It excludes pipeline and bulk shipments by water, which are reported separately.

Hazmat Incidents	May-99	May-00
Total	1,346	1,429
Percent change from same month previous year	-2.75	6.17

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 Special Programs, Office of Hazardous Materials, Planning and Analysis, Hazardous Materials Information System data obtained through personal communication.





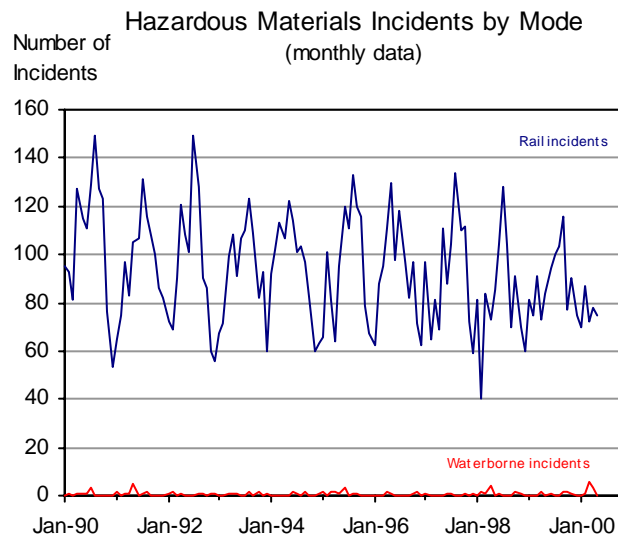
Modal breakout of hazardous materials incidents

Most reported releases of hazardous materials occur on the highways.

NOTES: Incident reporting requirements were extended to intrastate motor carriers on October 1, 1998, which may partly explain the subsequent increased volume of reports. Beginning in April 1993, there was sharp improvement in reporting of incidents by small package carriers.

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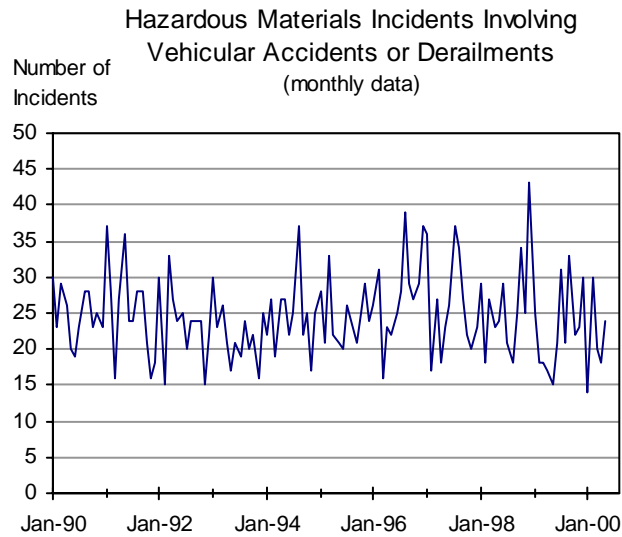
Hazmat Incidents by mode	May-99	May-00
Highway	1,119	1,217
Percent change from same month previous year	-6.36	8.76
Air	143	137
Percent change from same month previous year	37.50	-4.20
Rail	84	75
Percent change from same month previous year	-1.18	-10.71
Waterborne	0	0
Percent change from same month previous year		



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 Special Programs, Office of Hazardous Materials, Planning and Analysis, Hazardous Materials Information System data obtained through personal communication.





Hazardous materials incidents involving crashes or train derailments

Vehicular accidents or derailments account for only a small portion of total number of hazardous materials incidents. However, their consequences are often the most severe.

NOTES: Incident reporting requirements were extended to intrastate motor carriers on October 1, 1998, which may have affected data reported after this date.

Accident/derailment is a crash involving a motor vehicle or a derailment of a train.

Hazmat Incidents	May-99	May-00
Total incidents involving vehicular accidents	15	24
Percent change from same month previous year	-37.50	60.00

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

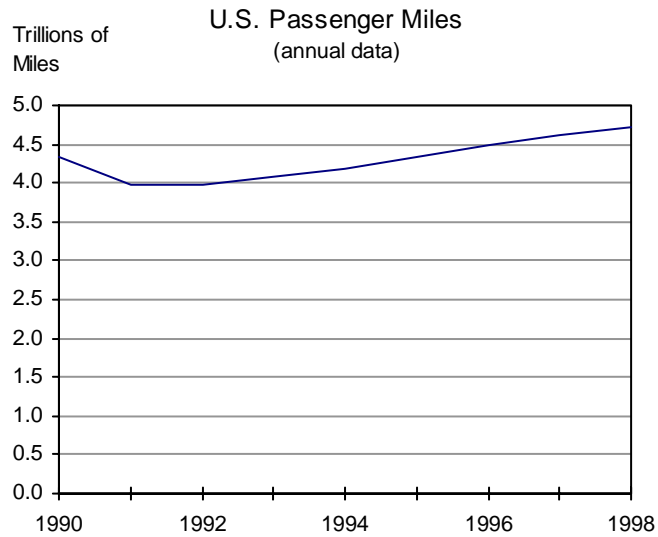
SOURCE: U. S. Department of Transportation, Research and Special Programs, Office of Hazardous Materials, Planning and Analysis, Hazardous Materials Information System data obtained through personal communication.



Mobil ity

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Passenger miles

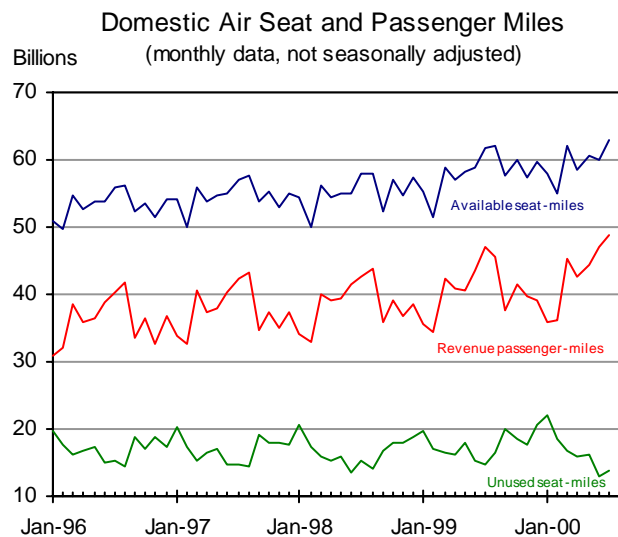
Passenger miles are a key measure of transportation system use. The highway modes account for the lion’s share of passenger miles. Air passenger miles, although a distant second, have grown rapidly in recent decades.

NOTE: Includes air, highway, transit, and passenger rail. Motor bus was removed from the transit total to limit double-counting with highway. Transit includes ferry boat.

U.S. Passenger Travel	1997	1998
Total passenger miles (billions)	4,615	4,707
Percent change from previous year	3.09	2.00

SOURCE: Data compiled from various sources as cited and reported in the U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics 1999*, p. 46.





Availability and use of air passenger transportation

Revenue passenger-miles are a measure of the volume of air passenger transportation. Unused seat-miles are the difference between available seat-miles and revenue passenger miles and is one measure of airline capacity utilization. Another measure is the intensity of use of the equipment.

NOTE: A revenue passenger-mile is equal to one paying passenger carried one mile. Available seat-miles for an individual flight are the number of seats multiplied by the distance traveled.

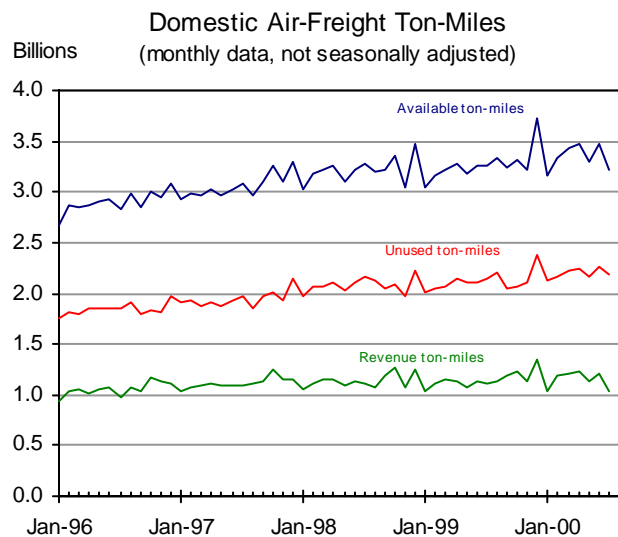
Domestic Passenger Aviation	Jul-99	Jul-00
Available seat-miles (billions)	59.67	60.86
Percent change from same month previous year	6.36	1.99
Revenue passenger-miles (billions)	45.41	47.39
Percent change from same month previous year	9.93	4.37
Unused seat-miles (billions)	14.27	13.46
Percent change from same month previous year	-3.60	-5.61

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). These indicators are also important components of airline profitability addressed in the indicator entitled Domestic Air Revenue Load Factors.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, *Air Carrier Traffic Statistics Monthly*, May 2000.





Availability and use of air freight transportation

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).

Unused ton-miles are the difference between available ton-miles and revenue ton-miles utilized. Changes in the level of spare capacity might be an indicator of the timely availability of air freight services. For example, a shipper with a sudden need for service will be more likely to obtain an appropriate flight when spare capacity is higher. Space limitations also affect the availability of air freight services.

NOTE: A revenue ton-mile is equal to one ton carried one mile and measures utilization of air-freight services.

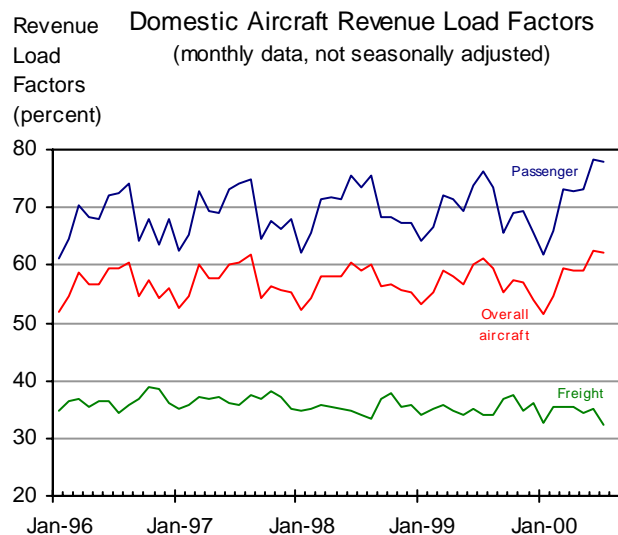
Domestic Freight Aviation	Jul-99	Jul-00
Available ton-miles (billions)	3.26	3.22
Percent change from same month previous year	-0.49	-1.25
Unused ton-miles (billions)	2.15	2.18
Percent change from same month previous year	-0.69	1.57
Revenue ton-miles (billions)	1.11	1.04
Percent change from same month previous year	-0.10	-6.72

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

For those planes that carry both freight and passengers, available freight ton-miles are calculated by subtracting available seat-miles times 0.1 from total available ton-miles. 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). These indicators are also important components of airline profitability addressed in the indicator entitled Domestic Air Revenue Load Factors.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, *Air Carrier Traffic Statistics Monthly*, May 2000.





Aircraft capacity utilization – passengers and freight

Aircraft load factors are used to measure aircraft in-flight capacity utilization.

NOTES: Load factor relates to the potential capacity of a system relative to its actual performance.

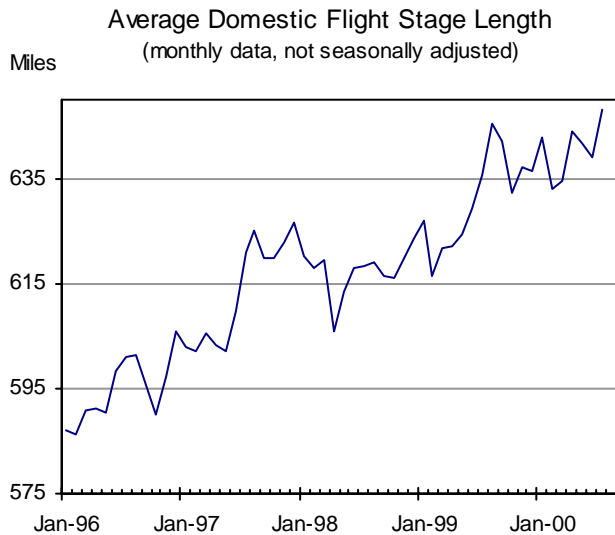
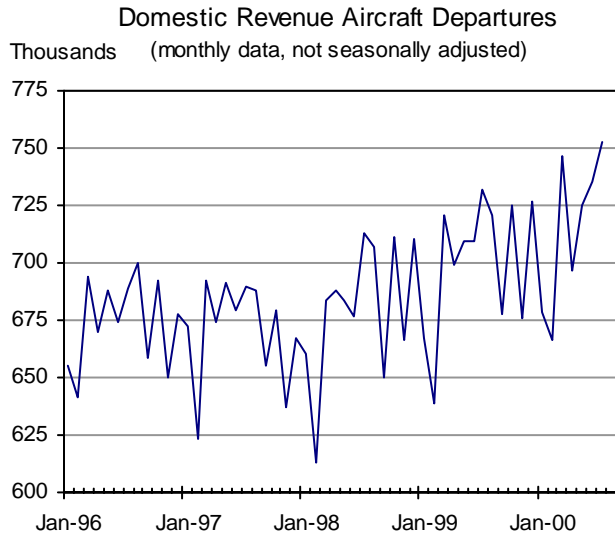
Freight revenue load factor is equal to revenue ton-miles of freight divided by available ton-miles of freight. Available ton-miles of freight equal total available ton-miles minus available ton-miles of passengers. Overall revenue load factor equals the sum of revenue ton-miles of freight and revenue ton-miles of passengers divided by available ton-miles. Available ton-miles of passengers and revenue ton-miles of passengers are calculated from available seat-miles and revenue passenger-miles by assuming a passenger plus baggage weighs 200 pounds.

Revenue Load Factors (percent)	Jul-99	Jul-00
Passenger revenue load factor	76.1	77.9
Change from same month previous year	2.47	1.78
Overall aircraft revenue load factor	61.3	62.1
Change from same month previous year	2.25	0.82
Freight revenue load factor	34.1	32.2
Change from same month previous year	0.13	-1.89

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, *Air Carrier Traffic Statistics Monthly*, May 2000.





Flight availability

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. Because data on connections are currently not available in a suitable format, flight stage length is used here to supplement the information on departures.

Flight stage length is the distance between take-off airport and landing airport. If the mix of origin and destination points are held constant, then an increase in flight stage length implies fewer connections are required for a trip and, therefore, higher quality of air passenger services.

The key relation is that departures and flight stage length will tend to move in opposite directions when changes are due to changes in the number of connections. For example, a trip from city A to city B with a connection in city C will have two departures, but generally a shorter average flight stage length, than the direct flight from A to B with a single departure.

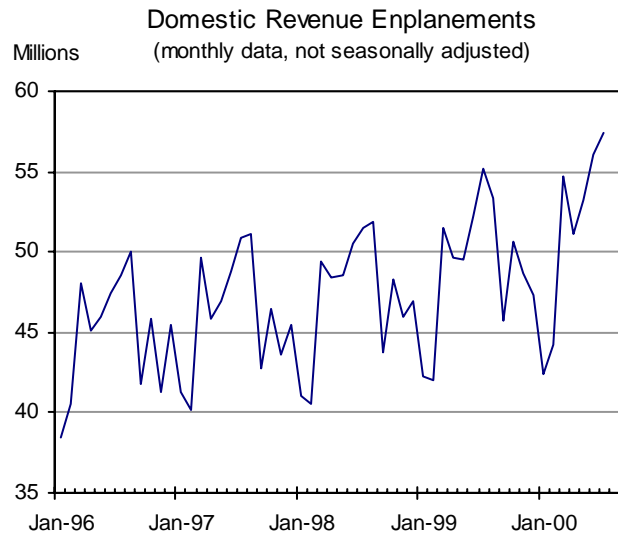
Domestic Flight Availability	Jul-99	Jul-00
Revenue aircraft departures (thousands)	708	728
Percent change from same month previous year	2.57	2.88
Flight stage length (miles)	636	648
Percent change from same month previous year	2.79	2.01

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

The data has been adjusted to have a standard 30-day month by multiplying the data for each month by the ratio: 30/(actual days in month).

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, *Air Carrier Traffic Statistics Monthly*, May 2000.





Enplanements

Domestic revenue enplanements give the number of passengers boarding aircraft and measure the demand for gate and luggage services. Enplanements differ from the number of trips because passengers may board more than one flight between their origination point and ultimate destination.

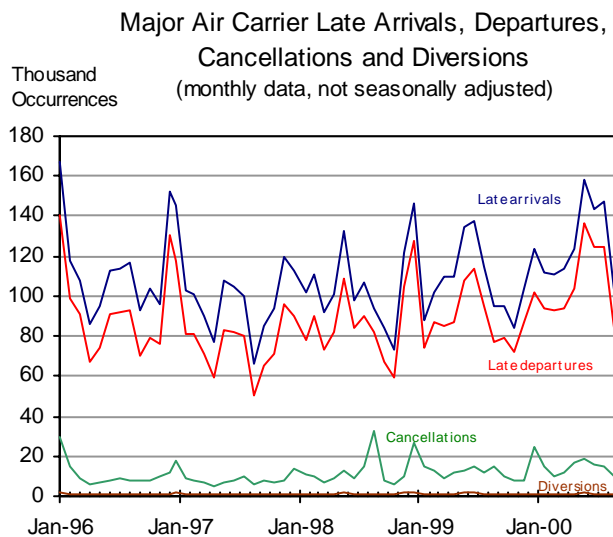
Domestic Passenger Aviation	Jul-99	Jul-00
Revenue aircraft enplanements (millions)	53.5	55.5
Percent change from same month previous year	5.87	3.86

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

The data has been adjusted to have a standard 30-day month by multiplying the data for each month by the ratio: 30/(actual days in month).

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, *Air Carrier Traffic Statistics Monthly*, May 2000.





On-time performance

The number of late arrivals and departures, cancellations, and diversions are a measure of service quality.

Late departures and arrivals are strongly seasonal, and are affected by weather and heavy demand in winter and summer months, respectively.

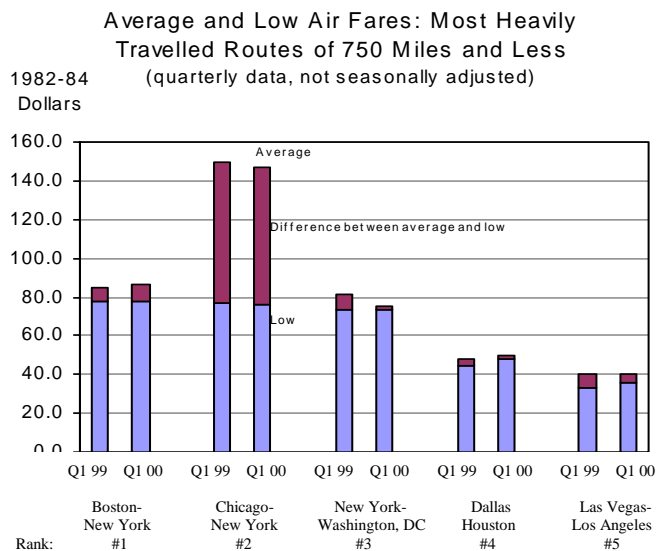
NOTES: The term “late” is defined as 15 minutes after the scheduled departure or arrival time. Major air carriers are the 10 largest U.S. air carriers. A cancelled flight is one that was not operated, but was listed in a carrier’s computer reservation system within seven calendar days of the scheduled departure. A diverted flight is one that left from the scheduled departure airport, but flew to a destination point other than the scheduled destination point.

Aviation on-time performance	Sep-99	Sep-00
Operations	460,251	463,097
Percent change from same month previous year	3.68	0.62
Late arrivals	95,055	101,436
Percent change from same month previous year	1.66	6.71
Late departures	76,971	83,225
Percent change from same month previous year	-6.39	8.13
Cancellations	15,243	10,365
Percent change from same month previous year	-53.66	-32.00
Diversions	798	985
Percent change from same month previous year	22.21	23.43

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, Airline Service Quality Performance data.





NOTE: Blue portion of bar - lowest average fare for an airline meeting the criteria in the text. Red portion of bar - the difference between the average fare for all airlines, and the lowest average fare airline. Blue + Red portions of bar - the average fare for the market.

Air fares and passenger volume for the top five major short routes

Passenger air fares are a measure of the price of air travel between cities. Major short routes consist of the top five routes of 750 miles and less by number of passengers for the most recent quarter. Large markets consist of the top 1,000 passenger markets at all distances, plus routes which have previously achieved this distinction. Low fares are the lowest average fare for an airline serving at least ten percent of passengers in the market, or the airline with the lowest average fare, if there is only one airline with more than a ten percent share.

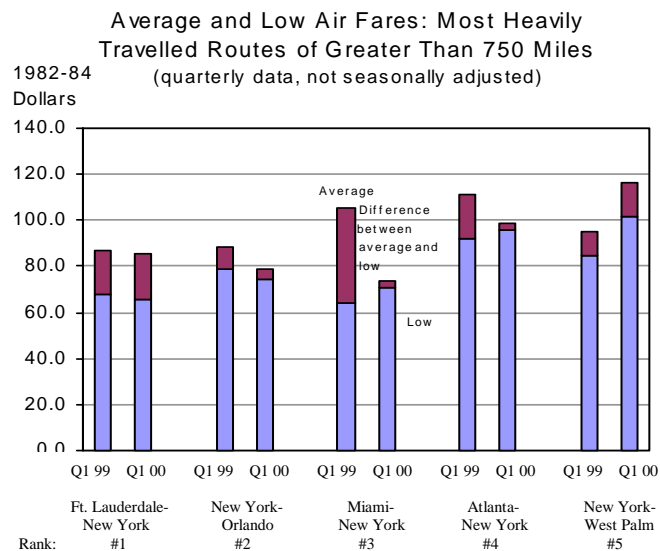
In the first quarter of 2000, there were 526 large-market routes of 750 miles and less.

Consumer air fares (less than 750 miles)	Q1 99	Q1 00	% Change
Boston-N.Y. (185 miles)			
Average Fare (1982-84 \$)	85	87	1.70
Low Fare (1982-84 \$)	78	78	-0.11
Daily Passengers	6,264	6,611	5.54
Chicago-N.Y. (728 miles)			
Average Fare (1982-84 \$)	149	147	-1.96
Low Fare (1982-84 \$)	77	77	-0.85
Daily Passengers	5,987	6,108	2.02
N.Y.-Wash DC (214 miles)			
Average Fare (1982-84 \$)	81	75	-7.48
Low Fare (1982-84 \$)	74	74	0.06
Daily Passengers	5,529	5,786	4.65
Dallas-Houston (236 miles)			
Average Fare (1982-84 \$)	48	49	2.99
Low Fare (1982-84 \$)	45	48	6.02
Daily Passengers	5,523	5,730	3.75
L Vegas-L.A. (236 miles)			
Average Fare (1982-84 \$)	40	40	-0.20
Low Fare (1982-84 \$)	33	36	7.43
Daily Passengers	4,458	4,983	11.78

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, and Office of the Assistant Secretary for Aviation and International Affairs, and <http://ostpxweb.ost.dot.gov/aviation/>.





NOTE: Blue portion of bar - lowest average fare for an airline meeting the criteria in the text. Red portion of bar - the difference between the average fare for all airlines, and the lowest average fare airline Blue + Red portions of bar - the average fare for the market.

Air fares and passenger volume for the top five major long routes

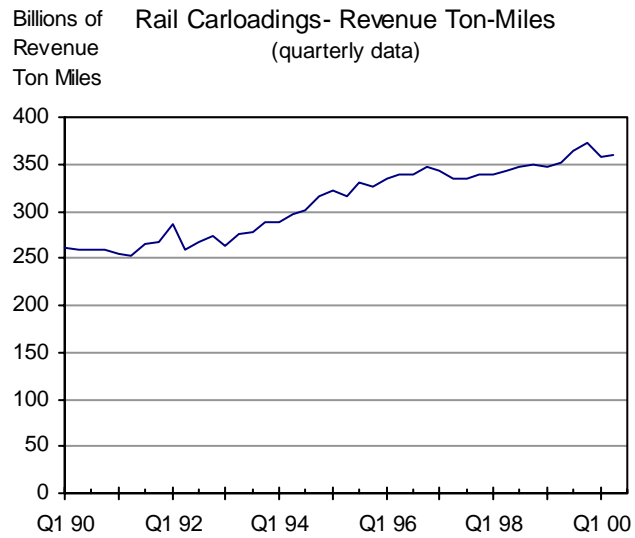
Major long routes consist of the top five routes of more than 750 miles by number of passengers for the most recent quarter. In the first quarter of 2000, there were 734 large-market routes of more than 750 miles.

Consumer air fares (greater than 750 miles)	Q1 99	Q1 00	% Change
Ft Lauder-N.Y. (1072 miles)			
Average Fare (1982-84 \$)	87	85	-1.78
Low Fare (1982-84 \$)	67	66	-2.27
Daily Passengers	6,343	6,707	5.74
N.Y.-Orlando (944 miles)			
Average Fare (1982-84 \$)	88	79	-10.49
Low Fare (1982-84 \$)	79	74	-6.12
Daily Passengers	5,512	5,920	7.40
Miami-N.Y. (756 miles)			
Average Fare (1982-84 \$)	105	74	-30.01
Low Fare (1982-84 \$)	64	71	9.65
Daily Passengers	5,423	5,762	6.25
Atlanta-N.Y. (1024 miles)			
Average Fare (1982-84 \$)	111	99	-11.08
Low Fare (1982-84 \$)	92	96	3.87
Daily Passengers	5,052	4,582	-9.30
N.Y.-W Palm (1093 miles)			
Average Fare (1982-84 \$)	95	117	22.94
Low Fare (1982-84 \$)	85	102	19.69
Daily Passengers	4,935	4,393	-10.98

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, and Office of the Assistant Secretary for Aviation and International Affairs, and <http://ostpxweb.ost.dot.gov/aviation/>.





Rail freight

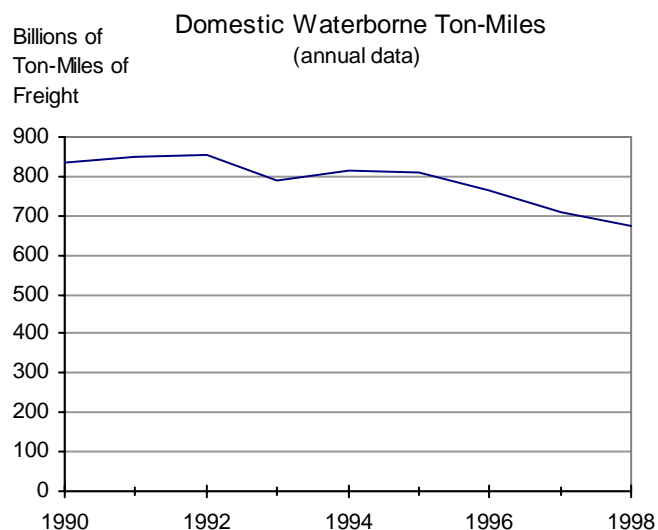
Rail freight ton-miles have increased appreciably since 1990.

Rail Freight Revenue Ton Miles	Q2 99	Q2 00
Total (billions)	351	360
Percent change from same quarter previous year	2.48	2.42

NOTE: 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 at: <http://www.stb.dot.gov>.





Domestic waterborne freight

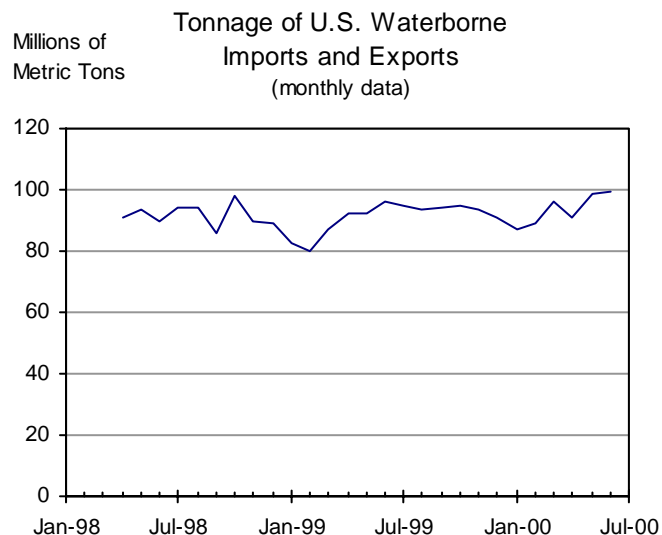
Domestic waterborne ton-miles show the level of freight flows through U.S. inland, coastal, and Great Lakes waterways. Domestic waterborne ton-miles have declined in recent years.

Petroleum and petroleum products, crude materials, and coal comprise most of the cargo moving in U.S. domestic waterborne trade.

NOTE: Data excludes traffic between ports in Puerto Rico and the Virgin Islands.

U.S. Domestic Freight	1997	1998
Total waterborne ton miles (millions)	707,410	672,795
Percent change from previous year	-7.49	-4.89

SOURCE: U.S. Army Corps of Engineers, Waterborne Commerce of the U.S. (New Orleans, LA: Annual issues), Part 5, National Summaries, table 1-4, and similar tables in earlier editions.



U.S. foreign waterborne freight

U.S. foreign waterborne freight in metric tons shows the volume of cargo flowing through U.S. ports and the resulting vessel traffic on the U.S. coastal waters. It also helps identify needs for trade related traffic and rail systems as waterborne transportation activity increases.

Most U.S. coastal ports handle both foreign and domestic cargoes. This increases the demand for operating efficiency of the ports and the demand for intermodal traffic flows in those regions.

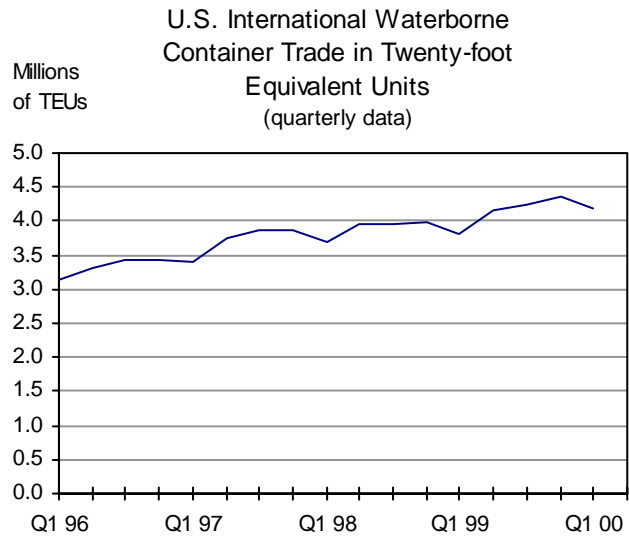
NOTE: A metric ton is equal to 2,204.6 pounds.

U.S. International Freight	Jun-99	Jun-00
Total waterborne metric tons (thousands)	95,943	99,498
Percent change from same month, previous year	7.11	3.71

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, Maritime Administration, Office of Statistical and Economic Analysis, U.S. Foreign Waterborne Transportation Statistics data, available at: <http://www.marad.dot.gov/statistics/usfwts/index.html>.





Container traffic volume

International waterborne container traffic, measured in twenty-foot equivalent units (TEUs), helps identify container traffic trends affecting ports and related intermodal freight demand.

The majority of container traffic is manufactured goods.

U.S. International Container Traffic	Q1 99	Q1 00
Total waterborne TEUs (thousands)	3,815	4,179
Percent change from same quarter previous year	3.16	9.54

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

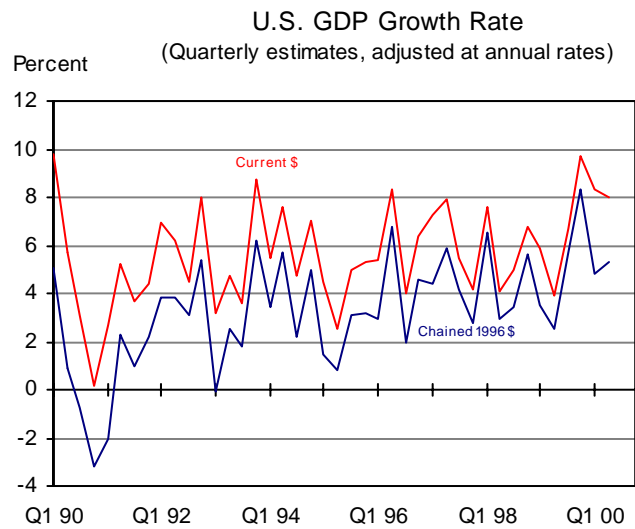
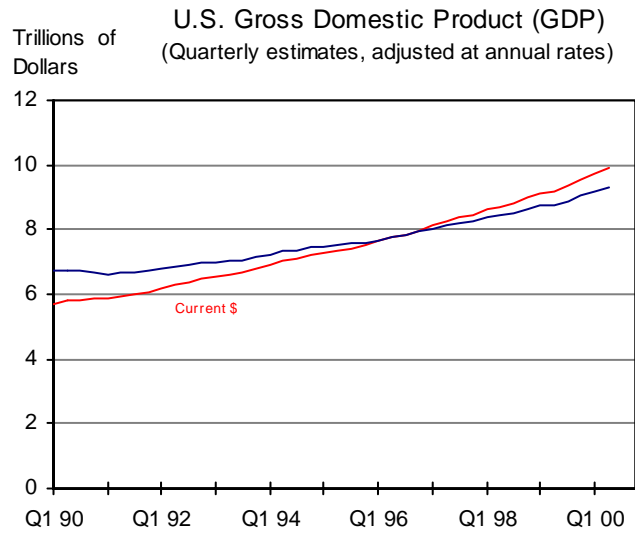
SOURCE: Journal of Commerce, Port Import/Export Reporting Service (PIERS) data.



Economic Growth

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Growth in Gross Domestic Product

Gross Domestic Product (GDP) growth affects new demand for transportation services. GDP has grown in real terms in every quarter since 1993.

GDP is the net output of goods and services produced by labor and property located in the United States. Real GDP is expressed in chained 1996 dollars.

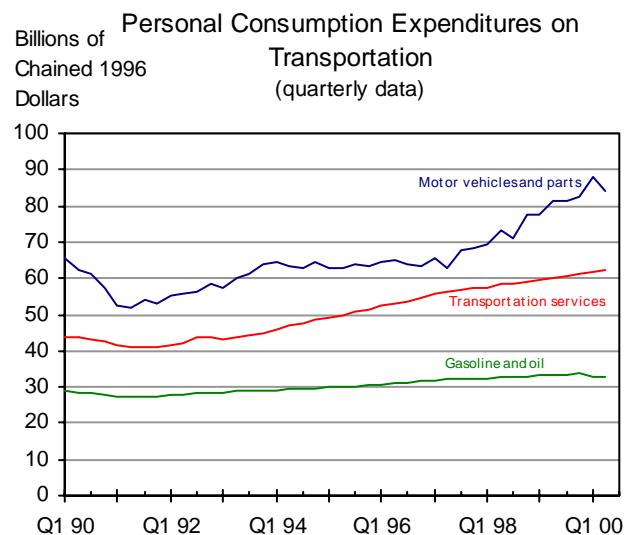
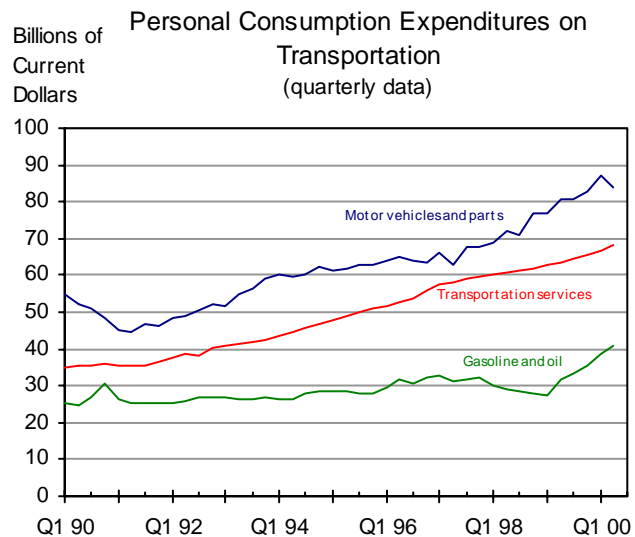
NOTES: Quarterly GDP data are presented at an annual rate

Chained 1996 dollars are calculated using chain-type indices, rather than constant dollars, to measure change in real GDP. The chain-type method calculates the real changes between adjacent years first. Annual rates of real changes are then chained (multiplied) together to obtain the rate of real changes between non-adjacent years. An advantage of chain-type dollars over constant dollars is that instead of merely reflecting overall price inflation, they capture the effect of changes in the components of GDP.

U.S. GDP	Q1 00	Q2 00
Gross domestic product (billions of chained 1996 dollars)	9,192	9,319
Percent change from previous quarter	1.19	1.38

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Products Accounts Data, June 6, 2000, available at: <http://www.bea.doc.gov/bea/dn1.htm>.





Personal spending on transportation

Personal expenditures on transportation are a measure of consumer demand for transportation services. Since expenditures are the product of quantity and price, personal consumption expenditures on transportation are also influenced by changes in the prices of transportation related goods and services. To eliminate price effects and measure the “real” changes in demand for transportation services over time, personal expenditures on transportation are also presented in chained 1996 dollars. Different from traditional constant dollar measure, chain-type dollar measure gets rid of not only general inflation effects but also the effects of short term price shocks. Therefore, when measured in chained 1996 dollars, changes in expenditures reflect changes in quantity. For items with volatile prices, such as gasoline, changes in chained dollar expenditures over time can be very different from changes measured in current dollars.

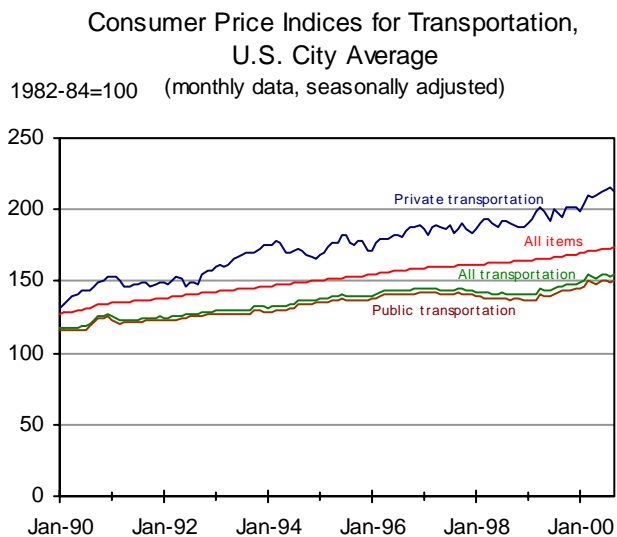
Personal Consumption Expenditures	Q1 00	Q2 00
Motor vehicles and parts (billions of current dollars)	87.33	83.88
Percent change from previous quarter	5.75	-3.95
Gasoline and oil (billions of current dollars)	38.63	40.83
Percent change from previous quarter	8.80	5.70
Transportation services (billions of current dollars)	66.85	68.20
Percent change from previous quarter	1.94	2.02

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, estimates based on *Survey of Current Business*, July 2000, NIPA Table 2.2.

Personal Consumption Expenditures	Q1 00	Q2 00
Motor vehicles and parts (billions of chained 1996 dollars)	87.95	83.98
Percent change from previous quarter	6.32	-4.52
Gasoline and oil (billions of chained 1996 dollars)	32.80	33.05
Percent change from previous quarter	-3.67	0.76
Transportation services (billions of chained 1996 dollars)	61.88	62.48
Percent change from previous quarter	1.02	0.97

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, estimates based on *Survey of Current Business*, July 2000, NIPA Table 2.3.





NOTE: The All items CPI was revised by BLS from the values previously reported in this publication. The affected values are for January 2000 through August 2000, and show an increase of 0.1 index points for each of these months, except May and July, which increased by 0.2 index points. Further information is available at <http://www.bls.gov/cpirev01.htm>.

Prices of transportation services to American households

The Consumer Price Index (CPI) tracks a market basket of the price of goods purchased by U.S. households over time.

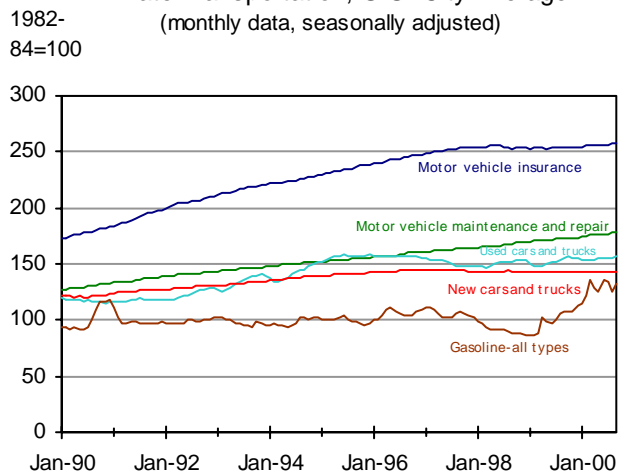
NOTE: 1982-84=100: The consumer price index for a specific item establishes its base of comparison with other items. This is done by weighting the average prices of the item's components with the shares of the components in this item. When a time period is chosen as the base period, the weighted average price of an item in that time period is then normalized to 100. Normally, the base period is a year. For some items, BLS uses 1982-84 as the base period to smooth out the effects of short-term price shocks and business cycles, so the indices would reflect more accurately the price trends of these items.

Price Index (1982-84=100)	Aug-00	Sep-00
Private transportation	215.7	213.0
Percent change from same month	0.94	-1.25
All items	172.7	173.6
Percent change from same month	-0.06	0.52
All transportation	153.2	154.8
Percent change from same month	-1.10	1.04
Public transportation	148.8	150.7
Percent change from the same month	-1.26	1.28

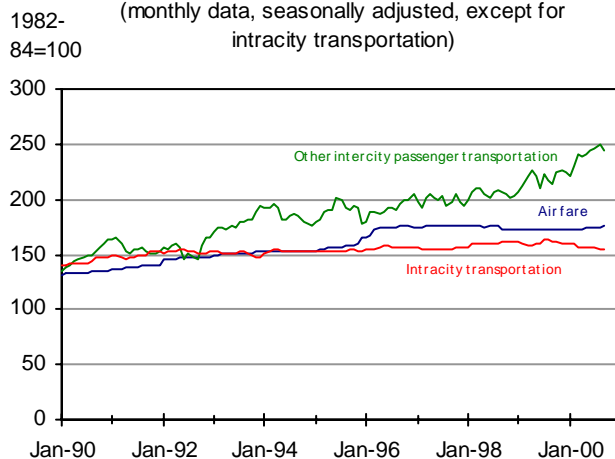
SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, available at: <http://www.bls.gov/cpihome.htm>.



Consumer Price Indices for Components of Private Transportation, U.S. City Average
(monthly data, seasonally adjusted)



Consumer Price Indices for Components of Public Transportation, U.S. City Average
(monthly data, seasonally adjusted, except for intracity transportation)



Prices of household transportation components

The transportation component index of the CPI shows changes in transportation prices for consumers, and includes motor vehicle insurance, maintenance and repair, used and new cars and trucks, gasoline (all types), air fare, and intercity transportation.

NOTE: Other Intercity passenger transportation consists of Amtrak, commuter rails, buses, and other for-hire non-air modes of transportation between urban areas.

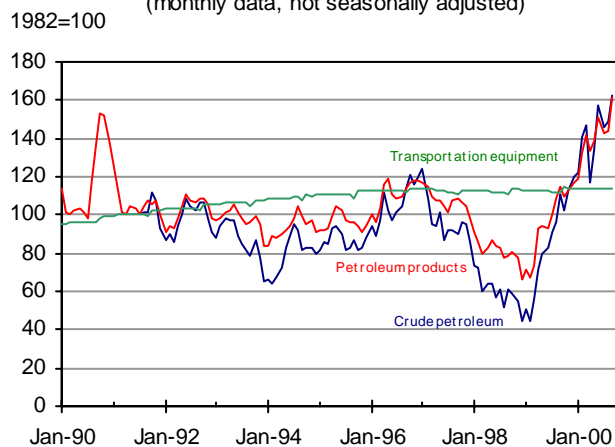
Price Index (1982-84=100)	Aug-00	Sep-00
Motor vehicle insurance	257.2	257.7
Percent change from previous month	0.19	0.19
Motor vehicle maintenance and repair	178.2	178.7
Percent change from previous month	0.56	0.28
Used cars and trucks	155.2	156.2
Percent change from previous month	-0.06	0.64
New cars and trucks	143.0	142.7
Percent change from previous month	-0.21	-0.21
Gasoline all-types	125.3	132.1
Percent change from previous month	-6.00	5.43
Airfare	175.1	176.8
Percent change from previous month	0.29	0.97
Intracity transportation (not seasonally adjusted)	154.6	155.3
Percent change from previous month	-0.51	0.45
Other intercity passenger transportation	250.4	244.9
Percent change from previous month	1.46	-2.20

SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, available at: <http://www.bls.gov/cpihome.htm>.



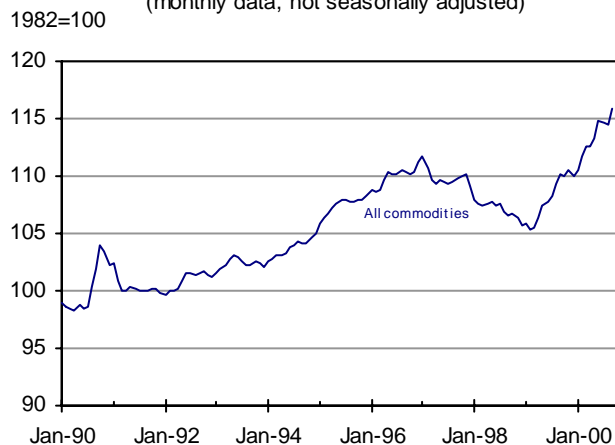
Key Producer Price Indices for Transportation

(monthly data, not seasonally adjusted)



Key Producer Price Indices: All Commodities

(monthly data, not seasonally adjusted)



Prices of transportation inputs

Producer prices are those charged for the output of firms in a particular industry, or by all firms, regardless of industrial classification, for a particular commodity. These prices exclude mark-ups at later stages of processing and the retail level. Producer prices reflect prices charged to anyone purchasing directly from the firm, including consumers, when the firm also serves as a retailer.

Changes in producer prices for transportation inputs suggest the direction of future costs for providing transportation services. Motor vehicle prices are strongly seasonal, declining as the model year culminates each September.

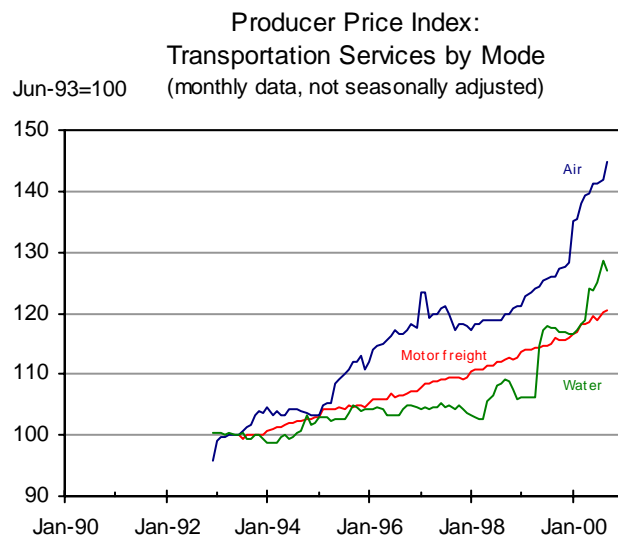
Price Index (1982=100)	Sep-99	Sep-00
Crude petroleum	110.5	162.2
Percent change from same month previous year	81.94	46.87
Petroleum products	114.5	161.3
Percent change from same month previous year	45.88	40.83
Transportation equipment	111.5	113.4
Percent change from same month previous year	0.36	1.71
All commodities	110.2	115.8
Percent change from same month previous year	3.39	5.08

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

Data from June 2000 to September 2000 are preliminary. A more complete description of producer prices is given in Chapter 14 of the BLS Handbook of Methods, available at: www.bls.gov/opub/hom/homch14_e.htm.

SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, available at: <http://www.bls.gov/ppihome.htm>

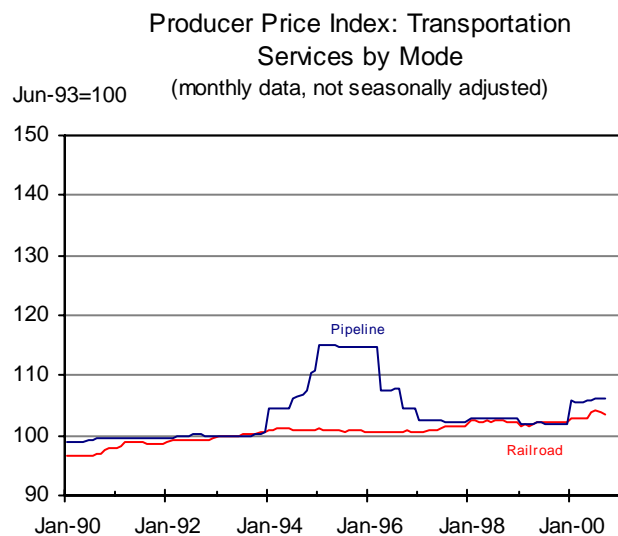




Prices of for-hire transportation services

Producer prices reflect prices charged to anyone, including consumers, when the firm also serves as a retailer. Actual prices to users of transportation services will differ due to substitution between domestic and foreign markets, and substitution between user- and market-provided services.

Price Index (Jun-93=100)	Sep-99	Sep-00
Air transportation	126.1	144.8
Percent change from the same month previous year	5.27	14.80
Water transportation	117.7	127.0
Percent change from the same month previous year	7.71	7.93
Motor freight transportation and warehousing	115.8	120.6
Percent change from the same month previous year	3.02	4.15
Pipelines, excluding natural gas	101.9	106.1
Percent change from the same month previous year	-0.91	4.17
Railroad transportation	102.3	103.5
Percent change from the same month previous year	-0.18	1.24



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

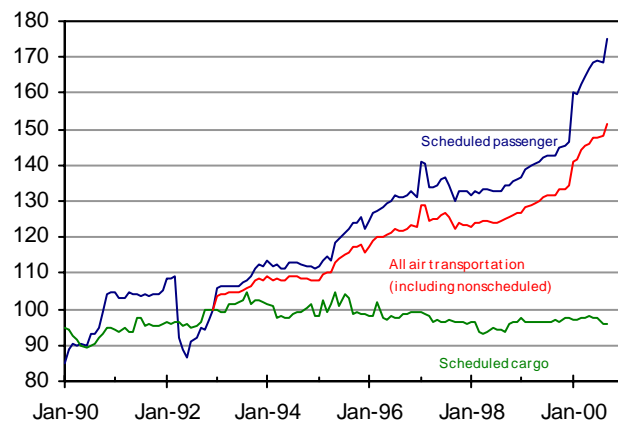
Data from June 2000 to September 2000 are preliminary. The original data for the indices in this table have different base periods. For comparability, the indices have been adjusted to have a common base period (1993).

SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, available at: <http://www.bls.gov/datahome.htm/>



Producer Price Index: Air Transportation Services

Dec-92=100 (monthly data, not seasonally adjusted)



Prices of air transportation services

Producer prices for scheduled air transportation services represent prices for business and personal travel, as well as shipment of high-value freight. Because producers also act as retailers, a change in prices charged by airlines are immediately passed on to consumers.

NOTE: Data from June 2000 to September 2000 are preliminary. The original data for the indices in this table have different base periods. For comparability, the indices have been adjusted using December 1992 as the base period.

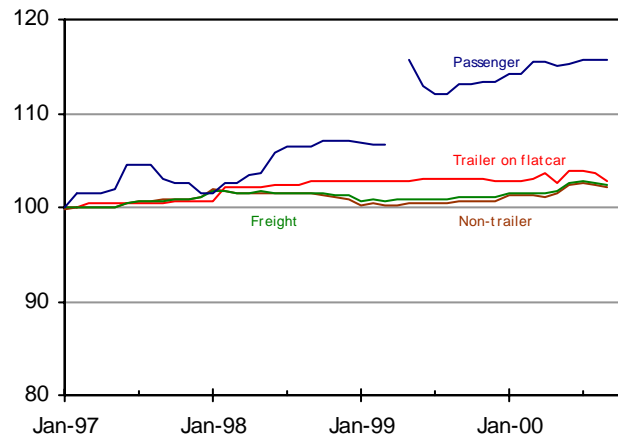
SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, available at: <http://www.bls.gov/datahome.htm>.

Price Index (Dec-92=100)	Sep-99	Sep-00
Scheduled air transportation - passenger	142.9	174.8
Percent change from same month previous year	6.40	22.35
All air transportation (including nonscheduled)	131.8	151.3
Percent change from same month previous year	5.27	14.80
Scheduled air transportation - cargo	97.0	96.1
Percent change from same month previous year	3.78	-0.93

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

Producer Price Index: Breakdown of Railroad Transportation

Dec-96=100 (monthly data, not seasonally adjusted)



Prices of rail transportation services

Producer prices for rail transportation indicate prices to producers for freight and to passengers for inter-city travel. Rail transportation of trailers is an important component of intermodal freight transportation. See indicator for prices of transportation services for the aggregated producer price index for rail transportation services.

NOTE: Data from June 2000 to September 2000 are preliminary.

SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, available at: <http://www.bls.gov/ppihome.htm>

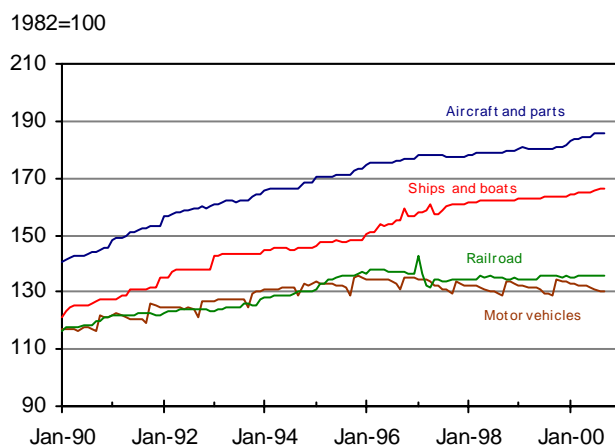
Price Index (Dec-96=100)	Sep-99	Sep-00
Non-trailer on flatcar	100.7	102.2
Percent change from the same month previous year	-0.69	1.49
Trailer on flatcar	103.0	102.7
Percent change from the same month previous year	0.29	-0.29
Freight	101.1	102.3
Percent change from the same month previous year	-0.49	1.19
Passenger	113.1	115.8
Percent change from the same month previous year	6.30	2.39

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

NOTE: U.S. Department of Labor, Bureau of Labor Statistics is missing data for April 1999 for passenger transportation.



Producer Price Index: Equipment by Mode
(monthly data, not seasonally adjusted)



Producer prices for transportation equipment to industry

Transportation equipment prices have accounted for about 47 percent of the total price of user-operated transportation in recent years (Table 2-13, *National Transportation Statistics 1999*, Bureau of Transportation Statistics, U.S. Department of Transportation).

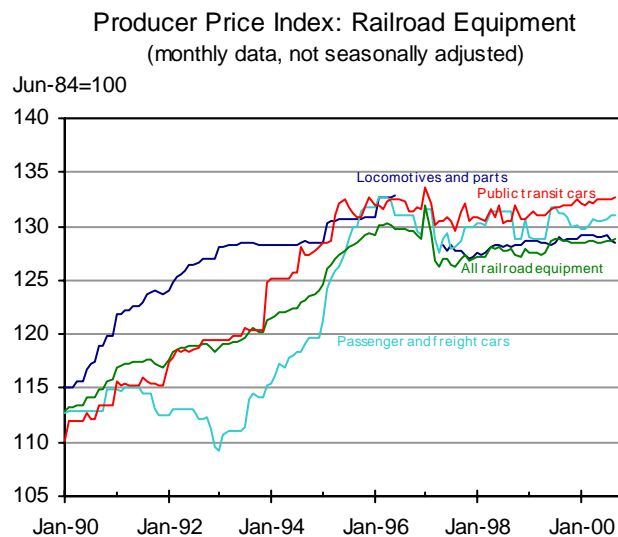
NOTE: Data from June 2000 to September 2000 are preliminary.

Price Index (1982=100)	Sep-99	Sep-00
Aircraft and parts	180.1	186.0
Percent change from same month previous year	0.58	3.26
Ships and boats	163.3	166.3
Percent change from same month previous year	0.74	1.84
Railroad equipment	135.8	135.8
Percent change from same month previous year	0.37	0.00
Motor vehicles and motor vehicle equipment	129.1	130.1
Percent change from same month previous year	0.23	0.77

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 Labor, Bureau of Labor Statistics, available at: <http://www.bls.gov/datahome.htm>.





NOTE: Data for July, 1996 to April, 1997 for locomotives were affected by a strike at GM, and a revision of the BLS weighting scheme. Data for this period are anomalous, and are not depicted in the graph.

Prices of rail equipment

Rail equipment represents a major cost to rail service providers.

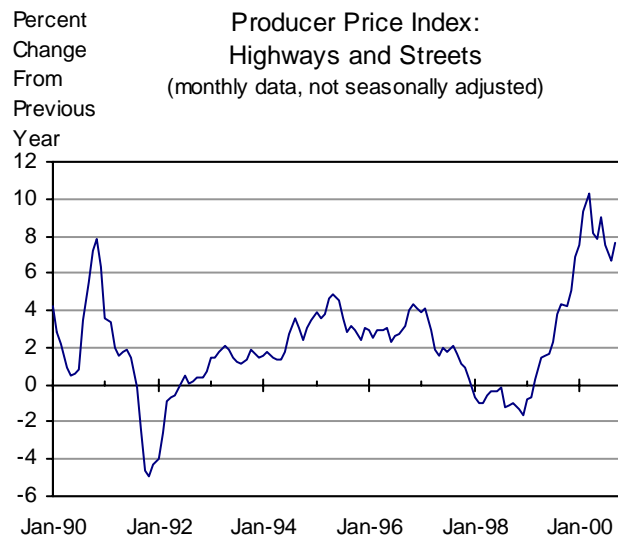
NOTE: Data from June 2000 to September 2000 are preliminary.

Price Index (Jun-84=100)	Sep-99	Sep-00
Public transit cars, all rebuilt cars, and all car parts	131.9	132.6
Percent change from same month previous year	1.15	0.53
All railroad equipment	128.7	128.8
Percent change from same month previous year	0.63	0.08
Passenger and freight cars, new (excluding parts)	131.2	131.0
Percent change from same month previous year	-0.15	-0.15
Locomotives and parts	128.7	128.5
Percent change from same month previous year	0.47	-0.16

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 Labor, Bureau of Labor Statistics, available at: <http://www.bls.gov/datahome.htm>.





Prices of highway and street construction

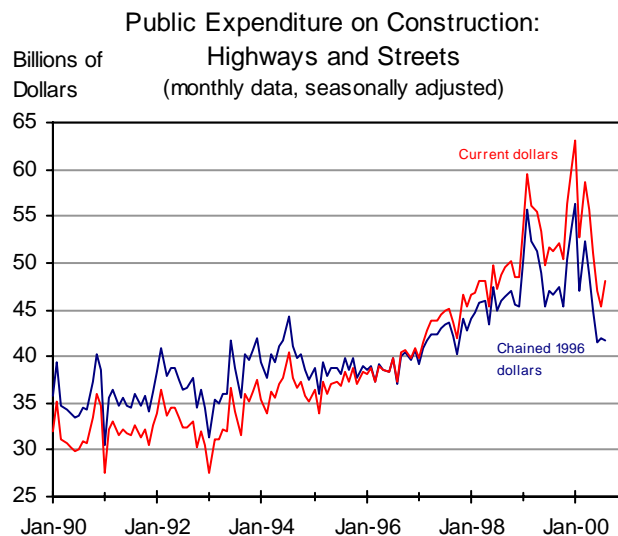
Construction prices for highways and streets represent the price to government in providing a key component of transportation infrastructure.

Price Index (Jun-86=100)	Sep-99	Sep-00
Highways and streets	129.0	138.8
Percent change from same month previous year	4.37	7.60

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

Data from June 2000 to may 2000 are preliminary.

SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, available at: <http://www.bls.gov/datahome.htm>.



Public expenditure on construction of highways and streets

Highways and streets are the largest component of public transportation infrastructure spending.

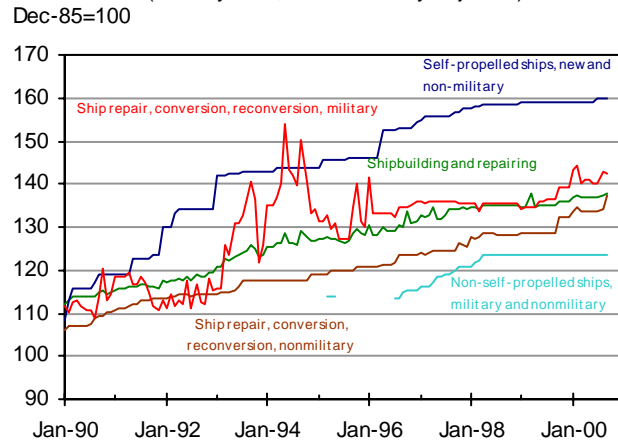
Public Expenditure on Construction	Jul-00	Aug-00
Highways and streets (billions of current dollars)	45.3	48.0
Percent change from previous month	-3.82	5.96
Highways and streets (billions of chained 1996 dollars)	41.9	41.7
Percent change from previous month	0.76	-0.37

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 Commerce, Bureau Of the Census, available at: <http://www.census.gov/pub/const/c30/>



**Producer Price Index:
Ship and Repair Expenses**
(monthly data, not seasonally adjusted)



NOTE: Some gaps appear in the BLS data.

Price of equipment and repair services for water transportation

Ships and repair expenses are major costs in providing water transportation services.

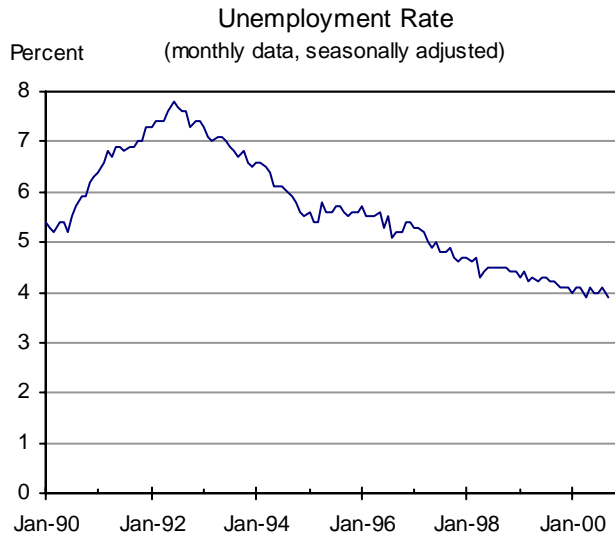
Price Index (Dec-85=100)	Sep-99	Sep-00
Ship building and repairing	158.9	160.1
Percent change from the same month previous year	0.13	0.76
Ship repair, conversion, reconversion, nonmilitary	123.5	123.5
Percent change from the same month previous year	0.00	0.00

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

Data from June 2000 to September 2000 are preliminary.

SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, available at: <http://www.bls.gov/datahome.htm>.





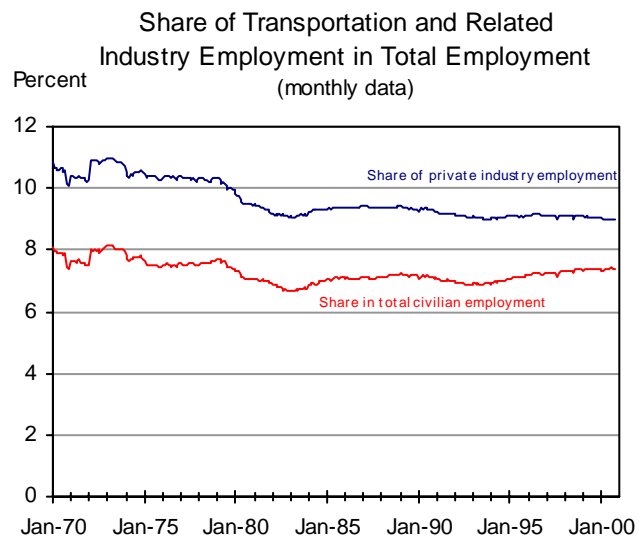
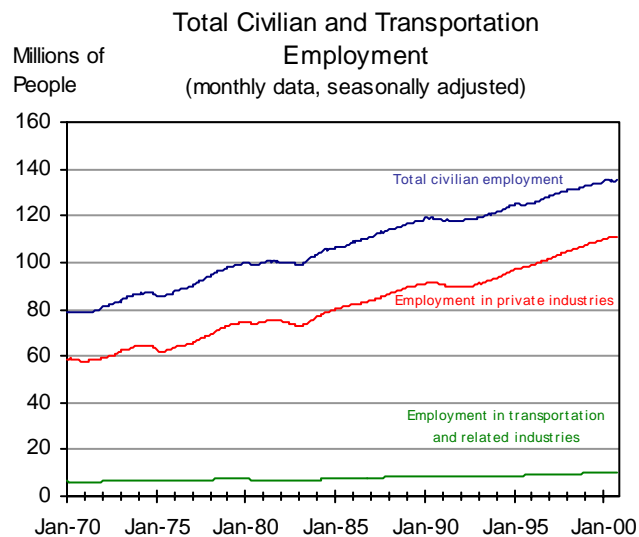
Unemployment rate

The generally low unemployment rate in recent years suggests a tight labor market for industry in general, as well as for transportation firms. It also suggests increased demand for transportation to and from work, as well as for leisure travel.

Civilian Labor Force	Aug-00	Sep-00
Unemployment rate (percent)	4.1	3.9
Number of unemployed (thousands)	5,829	5,477

SOURCE: US Department of Labor, Bureau of Labor Statistics, Overall BLS Most Requested Series, available at: <http://stats.bls.gov/top20.html>





Transportation employment

Transportation employment can be measured in various ways. One broad measure is employment in transportation-related industries, including for-hire transportation (railroad, trucking, air, water, pipeline, transit, and transportation services) and industries that support transportation directly (such as motor vehicle and equipment manufacturing, aircraft manufacturing, auto dealers and service stations, and auto repair and parking services).

Transportation-related industry employment does not include transportation occupations in non-transportation industries, such as truck drivers working for wholesale and retail stores. Based on data from the U.S. Department of Labor, Bureau of Labor Statistics, BTS estimated that employment in transportation occupations in non-transportation industries was 5.5 million in 1998. When employment in transportation occupations in non-transportation industries is included, total transportation-related employment would account for about 12 percent, or 1 out of every 8, of U.S. civilian jobs.

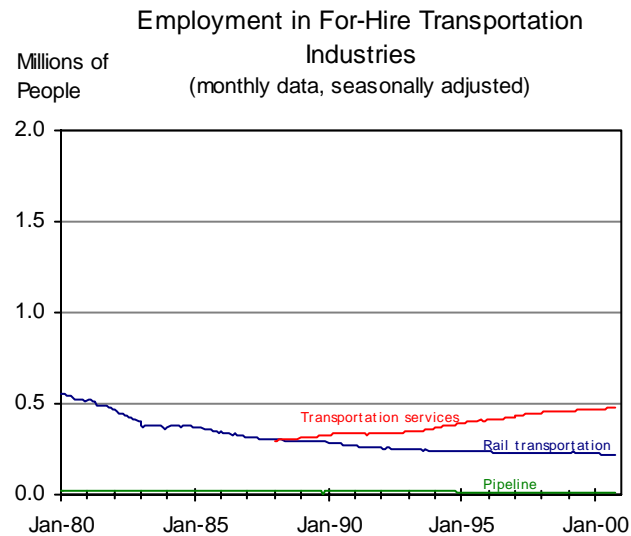
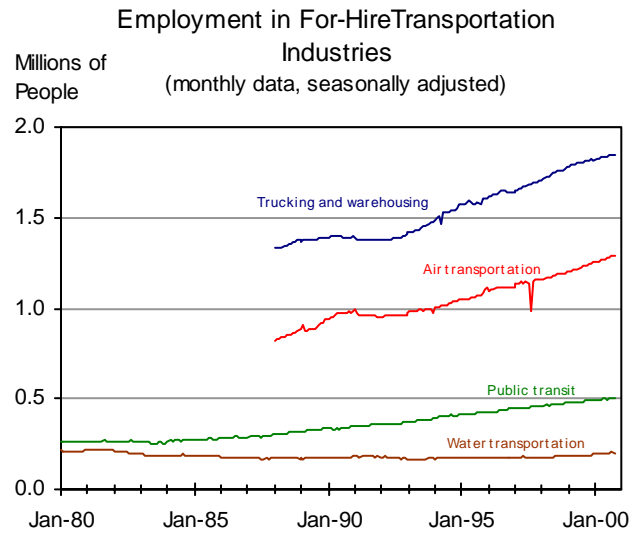
Employment	Aug-00	Sep-00
Total civilian employment (thousands)	134,912	135,161
Percent change from previous month	0.12	0.18
Employment in private industries (thousands)	111,018	111,306
Percent change from previous month	0.02	0.26
Employment in transport and related industries (thousands)	9,981	9,989
Percent change from previous month	-0.23	0.08

SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, Employment Status of Civilian Population by sex and age ("A" Tables) and Employees on nonfarm payrolls by industry ("B" Tables), available at: <http://www.bls.gov/cpsatabs.htm>

Share of Transportation and Related Industry Employment	Aug-00	Sep-00
As share of private industry employment (percent)	8.99	8.97
Change from previous month	-0.02	-0.02
As share of total civilian employment (percent)	7.40	7.39
Change from previous month	-0.03	-0.01

SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, Employment Status of Civilian Population by sex and age ("A" Tables) and Employees on nonfarm payrolls by industry ("B" Tables), available at: <http://www.bls.gov/cpsatabs.htm>





For-hire transportation employment

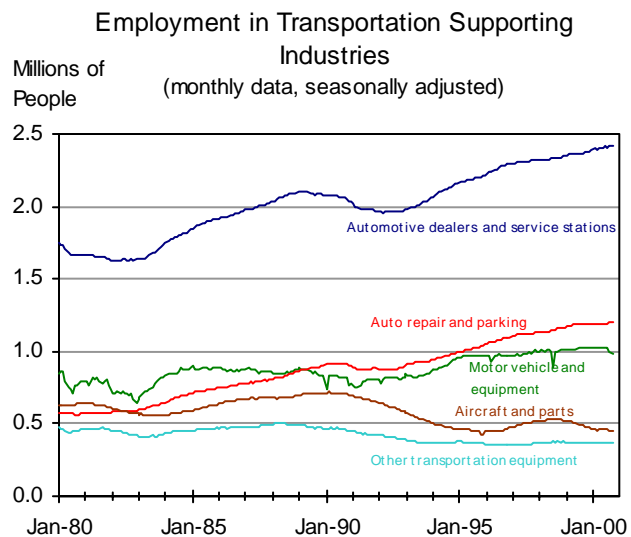
Employment in for-hire transportation industries accounted for about 45 percent of total transportation-related industry employment in recent years. The trucking and warehousing industry and air transportation together accounted for about 70 percent of the employment in for-hire transportation in the last few years. In September 2000, employment in the trucking and warehousing industry and air transportation showed stronger growth than in other modes, except for transportation services.

NOTE: For-hire transportation includes establishments providing passenger and freight transportation and related services on a fee basis to the general public or other business enterprises. For-hire does not include in-house transportation establishments within non-transportation enterprises, which provide transportation services for the enterprises' own use.

Employment in For-Hire Transportation Industries	Aug-00	Sep-00
Trucking and warehousing (thousands)	1,844	1,850
Percent change from previous month	-0.11	0.33
Air transportation (thousands)	1,288	1,291
Percent change from previous month	0.47	0.23
Public transit (thousands)	504	505
Percent change from previous month	0.40	0.20
Transportation services (thousands)	475	478
Percent change from previous month	0.00	0.63
Rail transportation (thousands)	221	220
Percent change from previous month	0.91	-0.45
Water transportation (thousands)	204	202
Percent change from previous month	2.51	-0.98
Pipeline (thousands)	12	12
Percent change from previous month	-7.69	0.00

SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, Employment Status of Civilian Population by sex and age ("A" Tables) and Employees on nonfarm payrolls by industry ("B" Tables), available at: <http://www.bls.gov/cpsatabs.htm>





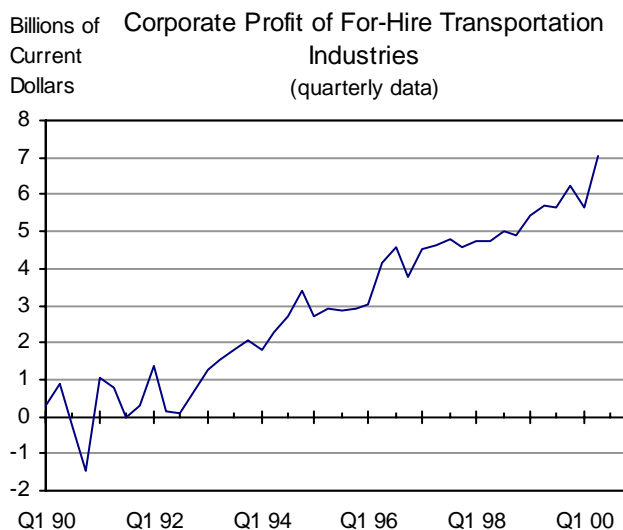
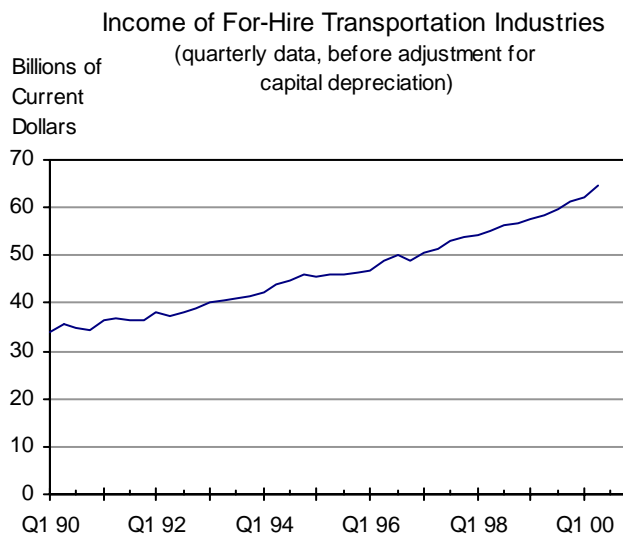
Transportation supporting industry employment

Employment in transportation supporting industries accounts for over half of total transportation-related industry employment. Automotive dealers and service stations employ the most people among transportation supporting industries. Employment in transportation equipment manufacturing industries has fluctuated, with slow growth in motor vehicle and equipment manufacturing and a decrease in aircraft and other transportation equipment manufacturing in recent years. In contrast, the auto repair and parking service industries have enjoyed fast growth for the past two decades.

Employment in Transportation Supporting Industries	Aug-00	Sep-00
Auto dealers and service stations (thousands)	2,417	2,420
Percent change from previous month	0.25	0.12
Auto repair and parking (thousands)	1,198	1,200
Percent change from previous month	0.34	0.17
Motor vehicle and equipment manufacturing (thousands)	993	989
Percent change from previous month	-3.50	-0.40
Aircraft and parts manufacturing (thousands)	456	457
Percent change from previous month	-0.87	0.22
Other transportation equipment manufacturing (thousands)	369	365
Percent change from previous month	-1.34	-1.08

SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, Employment Status of Civilian Population by sex and age ("A" Tables) and Employees on nonfarm payrolls by industry ("B" Tables), available at: <http://www.bls.gov/cpsatabs.htm>





Transportation industry profit and income

Income and profit are two measures of industry performance. The for-hire transportation industry is much more profitable today than it was in the early 1990s. In the second quarter of 2000, profit of for-hire transportation surged up 25 percent from its level of the first quarter. Measured as the share of profit in total income, the average profit rate of domestic industries has been about 10 percent in 1999 and the first two quarters of 2000. In comparison, the profit rate of the for-hire transportation industry was 11 percent in the second quarter of 2000. For the first time in more than a decade, for-hire transportation profits out performed the overall economy.

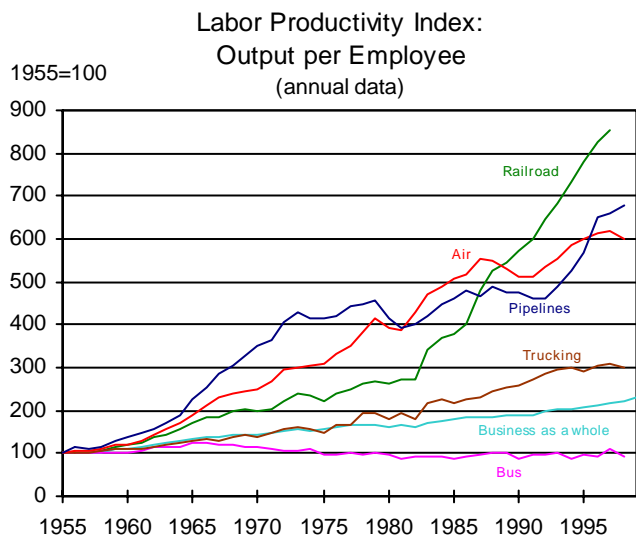
NOTE: For-hire transportation includes establishments providing passenger and freight transportation and related services on a fee basis to the general public or other business enterprises. For-hire does not include in-house transportation establishments within non-transportation enterprises, which provide transportation services for the enterprises' own use.

Income of a for-hire transportation industry is the difference between its revenue and the cost of its intermediate inputs (or goods and services consumed in providing transportation services). In concept, an industry's income is identical to its gross domestic product, if its income comes entirely from its production activities (in contrast to, for example, financial activities) and it has no operations in foreign countries.

For-Hire Transportation Industries	Q1 00	Q2 00
Income (billions of dollars)	62.08	64.43
Percent change from previous quarter	1.60	3.79
Profit (billions of dollars)	5.65	7.05
Percent change from previous quarter	-9.24	24.78

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, estimates based on *Survey of Current Business*, July 2000, NIPA Table 6.1C and Table 6.16C





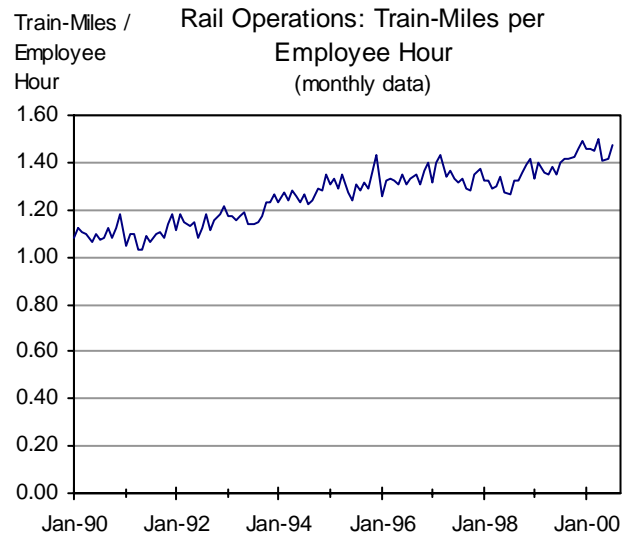
Productivity growth

Productivity growth is the ultimate source for the increases of a nation's economic wealth and living standards. Transportation has been one of the leading sectors in productivity growth for the U.S. economy since 1955, when statistics on transportation productivity became available.

Productivity Index (1955=100)	1997	1998
Railroad (data are for 1996 and 1997)	826	852
Percent change from previous year	6.17	3.15
Air	617	599
Percent change from previous year	0.49	-2.92
Pipelines	658	677
Percent change from previous year	1.39	2.89
Trucking	307	302
Percent change from previous year	0.99	-1.63
Business as a whole (1998-1999)	222	229
Percent change from previous year	2.58	2.97
Bus	109	94
Percent change from previous year	17.20	-13.76

SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, Office of Productivity and Technology, Index of Output per Employee, All Published Industries, 8/12/2000





Rail labor productivity

Train-miles per employee hour is one measure for labor productivity in railroad transportation.

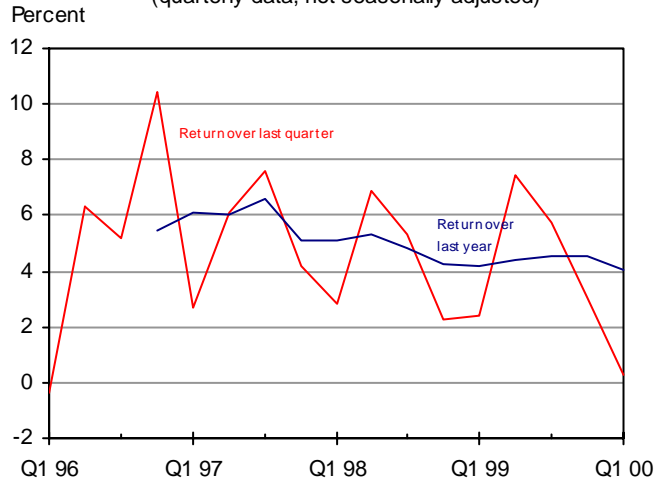
Total train miles includes yard-switching miles.

Rail Operations	Jul-99	Jul-00
Train-Miles/Employee hours	1.40	1.47
Percent change from same month previous year	10.57	5.45

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



Real Return on Assets for Large Air Carriers
(quarterly data, not seasonally adjusted)



Air carrier’s real return on assets

Return on assets is a measure of the profitability of investment adjusted for inflation. Improving profits depends on a combination of holding down costs while growing revenue. Air carrier’s major source of revenue is passenger fares. Freight revenue has increased in importance for large air carriers in recent years, but is much smaller than passenger revenue.

NOTES: Return on assets is the ratio of net income to the average of beginning- and end-of-period assets for large air carriers. When net income and assets are deflated using the average CPI, the nominal rate of return is converted into a real rate of return.

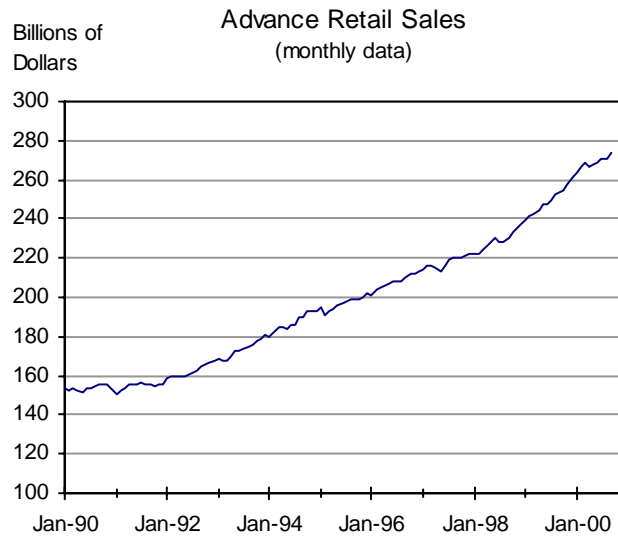
Large air carriers are those with more than 20 million dollars worth of annual operating revenue.

Percent	Q1 99	Q1 00
Return over last quarter	2.38	0.27
Percent change from same quarter previous year	-0.45	-0.92
Return over last year	4.20	4.05
Percent change from same quarter previous year	-2.12	-0.15

NOTE: Data for the last year are preliminary.

SOURCES: U.S. Department of Transportation, Bureau of Transportation Statistics, Air Carrier Financial Statistics data; and U.S. Department of Labor, Bureau of Labor Statistics, available at: <http://www.bls.gov/cpihome.htm>.





Retail sales and transportation demand

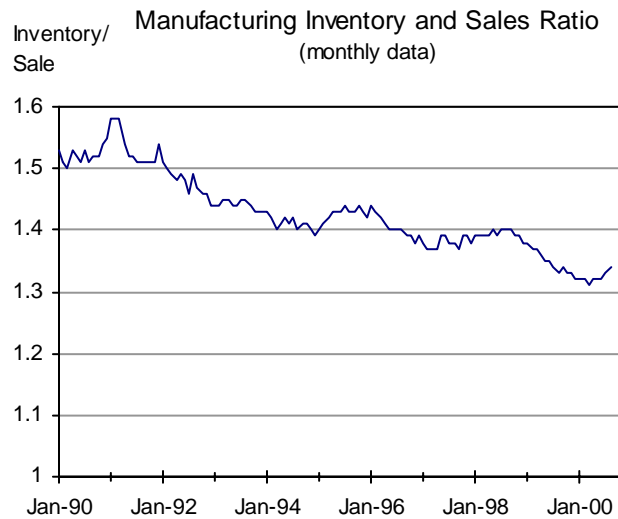
Advance retail sales are a leading indicator of retailers' sales expectations and may suggest future demand for commercial transportation services. Retail stores may require faster and more reliable delivery of shipments as consumer demand increases and inventories are maintained at lower levels. Sales have been increasing over the past 8 years.

NOTE: Advance retail sales are advance estimates of monthly retail trade produced by the Bureau of the Census. The advance estimates are based on a small subsample of the Census Bureau's full retail sales sample.

Advanced Retail Sales	Sep-99	Sep-00
Advanced retail sales (million of dollars)	253,748	273,237
Percent change from same month previous year	10.03	7.68

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 Commerce, Bureau of the Census, Economic Briefing Room, as of October 13, 2000, available at: <http://www.whitehouse.gov/fsbr/esbr.html>



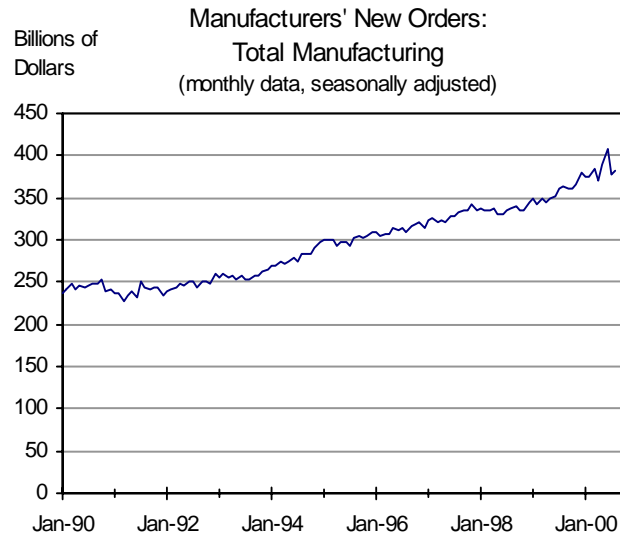
Level of manufacturing inventory

Manufacturing inventory to sales ratio indicates the level of inventory that manufacturers currently maintain to meet a given sales volume. Over time, manufacturers have reduced inventory in relation to sales. Increased speed and reliability of transportation help manufacturers operate with smaller inventories.

Manufacturing Inventories and Sales	Jul-00	Aug-00
Inventory/sales ratio	1.33	1.34
Percent change from previous month	0.76	0.75

SOURCE: U.S. Department of Commerce, Bureau of the Census, Economic Briefing Room, as of October 3, 2000, available at: <http://www.whitehouse.gov/fsbr/esbr.html>





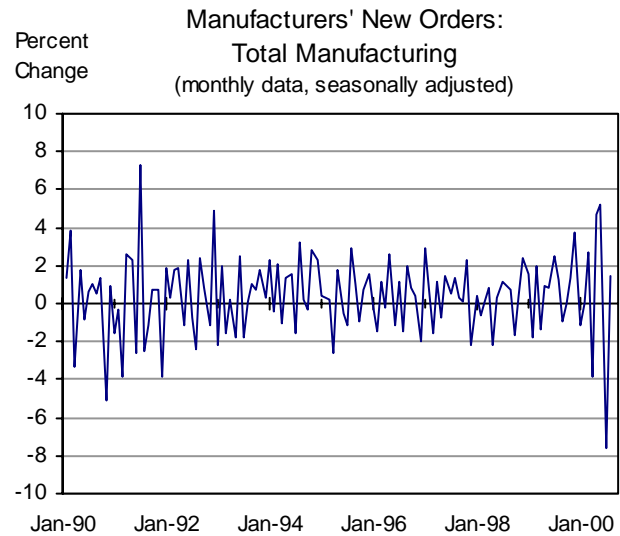
New orders—all manufacturing

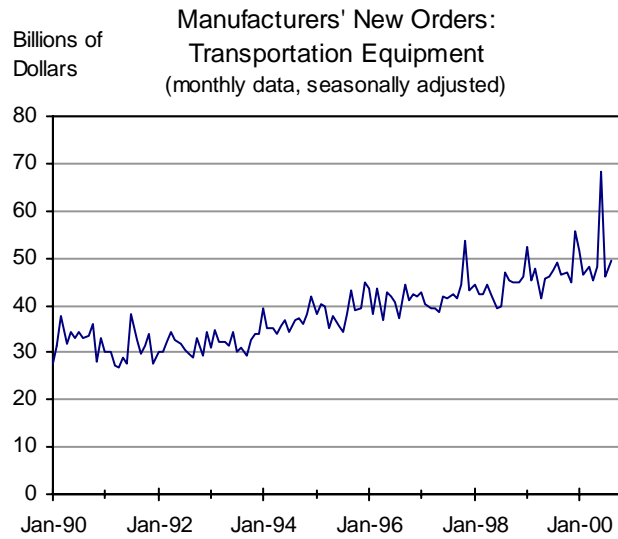
Month to month changes in factory orders may affect demand for transportation services, including both domestic and international transportation of parts and other manufacturing inputs.

NOTE: New orders, as reported in the monthly Manufacturers' Shipments, Inventories, and Orders (M3) survey conducted by the U.S. Census Bureau, are net of order cancellations and include orders received and filled during the month as well as orders received for future delivery. Orders are defined to include those supported by binding legal documents such as signed contracts, letters of award, or letters of intent, although in some industries this definition may not be strictly applicable. See more details at <http://www.census.gov/indicator/www/m3/m3desc.htm>

Manufacturers' New Orders	Jul-00	Aug-00
Total manufacturing (billions of dollars)	377.03	382.53
Percent change from previous month	-7.61	1.46

SOURCE: U.S. Department of Commerce, Bureau of the Census, available at: <http://www.census.gov/indicator/www/m3/prel/index.htm>



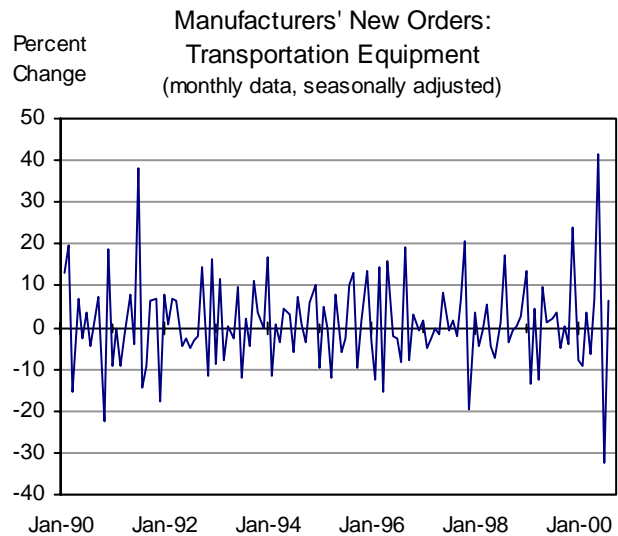


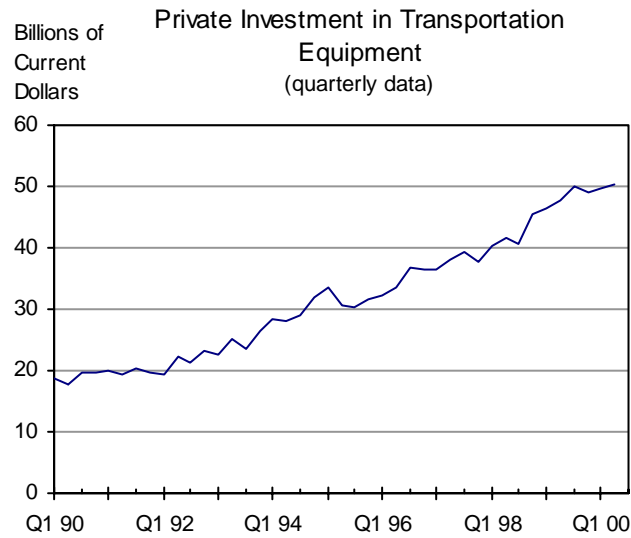
New orders for transportation equipment

Month-to-month changes in new orders for transportation equipment indicate the level of investment in transportation and may indicate the industry outlook for transportation services. There can be a substantial time lag between ordering and delivery of equipment such as commercial airplanes and ships. New orders include those placed with domestic producers of equipment.

Manufacturers' New Orders	Jul-00	Aug-00
Transportation equipment (billions of dollars)	46.16	49.23
Percent change from previous month	-32.58	6.64

SOURCE: U.S. Department of Commerce, Bureau of the Census, available at: <http://www.census.gov/indicator/www/m3/prel/index.htm>





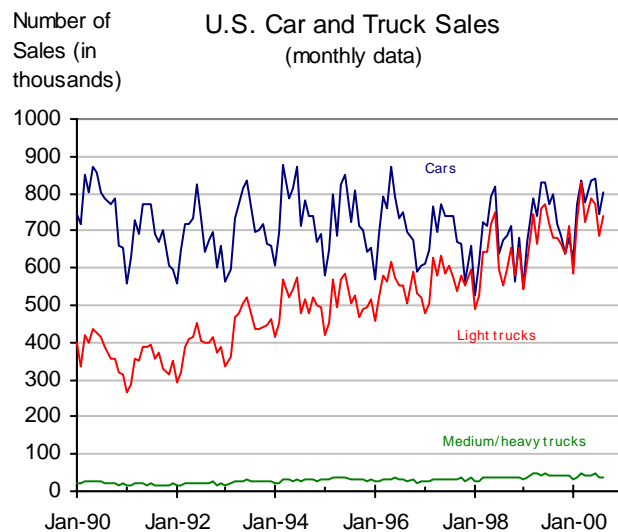
Business investment in transportation equipment

Private investment indicates the level of demand anticipated by industry; therefore, it can be considered a leading indicator for transportation capacity and supply. The data cover both domestically produced and imported equipment.

Private Investment in Transportation	Q1 00	Q2 00
Current dollars	49.7	50.4
Percent change from previous quarter	1.12	1.46
Chained 1996 dollars	49.3	49.8
Percent change from previous quarter	0.71	0.96

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics estimates based on U.S. Department of Commerce, Bureau of Economic Analysis, National Industry and Product Accounts data.





Retail Sales of Motor Vehicles

Car and truck sales can be seen as an indicator of future demands to be placed on transportation infrastructure. Trends in sales for particular types of vehicles may also have implications for safety, energy usage, air pollution, and other matters. For example, the sale of light trucks has grown to almost match the level of car sales in recent years.

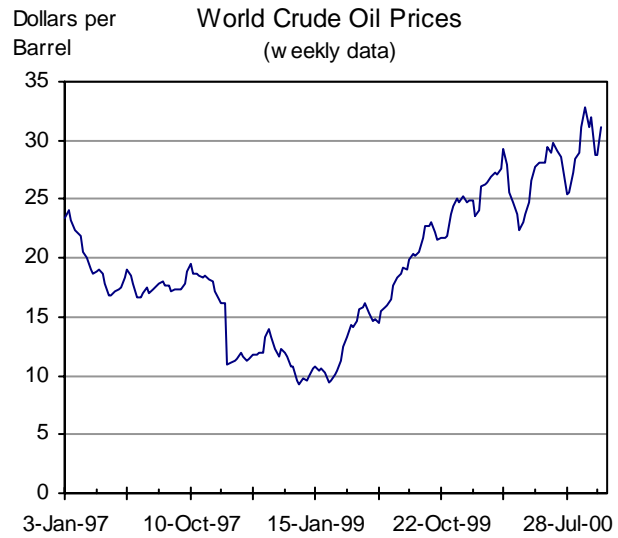
NOTE: Light trucks include pick up trucks, sport utility vehicles, vans, and mini-vans.

U.S. Car and Truck Sales	Sep-99	Sep-00
Cars	715,874	747,947
Percent change from same month previous year	4.54	4.48
Light trucks	682,272	726,505
Percent change from same month previous year	15.04	6.48
Medium/heavy trucks	44,280	31,859
Percent change from same month previous year	21.43	-28.05

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

SOURCE: Lisa Smith, Ward's AutoInfoBank, 3000 Town Center Drive, Southfield, Michigan 48075.





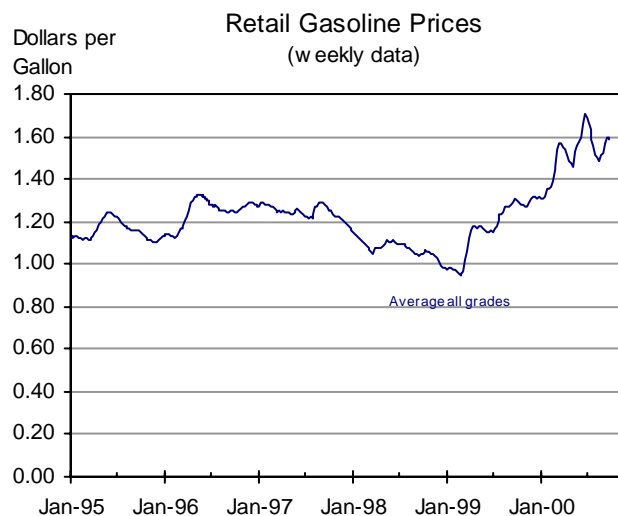
World crude oil prices

The world price of crude oil is the most important factor influencing domestic motor fuel prices, since oil imports make up more than half of the U.S. oil supply. Motor fuel prices, in turn, directly affect the cost of transportation. Increases in transportation costs caused by higher world crude oil prices are pure additional costs in the sense that U.S. citizens do not generally benefit.

World Crude Oil	6-Oct-00	13-Oct-00
Price (dollars per barrel)	28.80	31.15
Percent change from the previous week	0.17	8.16

SOURCE: U.S. Department of Energy, Energy Information Administration, Crude Oil Watch, as of October 13, 2000, available at: http://www.eia.doe.gov/oil_gas/petroleum/pet_frame.html



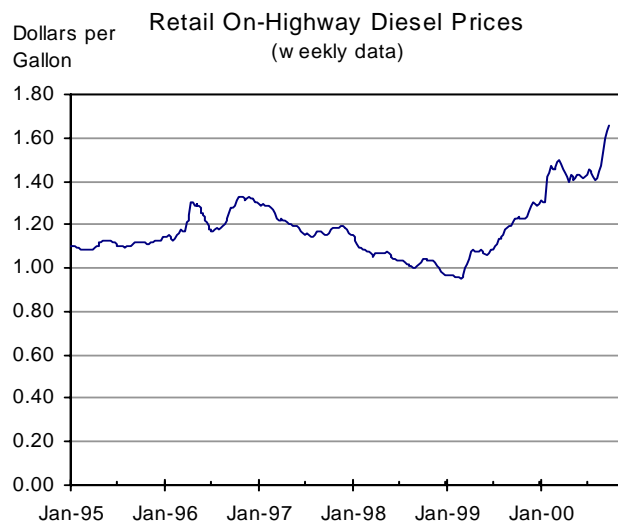


Motor fuel prices

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.

There are regional differences in motor fuel prices, as the following maps illustrate.



Retail Gas Prices	9-Oct-00	16-Oct-00
Average all grades (dollars per gallon)	1.541	1.578
Percent change from previous week	-1.41	2.40

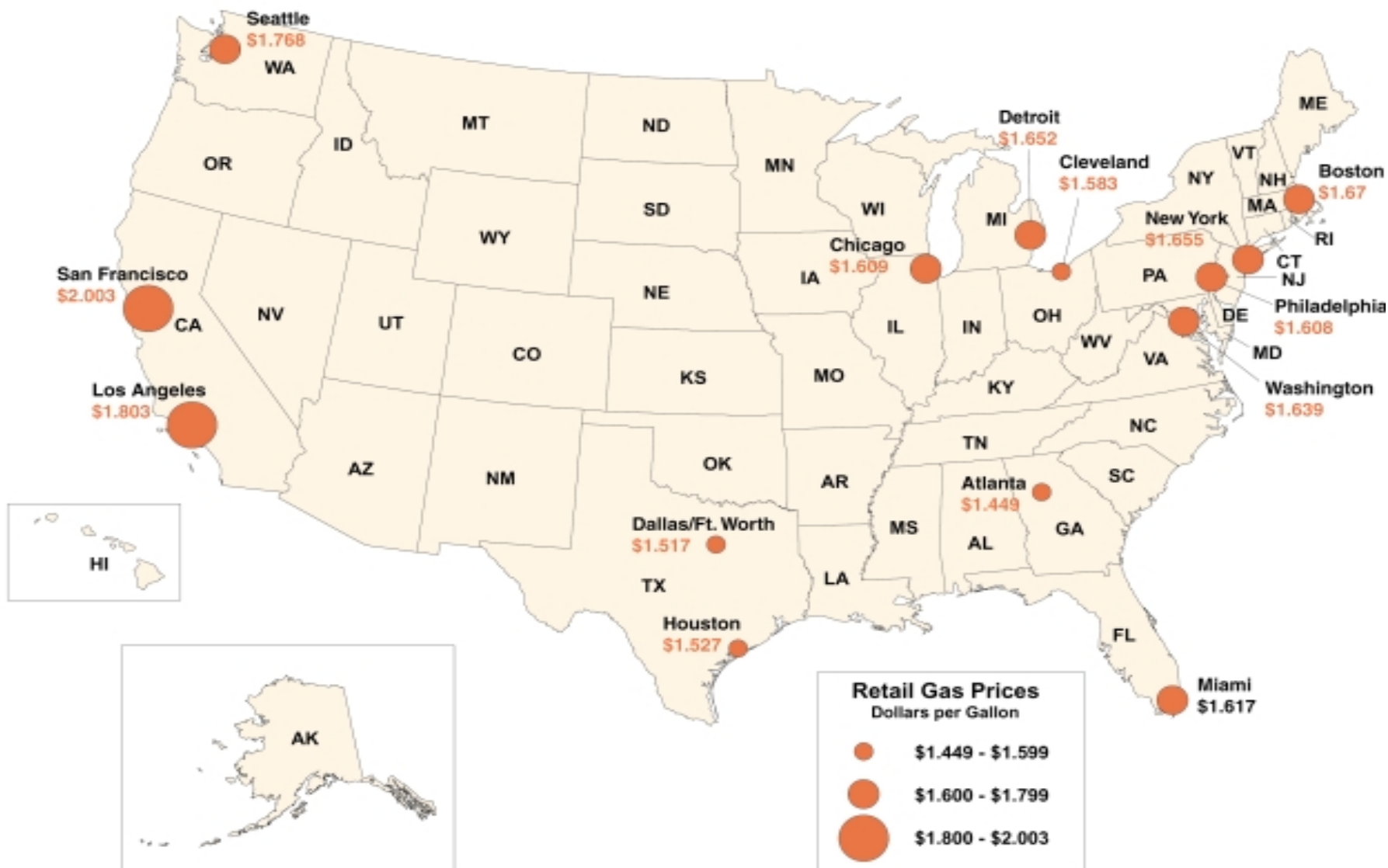
SOURCE: U.S. Department of Energy, Energy Information Administration, Weekly Retail Gasoline Prices, as of October 16, 2000, available at: http://www.eia.doe.gov/oil_gas/petroleum

Retail On-Highway Diesel Prices	9-Oct-00	16-Oct-00
Retail on-highway diesel prices (dollars per gallon)	1.614	1.670
Percent change from previous week	-0.68	3.47

SOURCE: U.S. Department of Energy, Energy Information Administration, Weekly On-Highway Diesel Prices, as of October 16, 2000, available at: http://www.eia.doe.gov/oil_gas/petroleum.



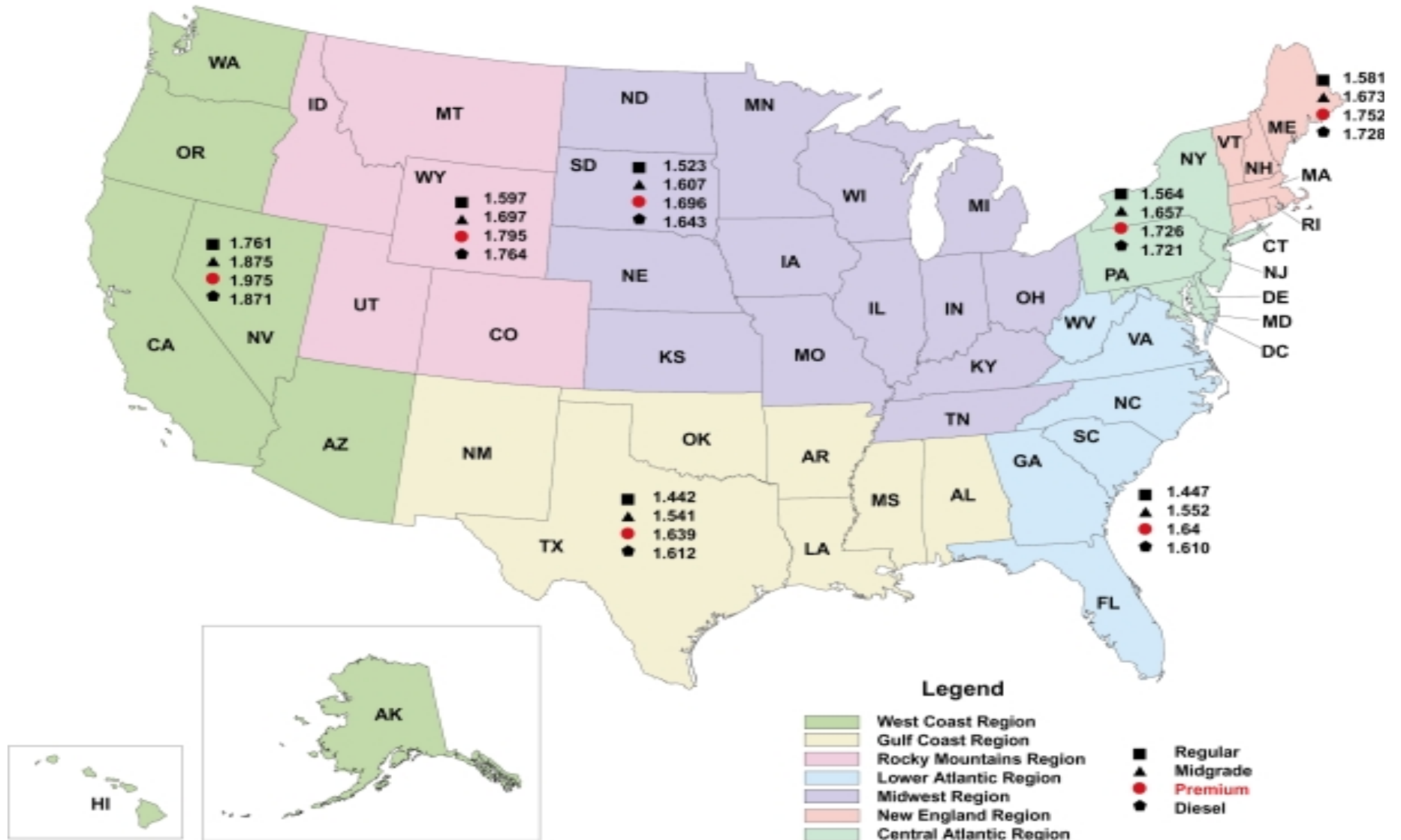
Retail Gasoline Prices of Selected Metropolitan Areas, September 2000



SOURCE: U.S Department of Labor, Bureau of Labor Statistics, "Price & Living Conditions: Average Price Data." <http://www.bls.gov/sahome.html>.

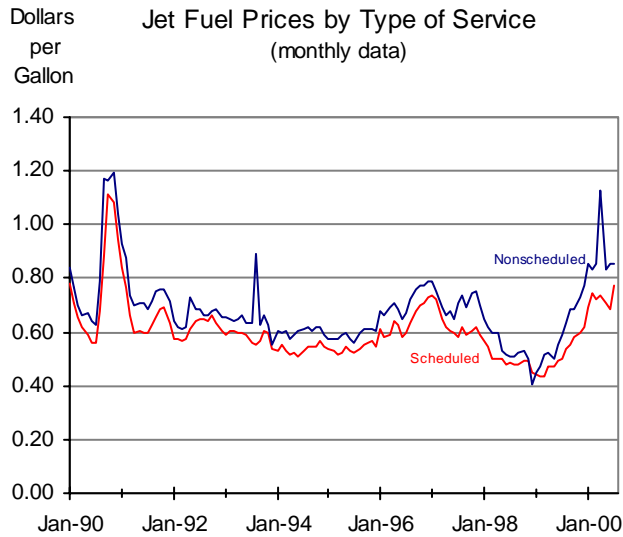


Regional Retail Motor Fuel Prices as of October 16, 2000



SOURCE: U.S. Department of Energy, Energy Information Administration, "Retail Gasoline Prices" and "On-Highway Diesel Prices."
 Internet site: http://www.eia.doe.gov/oil_gas/petroleum/special/gasoline_update/market_summary.html





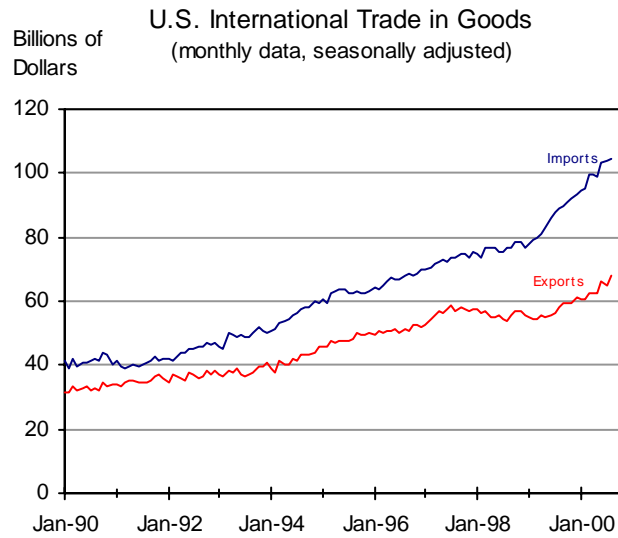
Domestic unit prices for airline jet fuel

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.

Current dollars per gallon	Jul-99	Jul-00
For scheduled airlines	0.503	0.773
Percent change from same month previous year	3.43	53.66
For nonscheduled airlines	0.589	0.854
Percent change from same month previous year	16.52	45.08

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics.





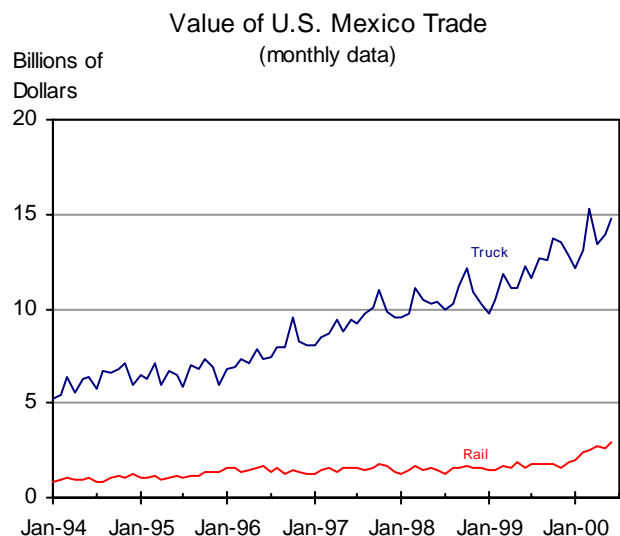
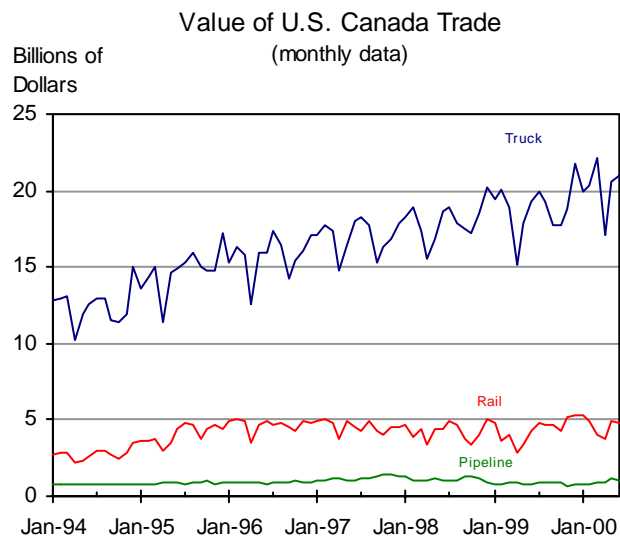
Value of U.S. imports and exports

International trade represents a growing share of the U.S. economy. Changes in the level of both imports and exports affect the level of demand for transportation services. The value of U.S. imports historically have been higher than the value of U.S. exports, but the gap has widened recently.

U.S. International Trade In Goods	Jul-00	Aug-00
Imports (millions of dollars)	103,620	104,371
Percent change from previous month	0.28	0.72
Exports (millions of dollars)	65,096	67,963
Percent change from previous month	-2.06	4.40

SOURCE: U.S. Department of Commerce, Bureau of the Census, Foreign Trade Division data, available at: <http://www.census.gov/foreign-trade/www/statistics.html>.





U.S. surface trade with Canada and Mexico

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.

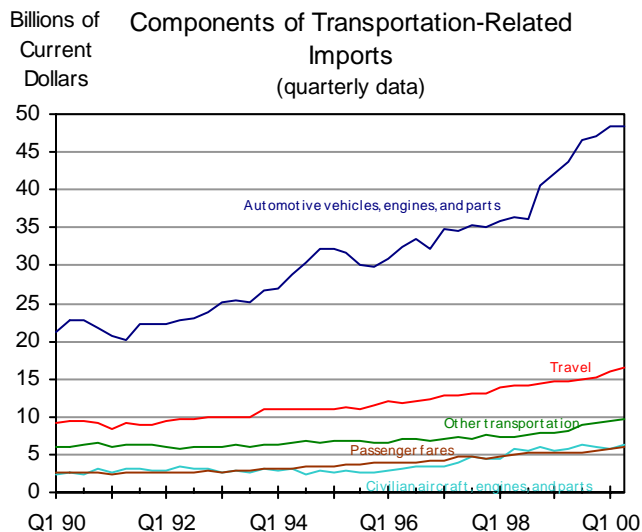
U.S. - Canada Trade	Jun-99	Jun-00
Truck (millions of dollars)	22,196	23,080
Percent change from same month previous year	16.99	3.98
Rail (millions of dollars)	4,004	5,452
Percent change from same month previous year	1.27	36.17
Pipeline (millions of dollars)	928	1,883
Percent change from same month previous year	1.11	102.86

U.S. - Mexico Trade	Jun-99	Jun-00
Truck (millions of dollars)	12,236	14,758
Percent change from same month previous year	18.20	20.61
Rail (millions of dollars)	1,608	2,667
Percent change from same month previous year	9.22	65.91
Pipeline (millions of dollars)	10	29
Percent change from same month previous year	2.99	180.10

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

SOURCE: Data obtained from the U.S. Department of Commerce, Census Bureau by the U.S. Department of Transportation Bureau of Transportation Statistics, Transborder Surface Freight Dataset, available at: <http://www.bts.gov/transborder/prod.html>.





Value of transportation-related imports

The transportation sector’s trade balance, which has been negative for many years. The strong growth of imports, together with much slower growth of exports, have increased the transportation-related trade deficit.

NOTE: “Other transportation” imports include payments for freight transportation services and port services.

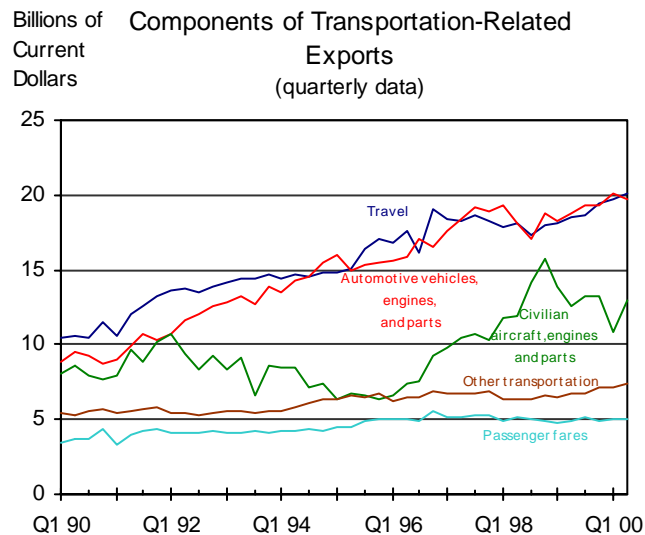
Passenger fares include international transportation fares, particularly, air fares and ocean liner fares.

Travel includes intercity and local fares within a country, hotel and restaurant, admission fees, and souvenir expenditures.

Imports	Q1 00	Q2 00
Transportation-related Total (billions of dollars)	85.3	86.7
Percent change from previous quarter	2.3	1.6
Automotive & Parts (billions of dollars)	48.3	48.4
Percent change from previous quarter	2.8	0.2
Travel (billions of dollars)	15.9	16.4
Percent change from previous quarter	3.8	3.6
Other (billions of dollars)	9.5	9.6
Percent change from previous quarter	2.7	1.1
Passenger Fares (billions of dollars)	5.8	6.0
Percent change from previous quarter	4.5	3.4
Civilian Aircraft & Parts (billions of dollars)	5.8	6.2
Percent change from previous quarter	-3.7	7.3

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, *Survey of Current Business*, July 2000.





Value of transportation-related exports

Transportation-related exports contribute to U.S. GDP and employment, which help retain the U.S. industrial base.

NOTE: “Other transportation” exports include payments for freight transportation services and port services.

Passenger fares include international transportation fares, particularly, air fares and ocean liner fares.

Travel includes intercity and local fares within a country, hotel and restaurant, admission fees, and souvenir expenditures.

Exports	Q1 00	Q2 00
Transportation-related Total (billions of dollars)	62.9	65.1
Percent change from previous quarter	-2.1	3.5
Automotive & parts (billions of dollars)	20.1	19.8
Percent change from previous quarter	3.6	-1.5
Travel (billions of dollars)	19.8	20.1
Percent change from previous quarter	1.4	1.8
Civilian Aircraft & Parts (billions of dollars)	10.9	12.9
Percent change from previous quarter	-17.7	18.3
Other (billions of dollars)	7.2	7.4
Percent change from previous quarter	1.4	2.1
Passenger Fares (billions of dollars)	5.0	5.0
Percent change from previous quarter	1.0	0.0

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, *Survey of Current Business*, July 2000, NIPA Table 4.3.

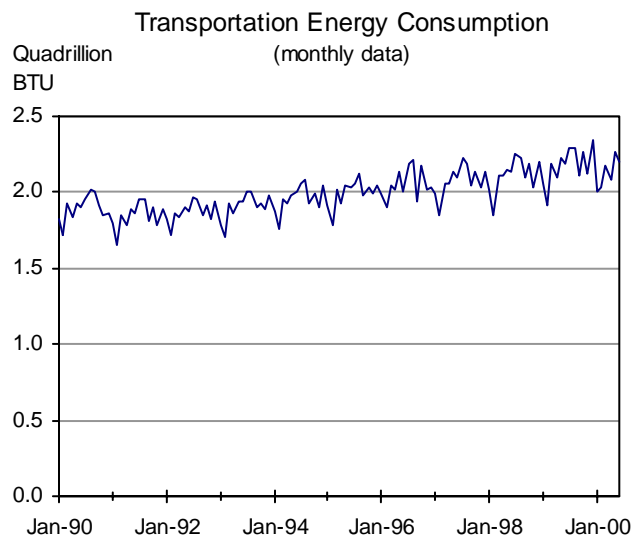


Human and Natural Environment

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Transportation Energy Use Per Dollar of GDP	58
U.S. Carbon Dioxide Emission from Energy Use By Sector	59
Key Air Pollutant Emissions from Transportation	60





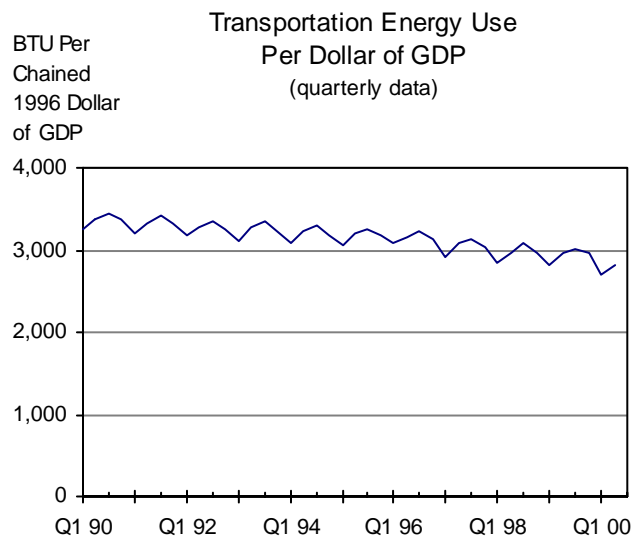
Transportation energy use

Transportation accounts for about 28 percent of U.S. energy consumption. Petroleum accounts for nearly all (about 97 percent) of the transportation sector's energy use. Petroleum is a major component of transportation costs, and its usage affects the environment. Because more than half of the U.S. petroleum supply is imported, there are also national security concerns for assuring petroleum supplies.

Transportation Energy Consumption	Jun-99	Jun-00
Quadrillion BTU	2.184	2.195
Percent change from same month previous year	2.58	0.50

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 Energy, Energy Information Administration, *Monthly Energy Review*, July 2000, available at: <http://www.eia.doe.gov>.



Transportation energy use per dollar of GDP

This indicator shows the level of energy use for transportation with respect to production of GDP and the levels of personal consumption in the United States over time. Transportation energy use reflects the seasonality of personal travel.

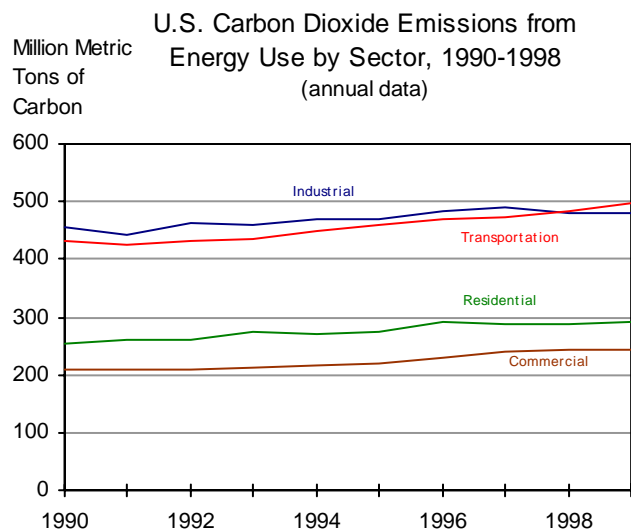
BTU - British Thermal Unit
The average heat content of motor gasoline is 129,024 BTU per gallon. One quadrillion BTU is equivalent to 7.75 billion gallons of motor gasoline.

Transportation Energy Use Per \$ of GDP	Q2 99	Q2 00
Thousand BTU per Dollar of GDP	2,963	2,808
Percent change from same quarter previous year	-0.31	-5.24

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 Energy, Energy Information Administration, *Monthly Energy Review*, July 2000, available at: <http://www.eia.doe.gov>.





Transportation and other sectors' carbon dioxide emissions

Carbon dioxide is a major greenhouse gas emitted from the burning of fossil fuels.

The transportation sector surpassed the industrial sector's carbon dioxide emissions for the first time in 1998. Historically, the industrial sector was the largest emitter of carbon dioxide.

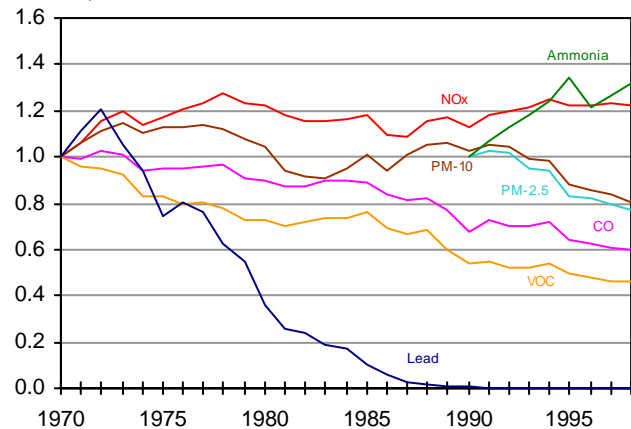
MMTC = million metric tons of carbon
Tons of carbon can be converted to tons of carbon dioxide by multiplying by 3.667.

U.S. Carbon Dioxide Emissions	1998	1999
Transportation (MMTC)	482	496
Percent change from previous year	1.69	2.91
Industrial (MMTC)	480	481
Percent change from previous year	-2.04	0.36
Residential (MMTC)	289	290
Percent change from previous year	0.00	0.35
Commercial (MMTC)	244	244
Percent change from previous year	1.24	0.00

SOURCE: U.S. Department of Energy, Energy Information Administration, *Emissions of Greenhouse Gases in the United States, 1998*. Available at: <http://www.eia.doe.gov/oiaf/1605/ggrpt/index.html>.



1970=100 (For PM-2.5 and Ammonia 1990=100)
Index of Key Air Pollutant Emissions from Transportation
 (annual data)



Air pollutants from transportation

Despite rapid growth in vehicle use over the past two decades, emissions of carbon monoxide (CO) and volatile organic compounds (VOC) have declined, and lead emissions have been almost eliminated, leading to improved air quality. There have been reductions in particulate emissions (PM) at the 10 micron classification. Only emissions of nitrogen oxides (NO_x) remain above 1970 levels. (Ammonia and PM-2.5 were added to the list of regulated pollutants recently.)

Thousands of Short Tons of Transportation Air Emissions	1997	1998
Carbon monoxide (CO)	55,437	54,170
Oxides of nitrogen (NO _x)	10,077	9,975
Volatile organic compounds (VOC)	6,513	6,510
Particulate matter < 10 microns (PM-10)	420	405
Particulate matter < 2.5 microns (PM-2.5)	336	323
Ammonia	250	260
Lead	0.5	0.5

SOURCE: U.S. Environmental Protection Agency, Office of Air Quality Planning and Standards (OAQPS). 1998a. *National Air Pollutant Emission Trends, Update: 1970-1997* (Research Triangle Park, NC: December 1998)



National Security

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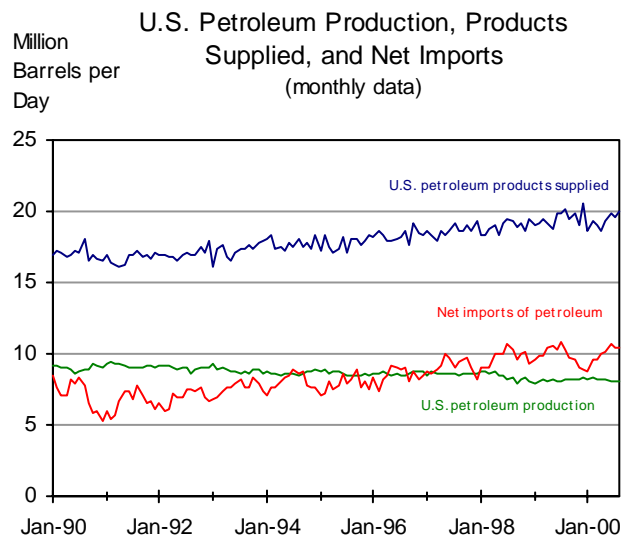
U. S. Petroleum Production and Consumption

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Alien Interdictions

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U.S. dependence on oil imports

The United States now imports more petroleum than it produces domestically. U.S. dependence on foreign sources for a product of such critical importance to the U.S. economy and society has prompted national security concerns.

U.S. Petroleum Products Supplied	Jul-00	Aug-00
Total (thousand barrels per day)	19,584	20,001
Percent change from previous month	-1.26	2.13

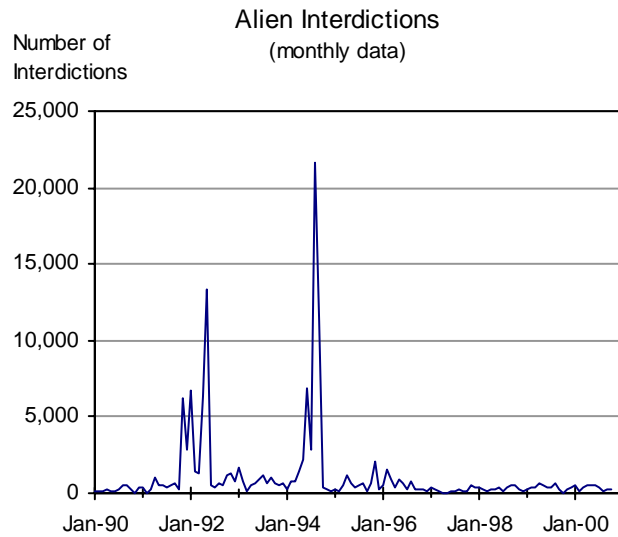
Net Petroleum Imports	Jul-00	Aug-00
Total (thousand barrels per day)	10,444	10,386
Percent change from previous month	-2.90	-0.56

U.S. Petroleum Production	Jul-00	Aug-00
Total (thousand barrels per day)	8,117	8,101
Percent change from previous month	-0.09	-0.20

NOTE: Petroleum products supplied is a proxy for consumption.

SOURCE: U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*. Available at: <http://www.eia.doe.gov/mer>.





Interdictions of illegal aliens

In recent years, most interdictions have involved people from Haiti, the People’s Republic of China (PRC), the Dominican Republic, and Cuba. Recently, many interdictions have occurred in the Guam region. Guam is a gateway to the continental U.S. from the PRC.

NOTE: In May 1992, there were 13,103 Haitian interdictions. In August 1994, there were 21,300 Cuban interdictions.

Interdiction: The interception and stopping of illegal aliens attempting to enter the United States (in this case by water or air).

Alien Interdictions	Oct-99	Oct-00
Total	58	197
Percent change from previous year	-89.86	239.66

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, U.S. Coast Guard, Office of Law Enforcement, available at: <http://www.uscg.mil/hq/g-o/g-opl/mle/amiostats1.htm>.

