

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 – September 2000

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✎ Air passenger miles rose more than 9 percent between May 1999 and May 2000, the second-highest rate in any 12-month period for the last four years. Planes had fewer unused seats in May than in any other month in the previous four-year period.	11
✎ For major air carriers, late departures rose nearly 27 percent, late arrivals rose over 18 percent, and cancellations rose almost 47 percent from June 1999 to June 2000.	16
✎ International waterborne container traffic was up almost 10 percent from the first quarter of 1999 to the first quarter of 2000.	21
✎ Producer prices for air transportation rose over 13 percent, and for water transportation over 9 percent from August 1999 to August 2000. Prices for motor freight, pipelines, and rail rose more modestly.	28
✎ Highway and street construction unit costs fell slightly in August, but were still about 7 percent higher than a year ago.	32
✎ First quarter profits for transportation industries declined 6 percent.	38
✎ Labor productivity growth in most transportation sectors has outpaced business as a whole, although there has been a recent lag in some transportation sectors.	39
✎ Advance retail sales are on a long-term rise, while manufacturing inventory levels have been moving down. This implies increased demand for transportation services.	42
✎ World crude oil prices rose to nearly \$33 per barrel in the second week of September – more than 175 percent above the level a year ago. Airlines paid 45 to 54 percent more for jet fuel than a year ago in July (p. 51).	47
✎ International trade rose substantially in June – imports were up over 4 percent and exports were up almost 6 percent over May.	52
✎ Exports of civilian aircraft, engines, and parts rose more than 18 percent in the second quarter while imports rose more than 7 percent.	54
✎ Transportation energy use is rising more slowly than GDP.	57

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
Total U.S. resident population (thousands) ^a	227,255	237,924	249,440	262,761	265,179	267,636	270,299	272,820
Age (thousands) ^a								
Under 18	63,754	62,623	63,942	68,438	69,023	69,528	69,872	70,160
18-24 years	30,022	28,902	26,955	25,168	24,882	24,979	25,470	26,038
25-34	37,082	41,696	43,170	40,793	40,321	39,610	38,774	37,994
35-44	25,634	31,691	37,441	42,550	43,359	43,998	44,520	44,844
45-54	22,800	22,460	25,060	31,111	32,369	33,633	34,585	35,817
55-64	21,703	22,135	21,115	21,141	21,359	21,813	22,676	23,406
65 and over	25,550	28,415	31,081	33,560	33,867	34,076	34,401	34,563
Sex (thousands) ^b								
Male	110,053	116,160	121,271	128,499	129,746	131,018	132,046	133,315
Female	116,493	122,576	127,494	134,261	135,434	136,618	138,252	139,505
Metropolitan areas (population in millions)								
Large (over 1 million)	119	U	133	U	149	U	U	U
Medium (250,000-999,999)	41	U	46	U	44	U	U	U
Small (less than 250,000)	17	U	19	U	19	U	U	U
Rural v. urban (thousands)								
Rural	59,495	U	61,656	U	U	U	U	U
Urban	167,051	U	187,053	U	U	U	U	U
Regions (millions) ^c								
Northeast	49	50	51	51	52	52	52	52
South	75.4	81.4	85.5	91.8	93.1	94.2	95.4	96.5
Midwest	58.9	58.8	59.7	61.8	62.1	62.5	63	63.2
West	43.2	47.8	52.8	57.7	58.5	59.4	60.3	61.2
Immigrants admitted	530,639	570,009	1,536,483	720,461	915,900	798,378	660,447	U
Total area (square miles)	3,618,770	U	3,717,796	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
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
Total civilian labor force (thousands)								
Participation rate of men	77.40%	76.30%	76.40%	75.00%	74.90%	75.00%	74.90%	74.70%
Participation rate of women	51.50%	54.50%	57.50%	58.90%	59.30%	59.80%	59.80%	60.00%
Unemployment rate	7.10%	7.20%	5.60%	5.60%	5.40%	4.90%	4.50%	4.20%
Men	6.90%	7.00%	5.70%	5.60%	5.40%	4.90%	4.40%	4.10%
Women	7.40%	7.40%	5.50%	5.60%	5.40%	5.00%	4.60%	4.30%
Number of households (thousands)	80,776	86,789	93,347	98,990	99,627	101,018	102,528	U
Average size of households	2.76	2.69	2.63	2.65	2.65	2.64	2.62	U
Median household income (Chained \$ 1996)	33,722	34,439	35,945	35,082	35,492	36,175	37,430	U
Families below poverty level (thousands)	6,217	7,223	7,098	7,532	7,708	7,324	7,186	U
Average household expenditures (Chained \$ 1996)	U	34,253	34,070	33,217	33,797	34,038	34,205	U

KEY: U= Unavailable

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

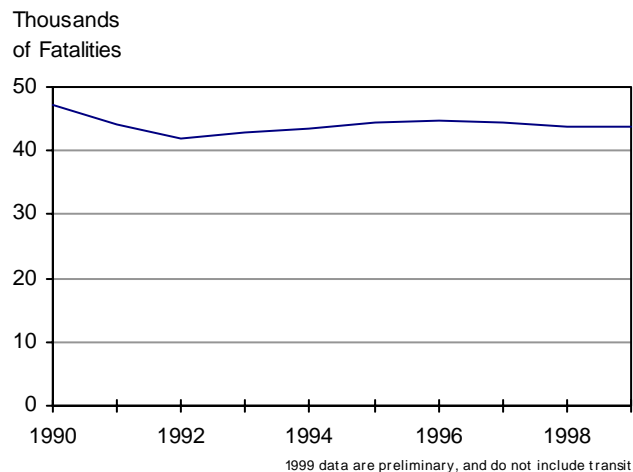


Safety

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Total Transportation Fatalities
(annual data, all modes)



Transportation fatalities: all modes

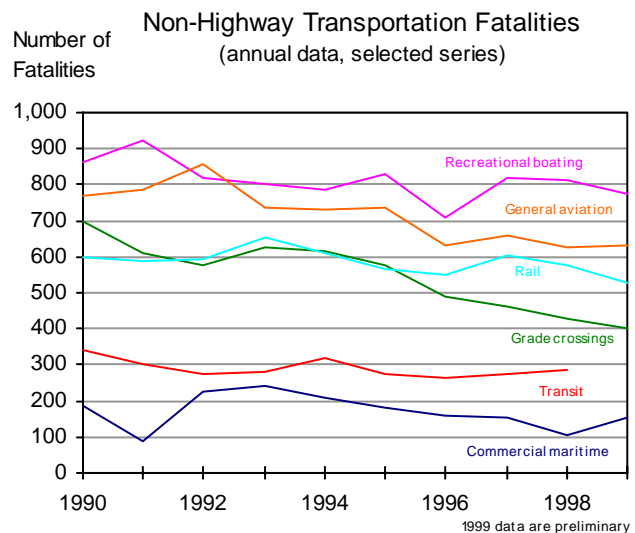
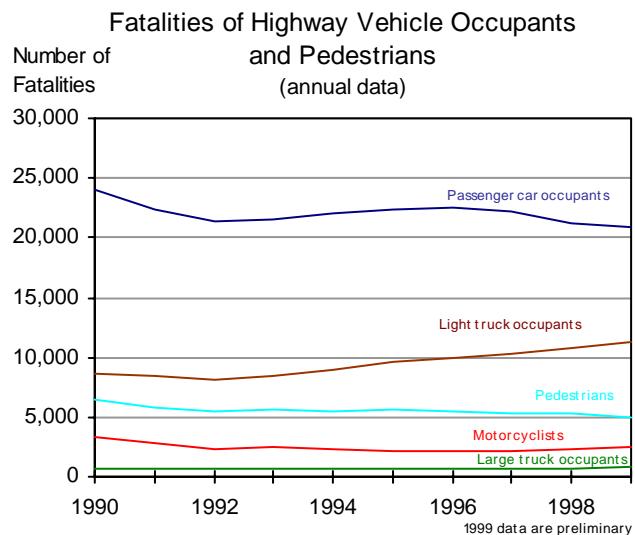
Fatalities represent the most severe safety consequence for the transportation system.

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

Most modes show a decline in fatalities since 1990. 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.

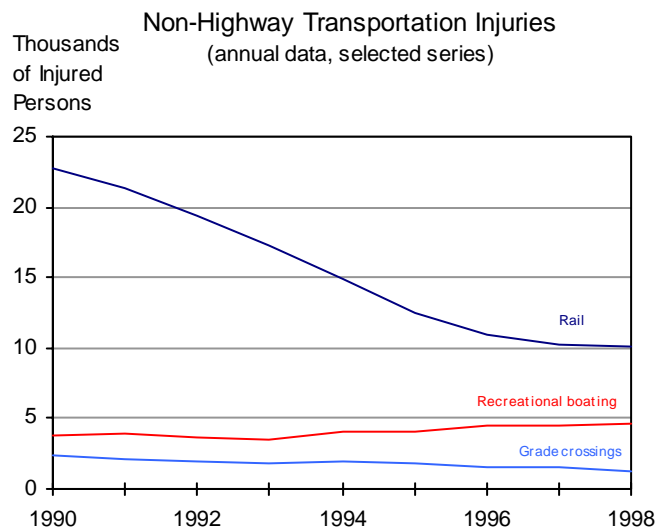
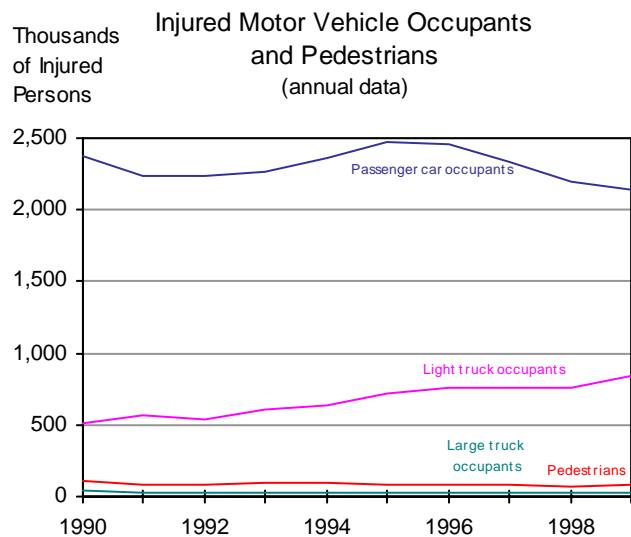
SOURCES: Data compiled from various government agencies as cited in the U.S. Department of Transportation (USDOT), Bureau of Transportation Statistics, *National Transportation Statistics 1999*, table 3-1, available at: <http://www.bts.gov/ntda/nts/nts.html>, and the U.S. Department of Transportation, *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
Recreational Boating	815	773
Percent change from previous year	-0.73	-5.15
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.

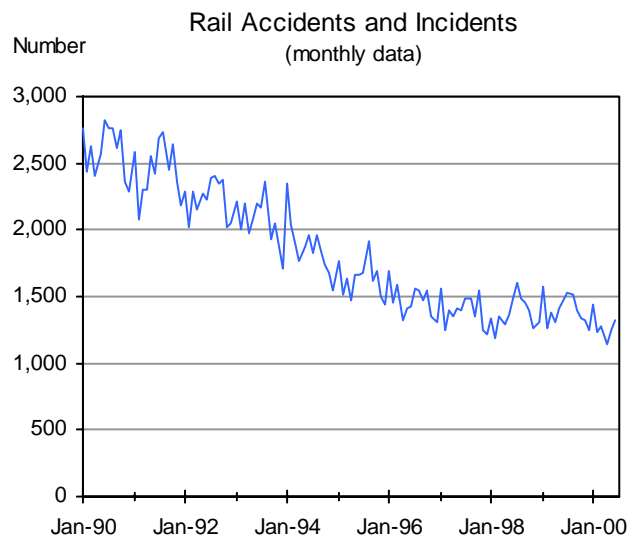
See U.S. Department of Transportation, Bureau of Transportation Statistics, pp. 273-280, *National Transportation Statistics 1999* for detailed discussion of modal injury data.

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.



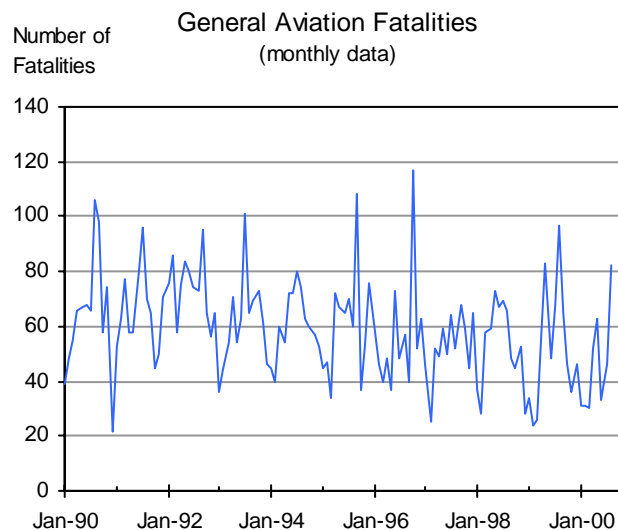


Rail accidents and incidents

Rail accidents/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.

Railroad Accidents and Incidents	May-00	Jun-00
Railroad accidents per million train-miles	1,249	1,316
Percent change from previous month	9.75	5.36

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



General aviation fatalities

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

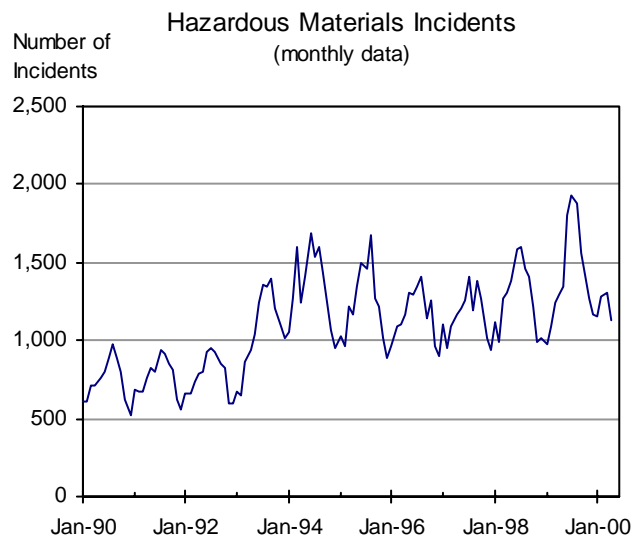
NOTE: General Aviation – Movements of aircraft and helicopters belonging to individuals, companies not primarily in the aviation business, and flying clubs. Examples of general aviation aircraft include corporate jet planes and single engine piston aircrafts owned by an individual.

General Aviation	Jul-00	Aug-00
Fatalities	46	82
Percent change from previous month	39.39	78.26

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>.





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.

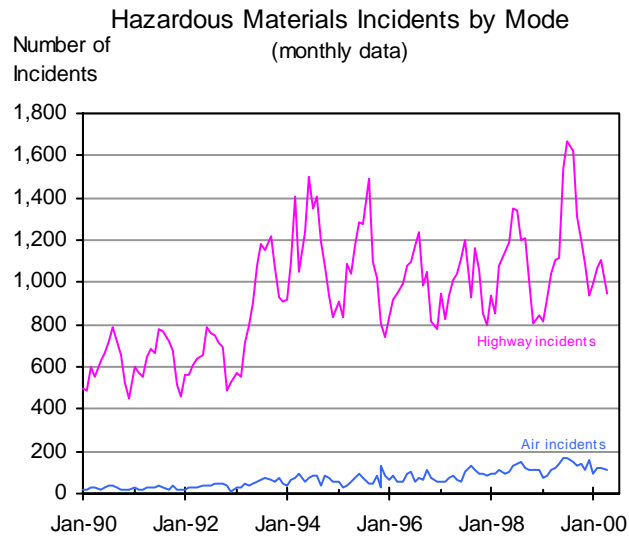
A reported incident is a report of any unintentional release of hazardous material while in transportation (including loading, unloading, and temporary storage). It also includes reports made in response to a telephonic notification, but excludes pipeline and bulk shipments by water, which are reported separately.

Hazmat Incidents	Apr-99	Apr-00
Total	1,297	1,130
Percent change from same month previous year	-1.14	-12.88

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.



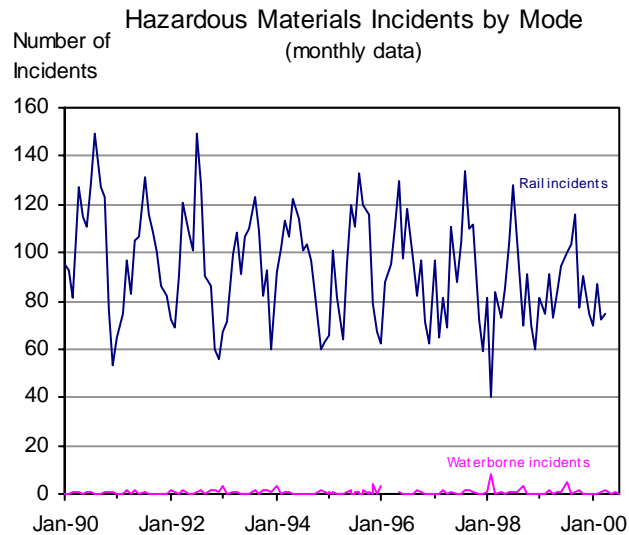


Modal breakout of hazardous materials incidents

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.

A reported incident is a report of any unintentional release of hazardous material while in transportation (including loading, unloading, and temporary storage). It also includes reports made in response to a telephonic notification, but excludes pipeline and bulk shipments by water, which are reported separately.

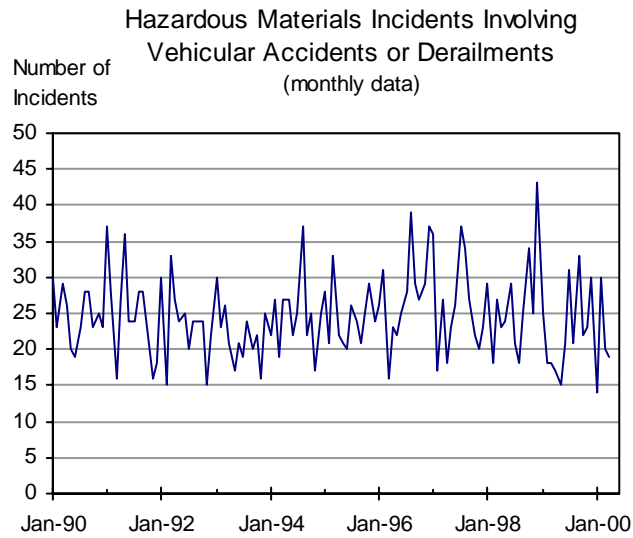


Hazmat Incidents by mode	Apr-99	Apr-00
Highway	1,102	944
Percent change from same month previous year	-3.76	-14.34
Air	120	108
Percent change from same month previous year	33.33	-10.00
Rail	73	75
Percent change from same month previous year	0.00	2.74
Waterborne	2	3
Percent change from same month previous year	-50.00	50.00

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.





Hazardous materials incidents involving crashes or train derailments

Hazardous materials incidents involving 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	Apr-99	Apr-00
Total incidents involving vehicular accidents	17	19
Percent change from same month previous year	-26.09	11.76

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

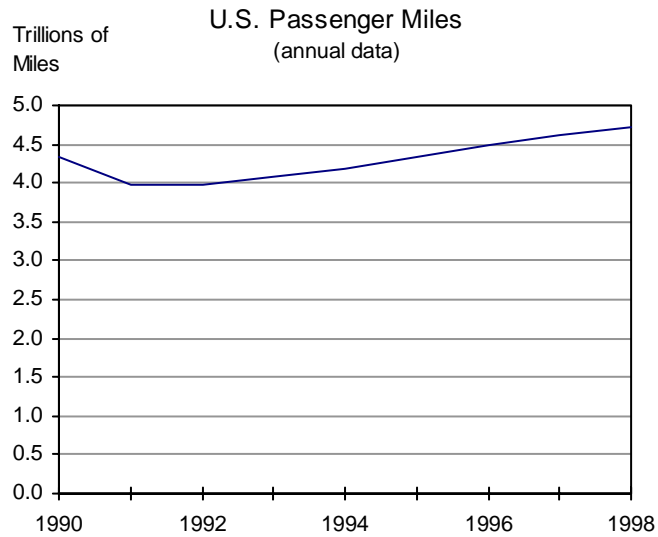
SOURCE: U. S. Department of Transportation, Research and Special Programs, Office of Hazardous Materials, Planning and Analysis, Hazardous Materials Information System data obtained through personal communication.



Mobil ity

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U. S. Passenger Miles	10
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Passenger miles

Passenger miles are a key measure of transportation system use.

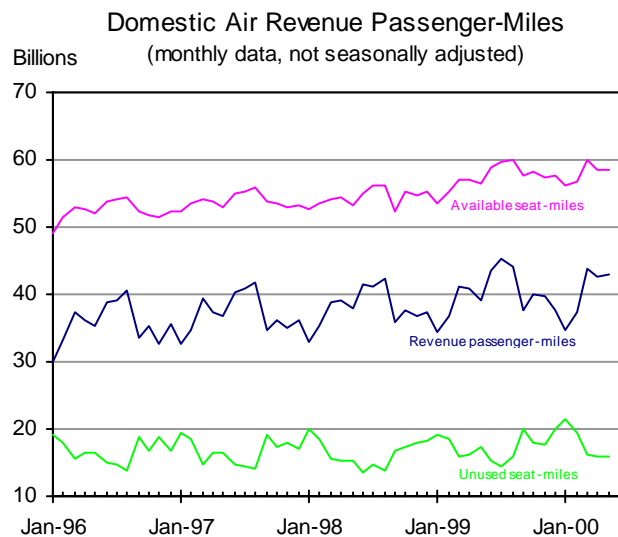
The average yearly growth rate has been about 3-4 percent per year for the past several years.

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.





Air passenger capacity utilization

Revenue passenger-miles are a direct measure of the volume of air transportation and are the major source of revenues for the air transportation industry. Unused seat-miles are the difference between available seat-miles and revenue passenger miles. It is an indirect measure of airline capacity utilization. In order to maximize profit and market share, airlines have to constantly balance between available seat-miles and unused seat-miles based on their projections of demands for air travel.

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

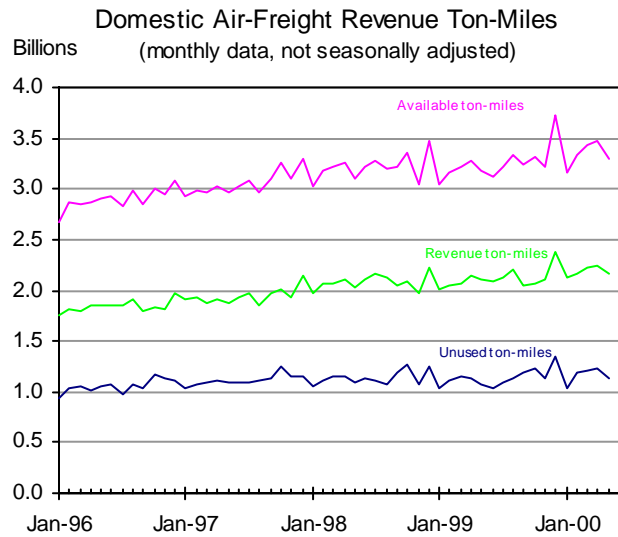
Domestic Aviation	May-99	May-00
Revenue passenger-miles (billions)	39.16	42.85
Percent change from same month previous year	2.90	9.43
Available seat-miles (billions)	56.40	58.64
Percent change from same month previous year	5.84	3.97
Unused seat-miles (billions)	17.24	15.79
Percent change from same month previous year	13.19	-8.43

NOTES: These indicators are also important components of airline profitability addressed in the indicator entitled Domestic Air Revenue Load Factors. The data has been adjusted to have standard 30 day-month by multiplying the data for each month by the ratio: 30/(actual days in month).

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.





Air freight capacity utilization

Air-freight is an integral part of air transportation. Though still much smaller than air passenger transportation, air freight is an increasingly important revenue source to the air transportation industry.

Unused ton-miles are the result of an imperfect match between available ton-miles and ton-miles utilized. Some of it is necessary to ensure the availability and quality of air freight services. A change in 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.

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

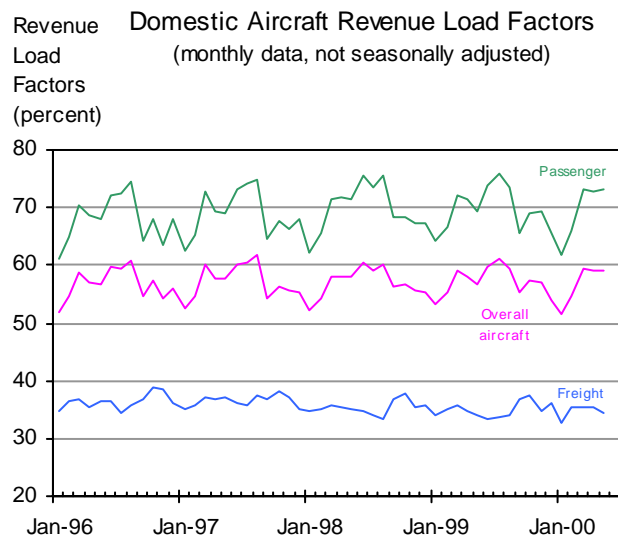
Domestic Aviation	May-99	May-00
Revenue ton-miles (billions)	1.08	1.13
Percent change from same month previous year	-0.87	4.69
Available ton-miles (billions)	3.18	3.29
Percent change from same month previous year	2.07	3.72
Unused ton-miles (billions)	2.10	2.17
Percent change from same month previous year	3.65	3.23

NOTES: Available freight ton-miles are calculated by subtracting available seat-miles times 0.1 from total available ton-miles. These indicators are also important components of airline profitability addressed in the indicator entitled Domestic Air Revenue Load Factors. The data has been adjusted to have standard 30 day-month by multiplying the data for each month by the ratio: 30/(actual days in month).

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.





Aircraft capacity utilization – passengers and freight

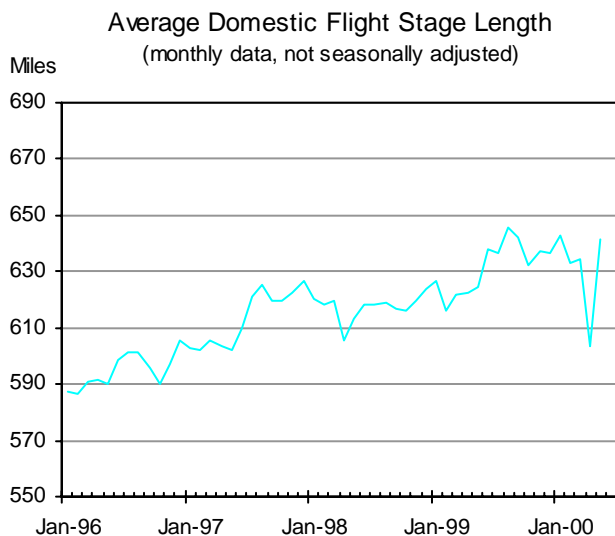
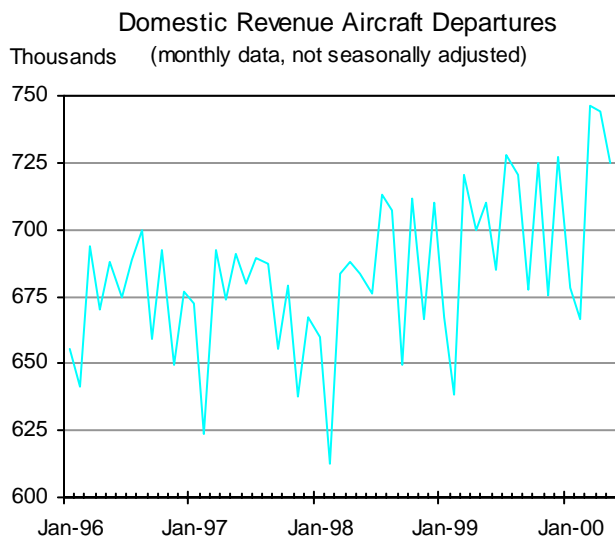
Aircraft load factor is a direct measure of capacity utilization for the airline industry. Other things being equal, aircraft productivity increases as load factors increase.

Passenger revenue load factors are based on revenue passenger miles and available seat miles; freight revenue load factors are based on revenue ton-miles and available ton-miles; aircraft revenue load factors are based on combined revenue aircraft miles and combined available aircraft miles, in which a passenger plus baggage is assumed to weigh 200 pounds.

Revenue Load Factors (percent)	May-99	May-00
Freight revenue load factor	33.9	34.3
Change from same month previous year	-1.01	0.32
Passenger revenue load factor	69.4	73.1
Change from same month previous year	-1.98	3.65
Overall aircraft revenue load factor	56.6	59.1
Change from same month previous year	-1.33	2.47

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





Flight availability

In addition to safety and comfort, schedule convenience, the number of connections required for a single trip, and the match between available flights and travelers' desired origin and destination points are important determinants of the quality of air passenger services. Frequency of aircraft departures is a proxy for scheduling convenience. Other things equal, the more aircraft departures, the more flight options are available to travelers.

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.

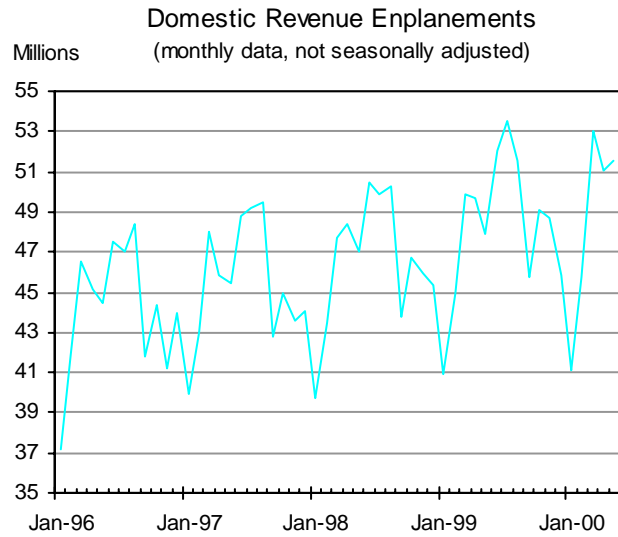
The key relation is that departures and flight stage length will tend to move in opposite directions when changes are due to changes in the number of connections. For example, a trip from city A to city B with a connection in city C will have two departures, but generally a shorter average flight stage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

Domestic Flight Availability	May-99	May-00
Revenue aircraft departures (thousands)	710	725
Percent change from same month previous year	3.83	2.10
Flight stage length (miles)	624	642
Percent change from same month previous year	1.81	2.76

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 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

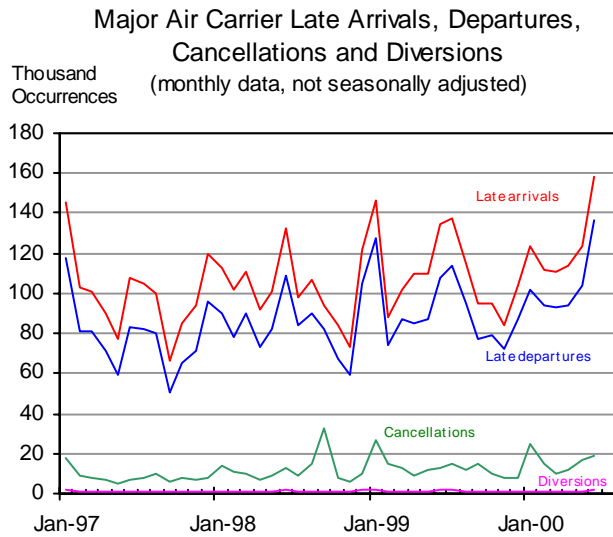
Domestic revenue enplanements are a measure of the volume of air transportation services provided. Enplanements give the number of passengers boarding aircraft and most directly measure the demand for gate and luggage services. Enplanements differ from the number of trips because passengers may board more than one flight between their origin and ultimate destination.

Domestic Aviation	May-99	May-00
Revenue aircraft enplanements (millions)	47.9	51.6
Percent change from same month previous year	1.85	7.65

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 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 indications 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.

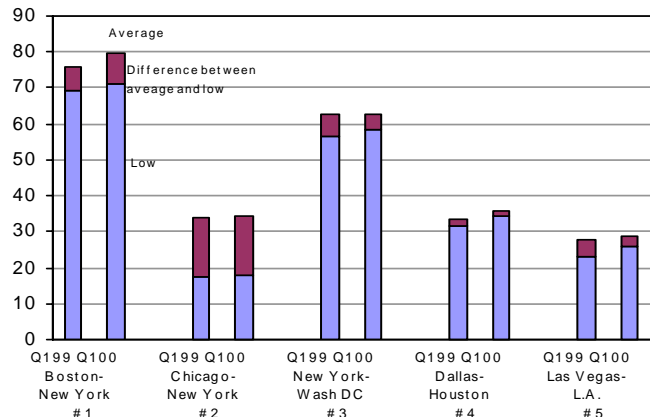
Aviation on-time performance	Jun-99	Jun-00
Operations	460,467	471,100
Percent change from same month previous year	3.14	2.31
Late arrivals	134,104	158,581
Percent change from same month previous year	1.54	18.25
Late departures	107,364	136,103
Percent change from same month previous year	-1.24	26.77
Cancellations	12,676	18,632
Percent change from same month previous year	-1.51	46.99
Diversions	1,617	1,602
Percent change from same month previous year	-9.82	-0.93

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.



Average and Low Air Fares: Most Heavily Travelled Routes of 750 Miles and Less
 1982-84 Cents per Mile (quarterly data, not seasonally adjusted)



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 direct measure of the cost of air travel between cities. Air fares are reported on a three-month rotation, in current dollars, real dollars, and real dollars per mile, with the current month using real dollars. 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 passenger 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.

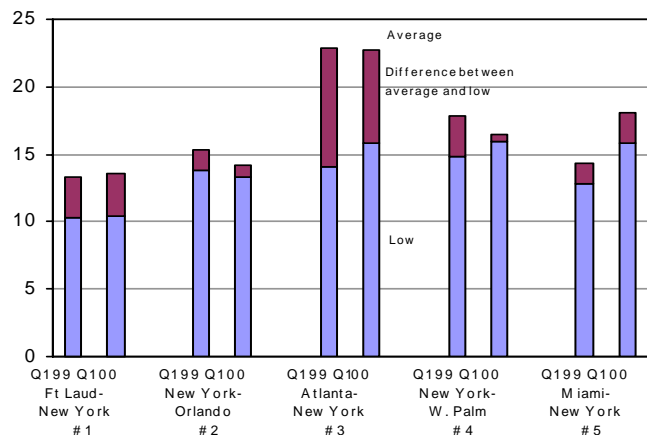
Consumer air fares (less than 750 miles)	Q1 00	Q1 00	% Change
Boston-New York (185 miles)			
Average Fare (1982-84 4/mile)	75.7	79.5	5.00
Low Fare (1982-84 4/mile)	69.2	71.4	3.12
Daily Passengers	6,264	6,611	5.54
Chicago-New York (728 miles)			
Average Fare (1982-84 4/mile)	33.8	34.2	1.22
Low Fare (1982-84 4/mile)	17.4	17.9	2.36
Daily Passengers	5,987	6,108	2.02
New York-Wash DC (214 miles)			
Average Fare (1982-84 4/mile)	62.6	62.6	0.00
Low Fare (1982-84 4/mile)	56.5	58.4	3.31
Daily Passengers	5,529	5,786	4.65
Dallas-Houston (236 miles)			
Average Fare (1982-84 4/mile)	33.5	35.6	6.33
Low Fare (1982-84 4/mile)	31.4	34.3	9.46
Daily Passengers	5,523	5,730	3.75
Las Vegas-L.A. (236 miles)			
Average Fare (1982-84 4/mile)	28.0	28.8	3.03
Low Fare (1982-84 4/mile)	23.3	25.8	10.91
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/>.



Average and Low Air Fares: Most Heavily Travelled Routes of Greater Than 750 Miles
Cents per Mile (quarterly data, not seasonally adjusted)



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

In the first quarter of 2000, there were 734 large-market routes of more than 750 miles.

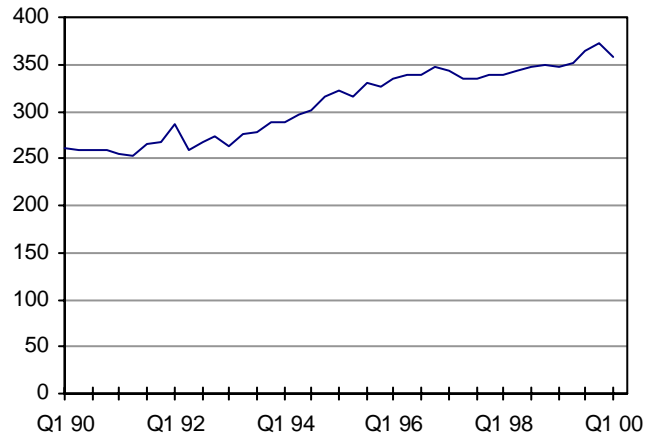
Consumer air fares (greater than 750 miles)	Q1 00	Q1 00	% Change
Ft. Lauderdale-New York (1072 miles)			
Average Fare (1982-84 4/mile)	13.3	13.5	1.40
Low Fare (1982-84 4/mile)	10.4	10.4	0.90
Daily Passengers	6,343	6,707	5.74
New York-Orlando (944 miles)			
Average Fare (1982-84 4/mile)	15.4	14.2	-7.59
Low Fare (1982-84 4/mile)	13.8	13.3	-3.08
Daily Passengers	5,512	5,920	7.40
Atlanta-New York (756 miles)			
Average Fare (1982-84 4/mile)	22.9	22.8	-0.58
Low Fare (1982-84 4/mile)	14.0	15.9	13.21
Daily Passengers	5,423	5,762	6.25
New York-W. Palm (1024 miles)			
Average Fare (1982-84 4/mile)	17.9	16.4	-8.20
Low Fare (1982-84 4/mile)	14.8	15.9	7.24
Daily Passengers	5,052	4,582	-9.30
Miami-New York (1093 miles)			
Average Fare (1982-84 4/mile)	14.3	18.1	26.92
Low Fare (1982-84 4/mile)	12.8	15.8	23.57
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/>.



Billions of Revenue Ton Miles
 Rail Carloadings- Revenue Ton-Miles
 (quarterly data)



Rail utilization

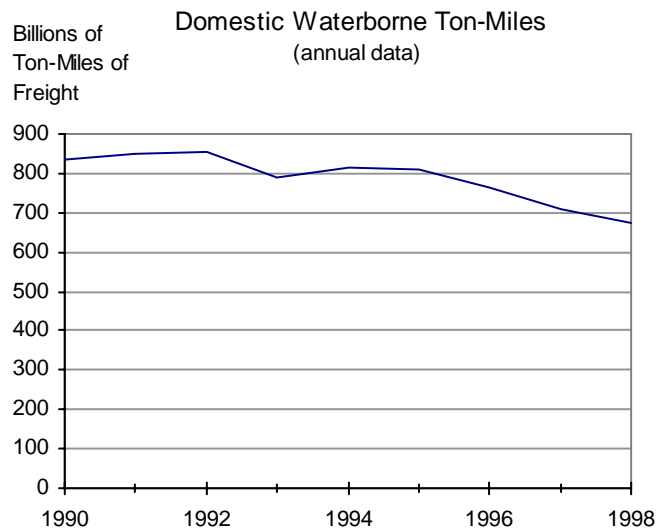
Revenue ton-miles generally have increased despite service problems in recent years.

Rail Operations	Q1 99	Q1 00
Total (billions)	348	359
Percent change from same quarter previous year	2.71	2.93

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>.





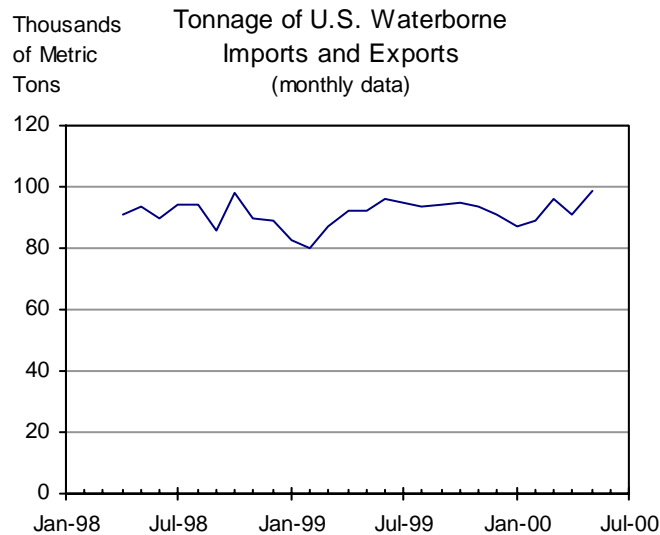
Domestic waterborne commerce

Waterborne ton-miles are a measure of maritime transportation system use.

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

U.S. Domestic Ton-miles	1997	1998
Waterborne total (millions)	707,410	672,975
Percent change from previous year	-7.49	-4.87

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.



Volume of U.S. foreign waterborne cargo

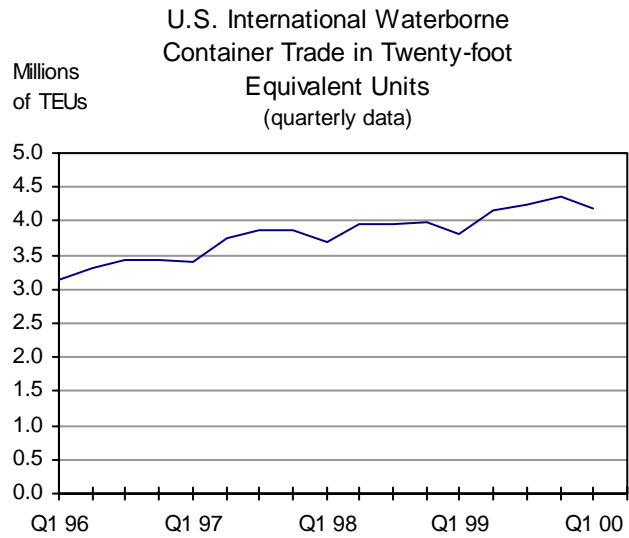
This measure tallies the metric tons of cargo flowing through U.S. ports and the resulting vessel traffic on the U.S. coastal waters. It also helps identify needs for trade related traffic and rail systems as waterborne transportation activity increases.

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

U.S. International Trade	May-99	May-00
Waterborne Total (metric tons)	92,096	98,537
Percent change from same month, previous year	-1.58	6.99

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.

The number of waterborne containerized imports exceeds those exported which may lead to a container repositioning problem due to the cost of moving empty containers.

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.

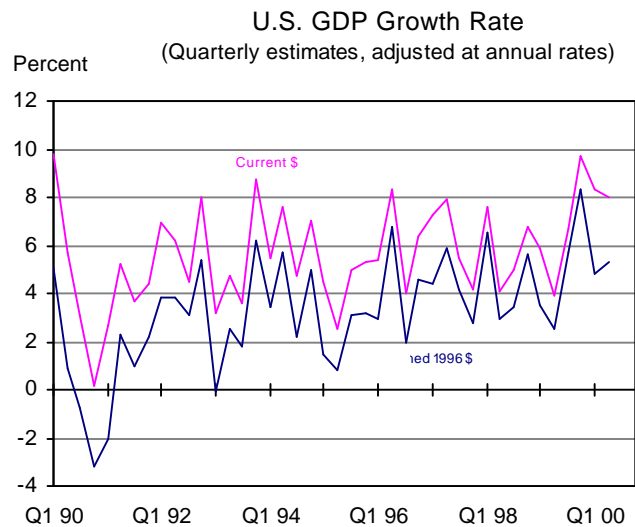
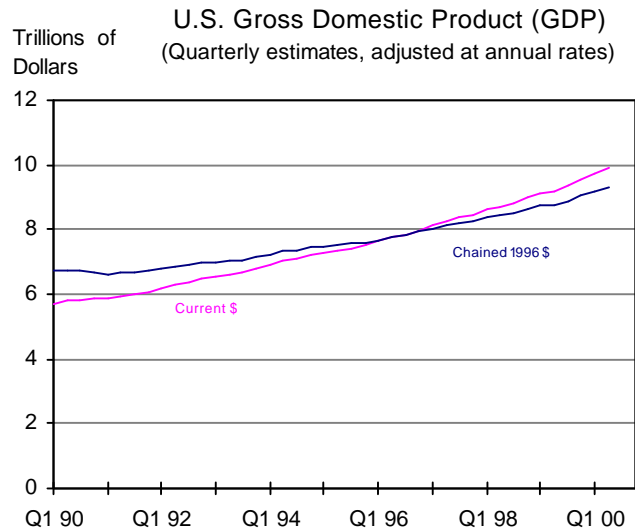
SOURCE: Journal of Commerce, Port Import/Export Reporting Service (PIERS) data.



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.

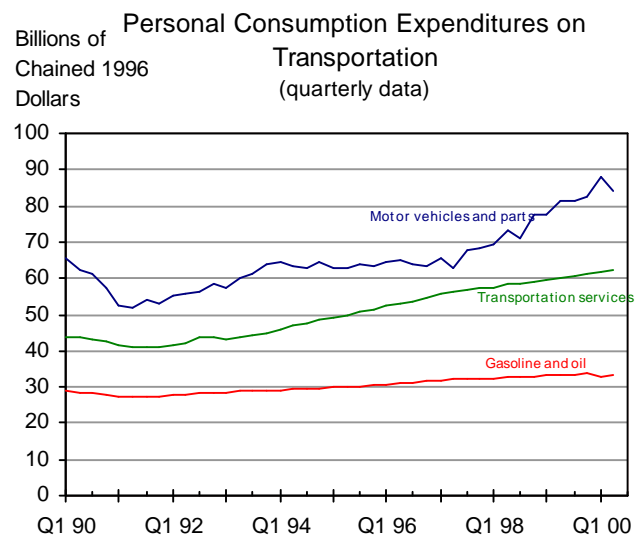
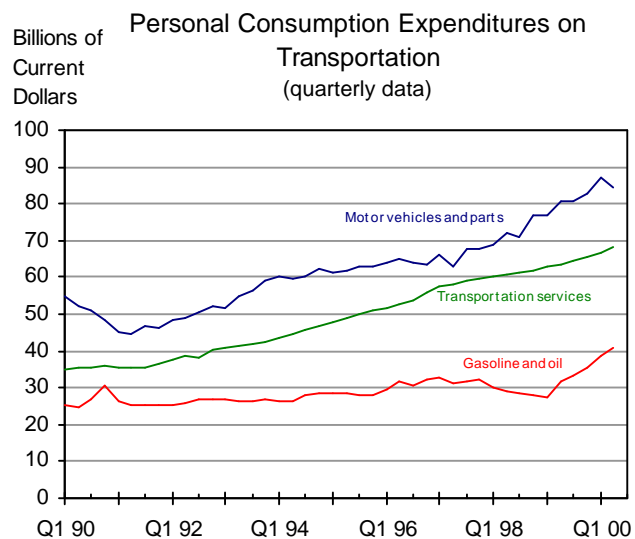
NOTES: Quarterly GDP data are presented at an annual rate

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	9,309
Percent change from previous quarter	1.19	1.27

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	84.25
Percent change from previous quarter	5.75	-3.52
Gasoline and oil (billions of current dollars)	38.63	41.00
Percent change from previous quarter	8.80	6.15
Transportation services (billions of current dollars)	66.85	68.13
Percent change from previous quarter	1.94	1.91

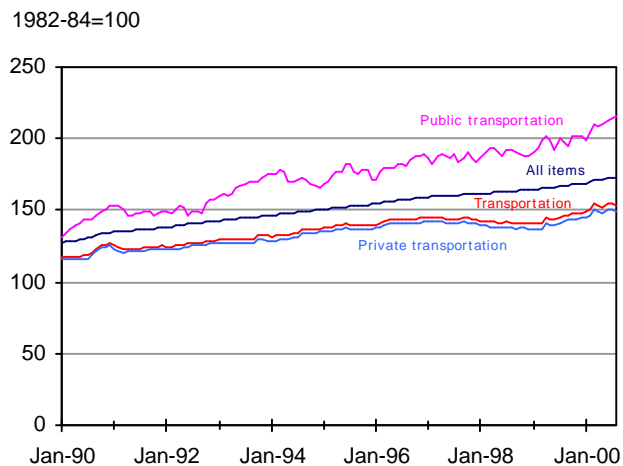
SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, estimates based on *Survey of Current Business*, July 2000, NIPA Table 2.2.

Personal Consumption Expenditures	Q1 00	Q2 00
Motor vehicles and parts (billions of chained 1996 dollars)	87.95	84.38
Percent change from previous quarter	6.32	-4.06
Gasoline and oil (billions of chained 1996 dollars)	32.80	33.13
Percent change from previous quarter	-3.67	0.99
Transportation services (billions of chained 1996 dollars)	61.88	62.38
Percent change from previous quarter	1.02	0.81

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



Consumer Price Indices, U.S. City Average
(monthly data, seasonally adjusted)



Cost of transportation and its components to American households

The Consumer Price Index (CPI) tracks a market basket of the cost of goods purchased by U. S. households over time. The transportation component index of the CPI shows changes in transportation cost for consumers, and includes motor vehicle insurance, maintenance and repair, used and new car and trucks, gasoline (all types), air fares, and intercity transportation.

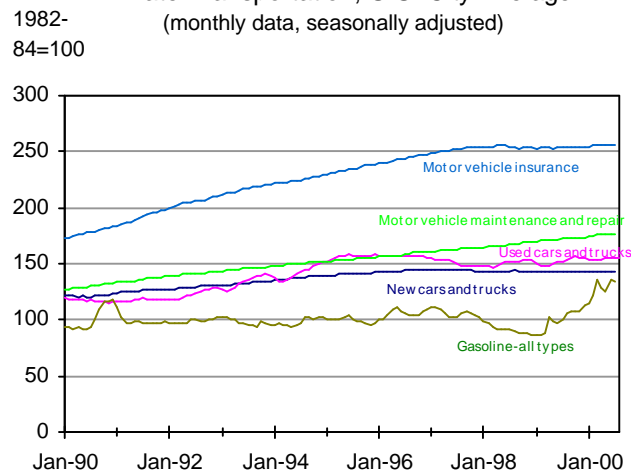
NOTE: 1982-84=100: The consumer price index for a specific item establishes its base of comparison by weighting the average prices of the item's components with the shares of the components in this item. When a time period is chosen as the base period, the weighted average price of an item in that time period is then normalized to 100. Normally, the base period is a year. For some items, BLS chose 192-84 as 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.

Index (1982-84=100)	Jul-00	Aug-00
Public transportation	213.7	215.7
Percent change from previous month	0.52	0.94
All items	172.7	172.6
Percent change from previous month	-0.06	-0.06
Transportation	154.9	153.2
Percent change from previous month	-0.26	-1.10
Private transportation	150.7	148.8
Percent change from previous month	-0.33	-1.26

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)



Cost of transportation and its components to American households

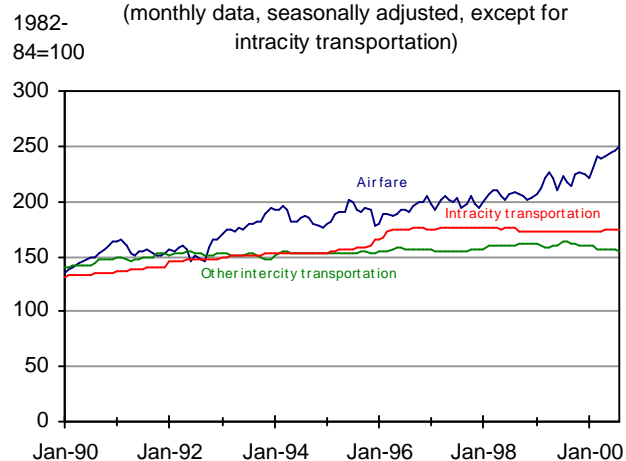
The Consumer Price Index (CPI) tracks a market basket of the cost of goods purchased by U. S. households over time. The transportation component index of the CPI shows changes in transportation cost for consumers, and includes motor vehicle insurance, maintenance and repair, used and new cars and trucks, gasoline (all types), air fare, and intercity transportation.

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

Index (1982-84=100)	Jul-00	Aug-00
Used cars and trucks	155.3	155.2
Percent change from previous month	-0.26	-0.06
New trucks	152.0	151.8
Percent change from previous month	-0.13	-0.13
New cars	140.0	139.9
Percent change from previous month	0.14	-0.07

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

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

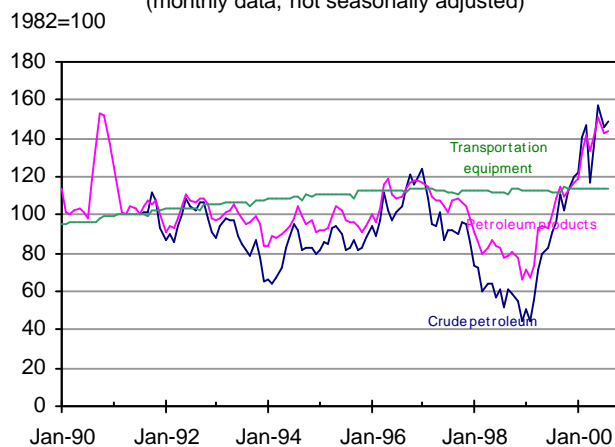


Index (1982-84=100)	Jul-00	Aug-00
Airfare	246.8	250.4
Percent change from previous month	0.73	1.46
Intracity transportation (not seasonally adjusted)	174.6	175.1
Percent change from previous month	0.29	0.29
Other intercity transportation	155.4	154.6
Percent change from previous month	-0.19	-0.51

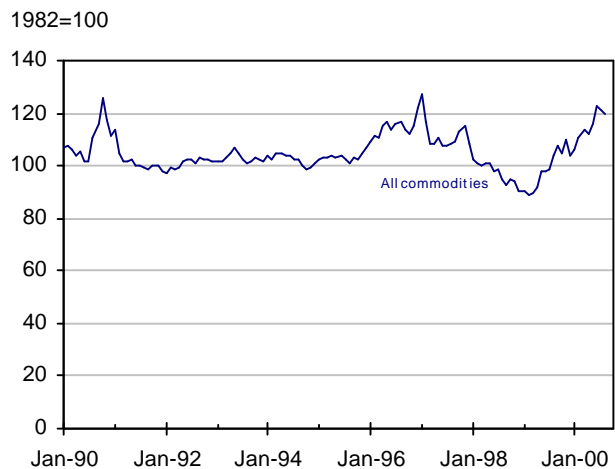
SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, available at: <http://www.bls.gov/cpihome.htm>.



Key Producer Price Indices for Transportation
(monthly data, not seasonally adjusted)



Key Producer Price Index for Transportation
(monthly data, not seasonally adjusted)



Cost 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 costs to anyone purchasing directly from the firm, including consumers, when the firm also serves as a retailer.

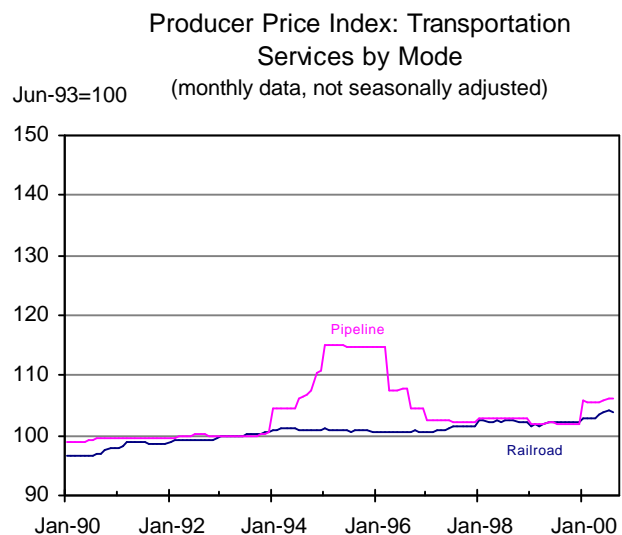
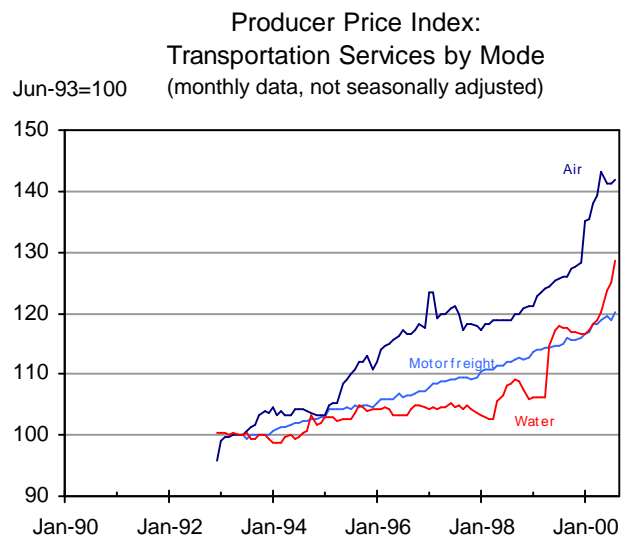
Changes in producer prices for transportation inputs suggest the direction of future costs for providing transportation services. Motor vehicle prices are strongly seasonal, declining as the model year culminates each September.

Index (1982=100)	Aug-99	Aug-00
Crude petroleum	96.5	148.7
Percent change from same month previous year	88.16	54.20
Petroleum products	108.4	143.3
Percent change from same month previous year	39.71	32.22
Transportation equipment	111.7	113.4
Percent change from same month previous year	0.29	1.50
All commodities	103.6	119.8
Percent change from same month previous year	9.33	15.62

NOTE: Data from May 2000 to August 2000 are preliminary.

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





Unit costs of transportation services

Prices of for-hire transportation services are a major factor determining the overall availability of transportation. Actual costs to users of transportation services will differ due to substitution between domestic and foreign markets, and substitution between user- and market-provided services.

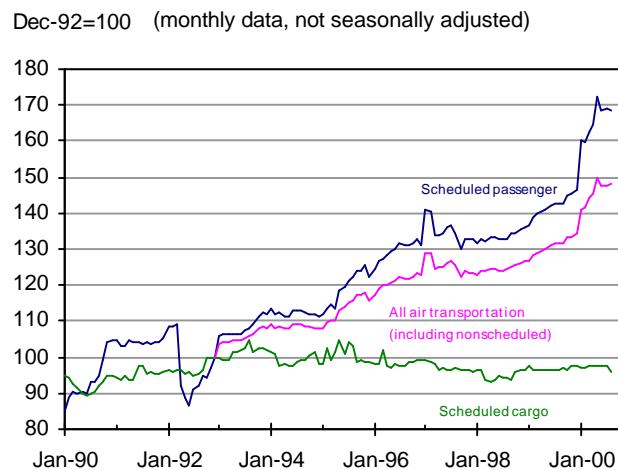
Index (Jun-93=100)	Aug-99	Aug-00
Air transportation	126.0	141.9
Percent change from the same month previous year	5.95	12.60
Water transportation	117.6	128.5
Percent change from the same month previous year	8.42	9.30
Motor freight transportation and warehousing	115.1	120.1
Percent change from the same month previous year	2.68	4.34
Pipelines, excluding natural gas	101.8	106.2
Percent change from the same month previous year	-1.01	4.38
Railroad transportation	102.1	103.8
Percent change from the same month previous year	-0.35	1.68

NOTE: Data from May 2000 to August 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



Unit costs of air transportation services

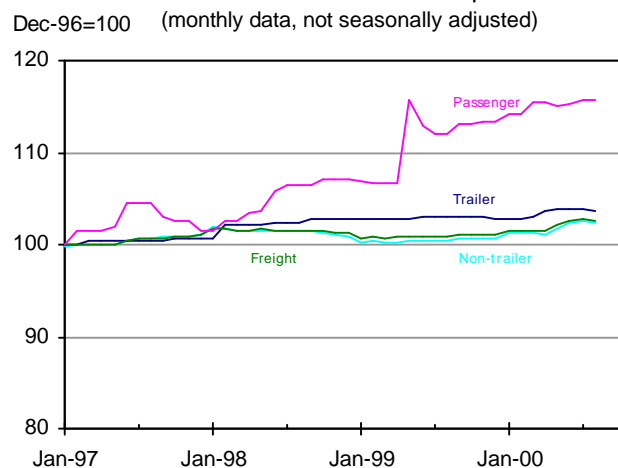
Producer prices for scheduled air transportation services represent costs for business and personal travel, as well as shipment of high-value freight. Because producers also act as retailers, a change in prices charged by airlines are immediately passed on to consumers.

NOTE: Data from May 2000 to August 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>.

Index (Dec-92=100)	Aug-99	Aug-00
Scheduled air transportation - passenger	142.7	168.6
Percent change from same month previous year	7.56	18.12
All air transportation (including nonscheduled)	131.7	148.3
Percent change from same month previous year	5.95	12.60
Scheduled air transportation - cargo	96.6	96.2
Percent change from same month previous year	2.40	-0.47

Producer Price Index: Breakdown of Railroad Transportation



Unit costs of rail transportation services

Producer prices for rail transportation indicate costs 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 unit costs of transportation services for the aggregated producer price index for rail transportation services.

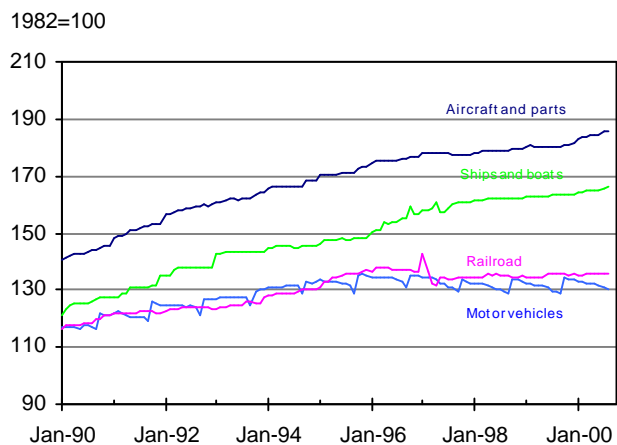
NOTE: Data from May 2000 to August 2000 are preliminary. A more complete description of producer prices is given in Chapter 14 of the BLS Handbook of Methods, available at: www.bls.gov/opub/hom/homch14_e.htm.

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

Index (Dec-96=100)	Aug-99	Aug-00
Non-trailer on flatcar	100.5	102.3
Percent change from the same month previous year	-0.89	1.79
Trailer on flatcar	103.0	103.6
Percent change from the same month previous year	0.68	0.58
Freight	100.9	102.6
Percent change from the same month previous year	-0.59	1.68
Passenger	112.1	115.8
Percent change from the same month previous year	5.36	3.30



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



Producer prices for transportation equipment

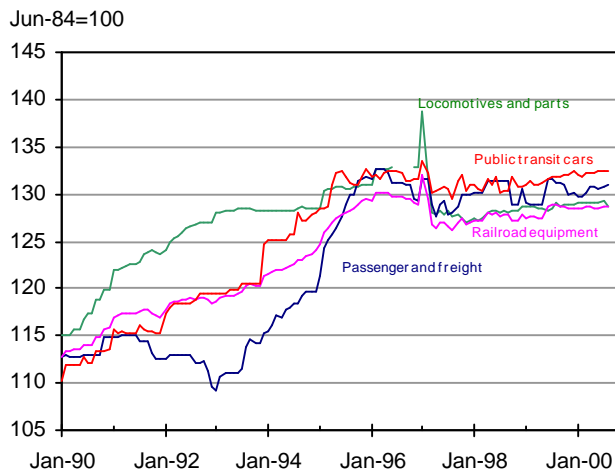
Transportation equipment costs have accounted for about 47 percent of the total cost of user-operated transportation in recent years (Table 2-13, *National Transportation Statistics 1999*, Bureau of Transportation Statistics, U.S. Department of Transportation).

Index (1982=100)	Aug-99	Aug-00
Aircraft and parts	179.9	185.9
Percent change from same month previous year	0.70	3.32
Ships and boats	163.5	166.2
Percent change from same month previous year	0.86	1.65
Railroad equipment	135.9	135.8
Percent change from same month previous year	0.44	-0.07
Motor vehicles and motor vehicle equipment	129.7	130.3
Percent change from same month previous year	0.08	0.46

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



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



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.

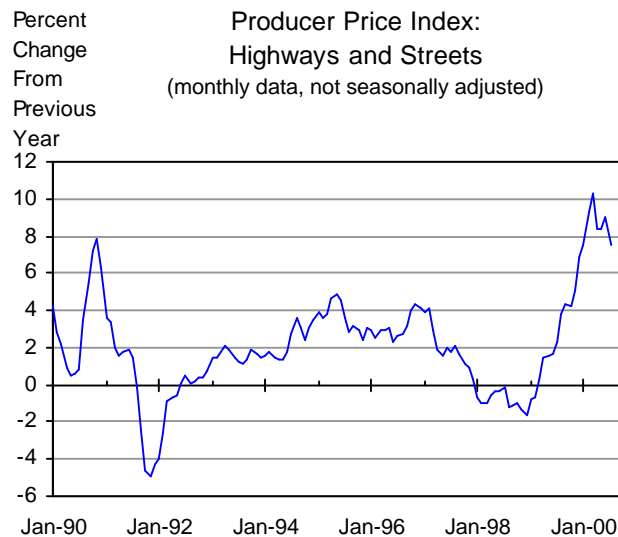
Price of rail equipment

Rail equipment represents a major cost to rail service providers.

Index (Jun-84=100)	Aug-99	Aug-00
Public transit cars, all rebuilt cars, and all car parts	131.8	132.5
Percent change from same month previous year	1.07	0.53
All Railroad Equipment	128.8	128.7
Percent change from same month previous year	0.78	-0.08
Passenger and freight cars, new (excluding parts)	131.2	131.0
Percent change from same month previous year	-0.08	-0.15
Locomotives and parts	129.0	128.7
Percent change from same month previous year	0.62	-0.23

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





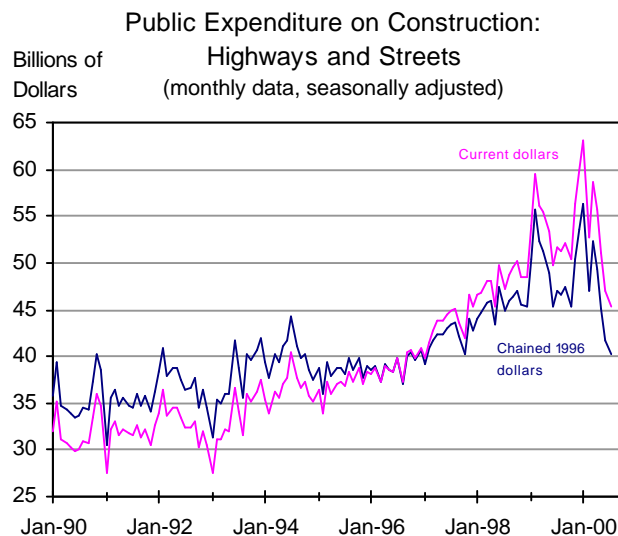
Costs of highway and street construction

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

Index (Jun-86=100)	Aug-99	Aug-00
Highways and streets	128.1	136.7
Percent change from same month previous year	3.81	6.71

NOTE: Data from May 2000 to August 2000 are preliminary.

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



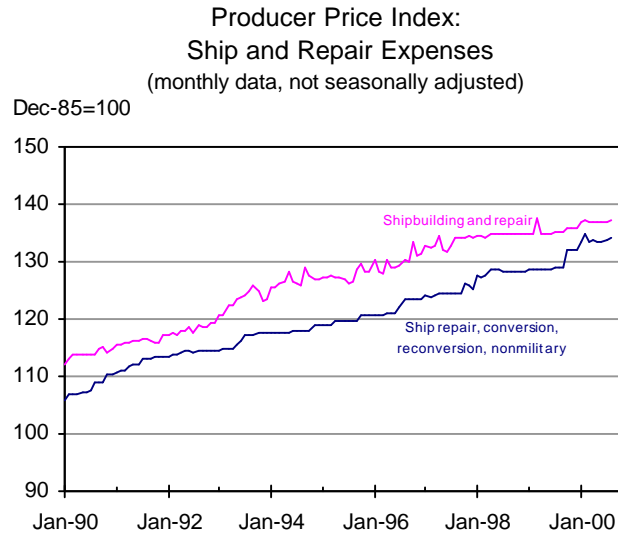
Public expenditure on construction of highways and streets

Public expenditure on highways and streets is a major component of transportation infrastructure. While the short-run impact may be disruptive, construction expenditure is a key determinant of both the quality and quantity of motor vehicle transportation services.

Public Expenditure on Construction	Jul-99	Jul-00
Highways and streets (billions of current dollars)	51.6	45.3
Percent change from same month previous year	9.29	-12.19
Highways and streets (billions of chained 1996 dollars)	47.0	40.2
Percent change from same month previous year	4.91	-14.60

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





Cost of equipment and repair services for water transportation

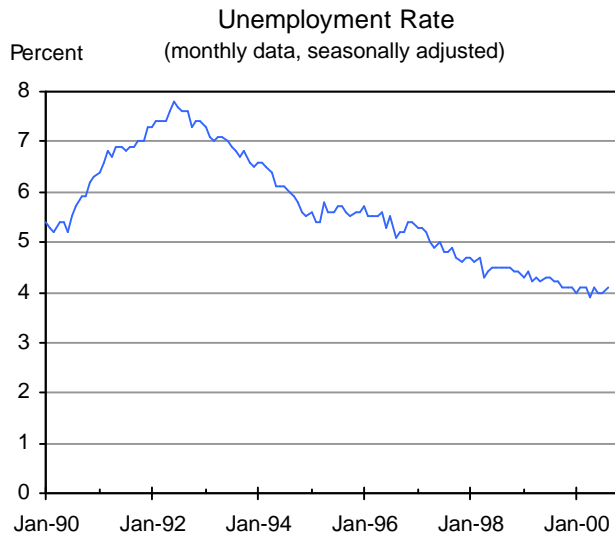
Ships and repair expenses are major costs in providing water transportation services.

Index (Dec-85=100)	Aug-99	Aug-00
Self-propelled ships, new, nonmilitary	158.9	160.1
Percent change from the same month previous year	0.13	0.76
Nonpropelled ships, new, U.S. military and nonmilitary	123.5	123.5
Percent change from the same month previous year	0.00	0.00

NOTE: Data from May 2000 to August 2000 are preliminary.

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





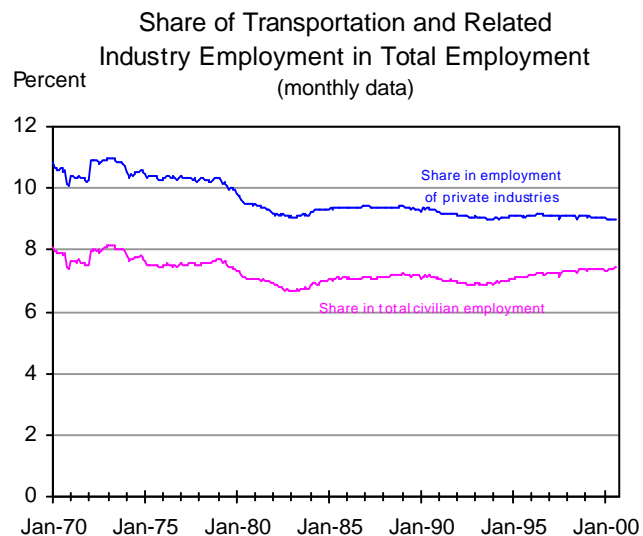
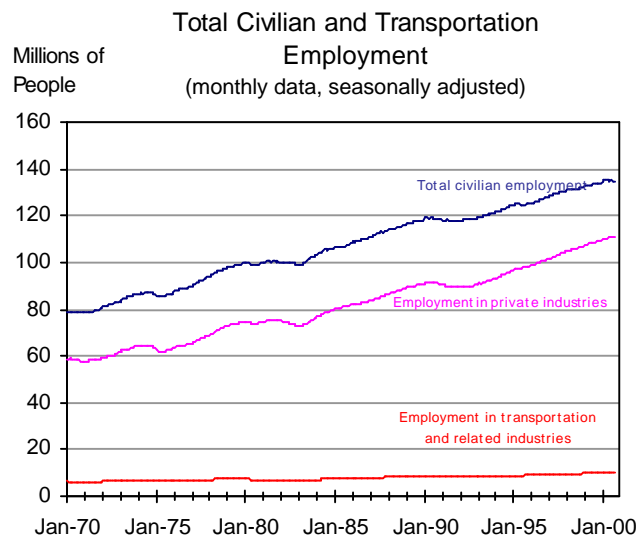
Unemployment rate

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	Jul-00	Aug-00
Unemployment rate (percent)	4.0	4.1
Number of unemployed (thousands)	5,650	5,829

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 is an important indicator of transportation's contribution to economic growth and social well being. Transportation employment can be measured in various ways. One broad measure of transportation employment 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.

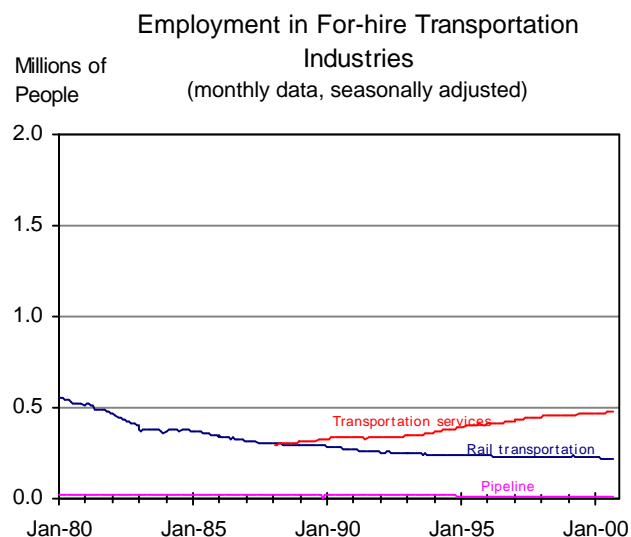
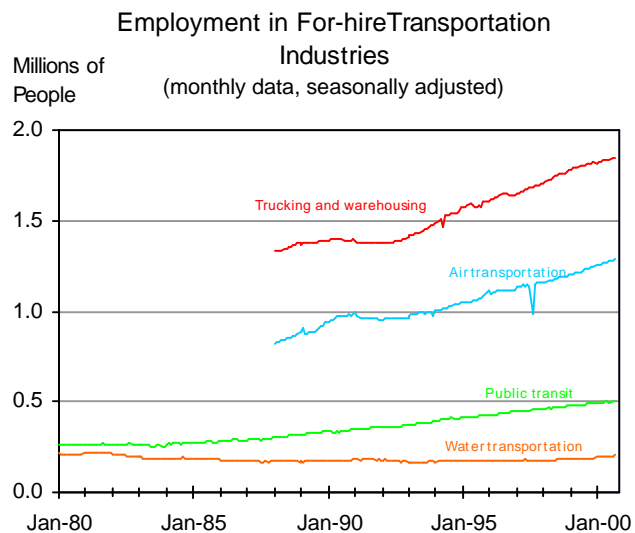
Employment	Jul-00	Aug-00
Total civilian employment (thousands)	134,749	134,912
Percent change from previous month	-0.32	0.12
Employment in private industries (thousands)	111,009	111,026
Percent change from previous month	0.15	0.02
Employment in transport and related industries (thousands)	10,004	10,010
Percent change from previous month	0.27	0.06

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	Jul-00	Aug-00
Share in employment of private industries (percent)	9.01	9.02
Change from previous month	0.01	0.00
Share in total civilian employment (percent)	7.42	7.42
Change from previous month	0.04	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>





For-hire transportation employment

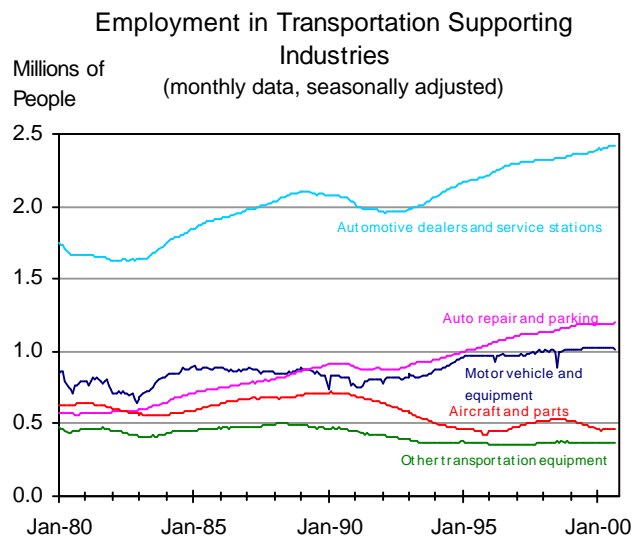
Employment in for-hire transportation industries accounted for about 45 percent of total transportation-related industry employment in recent years. The trucking and warehousing industry and air transportation together accounted for about 70 percent of the employment in for-hire transportation in the last few years. However, the rate of employment growth in transportation service and public transit has been higher than in other modes.

NOTE: For-hire transportation industries: 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	Jul-00	Aug-00
Trucking and warehousing (thousands)	1,847	1,850
Percent change from previous month	0.71	0.16
Air transportation (thousands)	1,282	1,289
Percent change from previous month	0.23	0.55
Public transit (thousands)	501	499
Percent change from previous month	1.62	-0.40
Transportation services (thousands)	475	476
Percent change from previous month	0.42	0.21
Rail transportation (thousands)	219	7
Percent change from previous month	0.92	0.00
Water transportation (thousands)	200	204
Percent change from previous month	-0.99	2.00
Pipeline (thousands)	13	12
Percent change from previous month	8.33	-7.69

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>





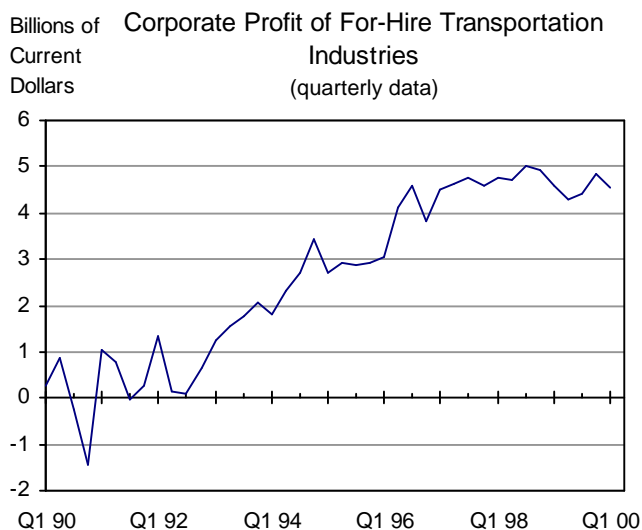
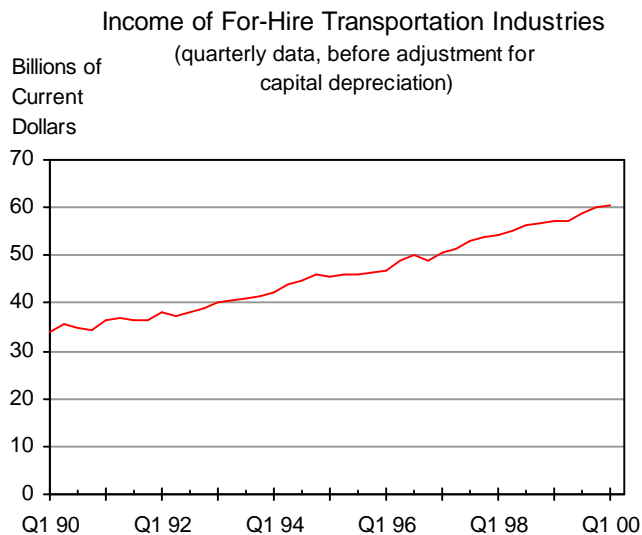
Transportation supporting industry employment

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	Jul-00	Aug-00
Auto dealers and service stations (thousands)	2,413	2,417
Percent change from previous month	0.04	0.17
Auto repair and parking (thousands)	1,194	1,200
Percent change from previous month	0.25	0.50
Motor vehicle and equipment (thousands)	1,026	1,013
Percent change from previous month	-0.39	-1.27
Aircraft and parts (thousands)	460	458
Percent change from previous month	0.00	-0.43
Other transportation equipment (thousands)	374	373
Percent change from previous month	-36,044.12	-0.27

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, but profit rates are still lower than for business as a whole. Measured as the share of profit in total income, the average profit rate of domestic industries was 10 percent in the fourth quarter of 1999, while the profit rate for for-hire transportation industries was 8 percent.

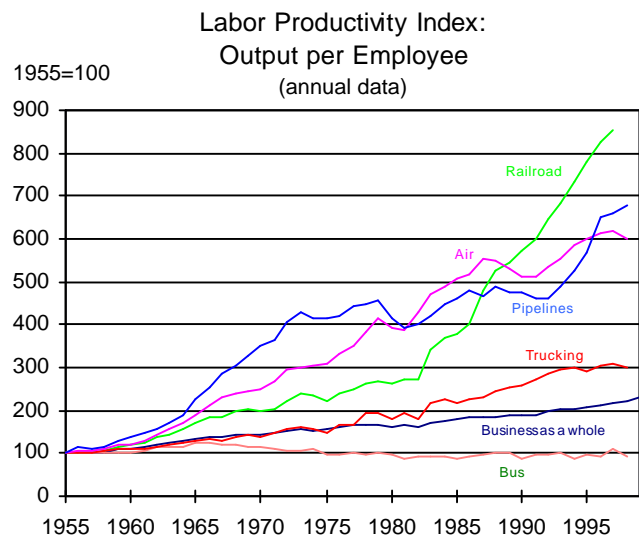
NOTE: For-hire transportation industries: For-hire transportation includes establishments providing passenger and freight transportation and related services on a fee basis to the general public or other business enterprises. For-hire does not include in-house transportation establishments within non-transportation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

Income of for-hire transportation industries: 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 operation in foreign countries.

For-Hire Transportation Industries	Q4 99	Q1 00
Income (billions of dollars)	60.08	60.50
Percent change from previous quarter	2.47	0.71
Profit (billions of dollars)	4.83	4.53
Percent change from previous quarter	9.04	-6.22

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





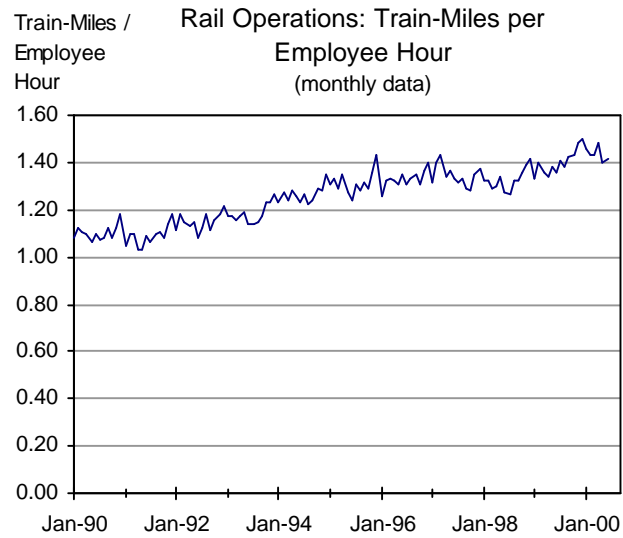
Productivity growth

Productivity growth is the ultimate source for the increases of 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	1997	1998
Railroad (1996-1997)	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 a proxy measure for labor productivity in railroad transportation.

Total train miles includes yard-switching miles.

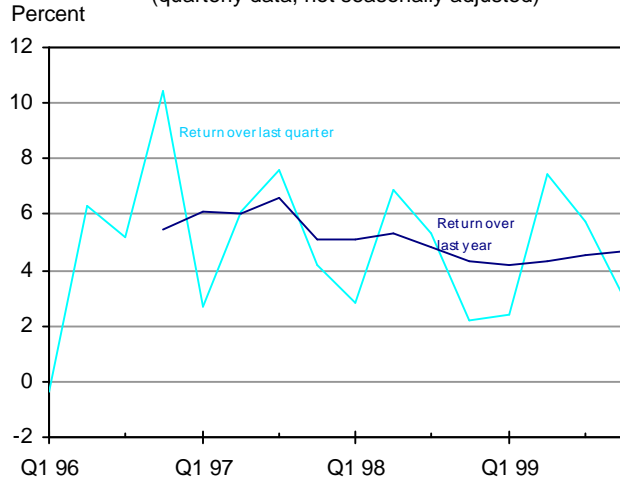
Rail Operations	Jun-99	Jun-00
Train-Miles/Employee hours	1.35	1.41
Percent change from same month previous year	6.14	4.34

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

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

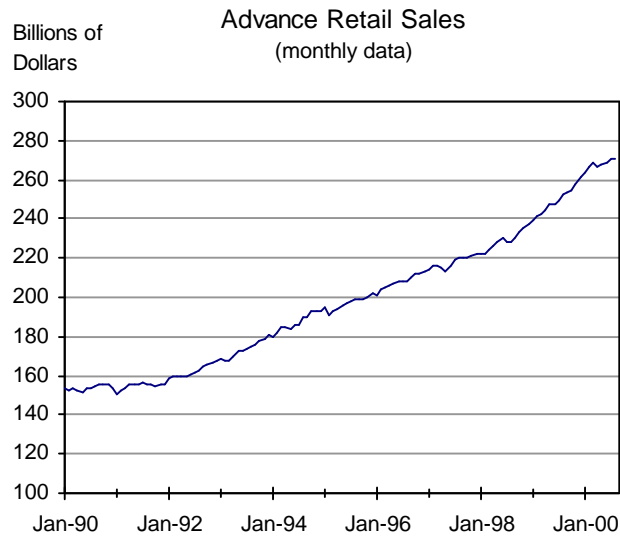
NOTE: Return on assets is the ratio of net income to the average of beginning-and end- of- period assets for large air carriers. When net income and assets are deflated using the average CPI, the nominal rate of return is converted into a real rate of return. Large air carriers are those with more than 20 million dollars worth of annual operating revenue.

Percent	Q4 98	Q4 99
Return over last quarter	2.21	3.08
Percent change from same quarter previous year	-1.99	0.86
Return over last year	4.34	4.65
Percent change from same quarter previous year	-0.80	0.31

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

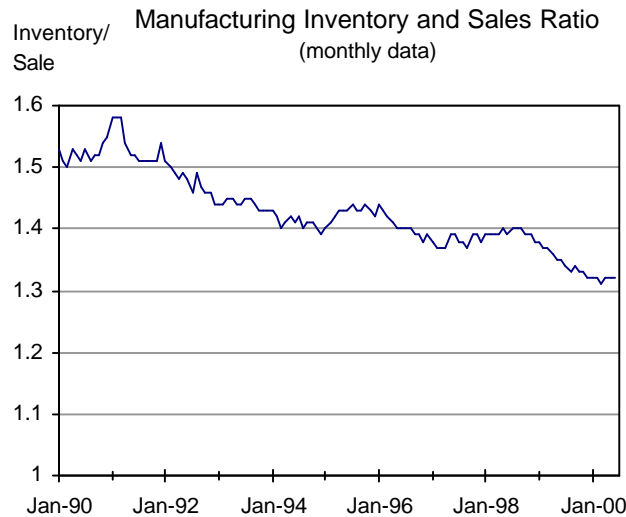
Advance retail sales are a leading indicator of retailers' sales expectations and may suggest future demand for commercial transportation services. Retail stores may require faster and more reliable delivery of shipments as consumer demand increases and inventories are maintained at lower levels. Sales 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	Aug-99	Aug-00
Advanced retail sales (million of dollars)	253	271
Percent change from same month previous year	10.94	7.18

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 August 11, 2000, available at: <http://www.whitehouse.gov/fsbr/esbr.html>



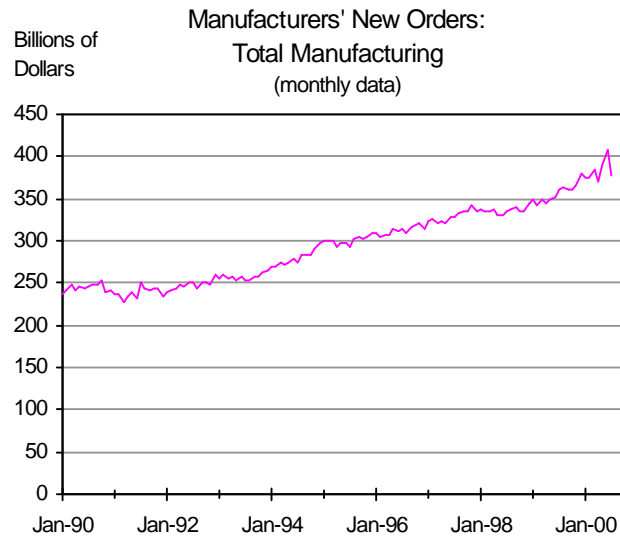
Level of manufacturing inventory

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	May-00	Jun-00
Inventory/sales ratio	1.32	1.32
Percent change from previous month	0.00	0.00

SOURCE: U.S. Department of Commerce, Bureau of the Census, Economic Briefing Room, as of August 15, 2000, available at: <http://www.whitehouse.gov/fsbr/esbr.html>



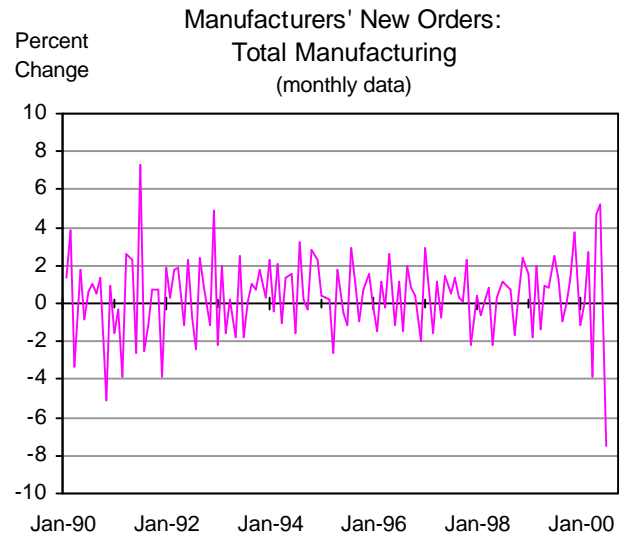


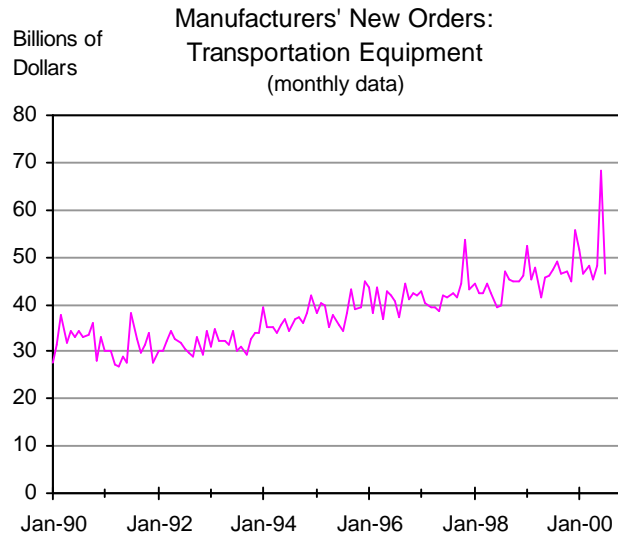
New orders

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.

Manufacturers' New Orders	Jun-00	Jul-00
Total manufacturing (billions of dollars)	408.09	377.59
Percent change from previous month	5.20	-7.47

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



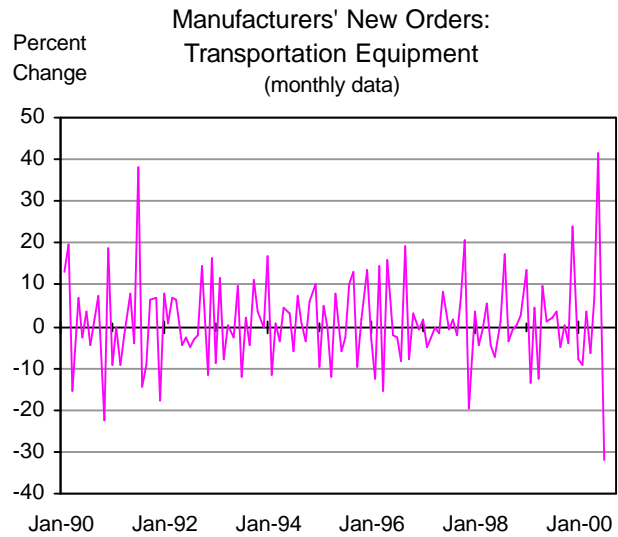


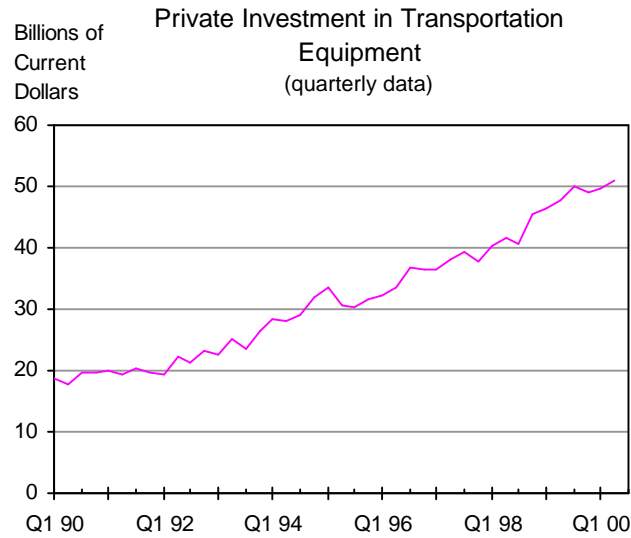
New orders for transportation equipment

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	Jun-00	Jul-00
Transportation equipment (billions of dollars)	68.47	46.68
Percent change from previous month	41.60	-31.82

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





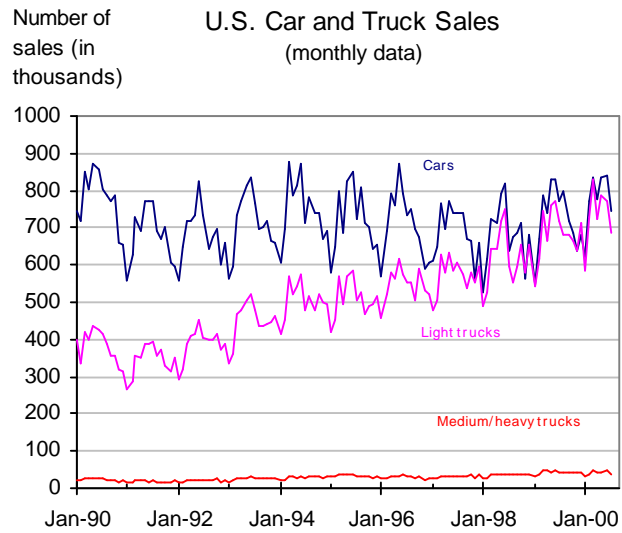
Business investment in transportation equipment

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	50.9
Percent change from previous quarter	1.22	2.41
Chained 1996 Dollars	49.3	50.3
Percent change from previous quarter	0.61	2.03

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

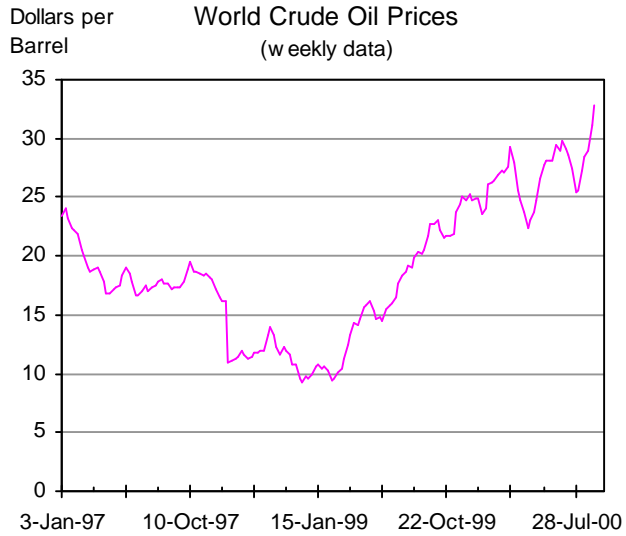
Light trucks include pick up trucks, sport utility vehicles, vans, and mini-vans.

U.S. Car and Truck Sales	Jul-99	Jul-00
Cars	771,044	744,138
Percent change from same month previous year	21.27	-3.49
Light trucks	715,546	687,913
Percent change from same month previous year	20.50	-3.86
Medium/heavy trucks	42,547	39,640
Percent change from same month previous year	20.59	-6.83

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 Communication, 3000 Town Center Drive, Southfield, Michigan 48075. (248) 357-0800.





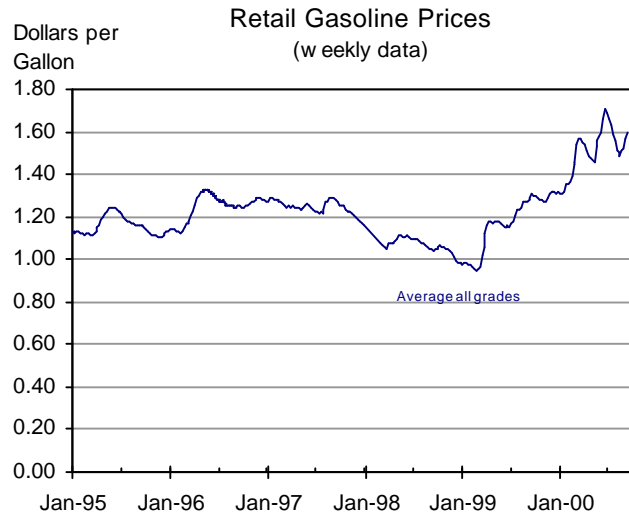
World crude oil prices

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	1-Sep-00	8-Sep-00
Price (dollars per barrel)	31.10	32.86
Percent change from the previous week	7.58	5.66

SOURCE: U.S. Department of Energy, Energy Information Administration, as of August 23, 2000, available at: http://www.eia.doe.gov/oil_gas/petroleum/pet_frame.html





Motor fuel prices

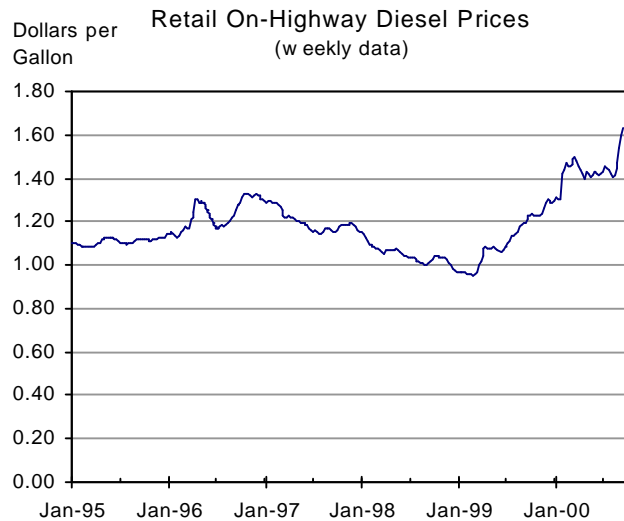
Motor fuel prices are an important cost component of highway transportation. Changes in motor fuel prices impact the behavior of both producers and consumers, and affect the demand for transportation in terms of level and modal mix.

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	4-Sep-00	11-Sep-00
Average all grades (dollars per gallon)	1.568	1.598
Percent change from previous week	3.09	1.91

SOURCE: Department of Energy, Energy Information Agency, *Weekly Retail Gasoline Prices*, as of August 21, 2000, available at: http://www.eia.doe.gov/oil_gas/petroleum

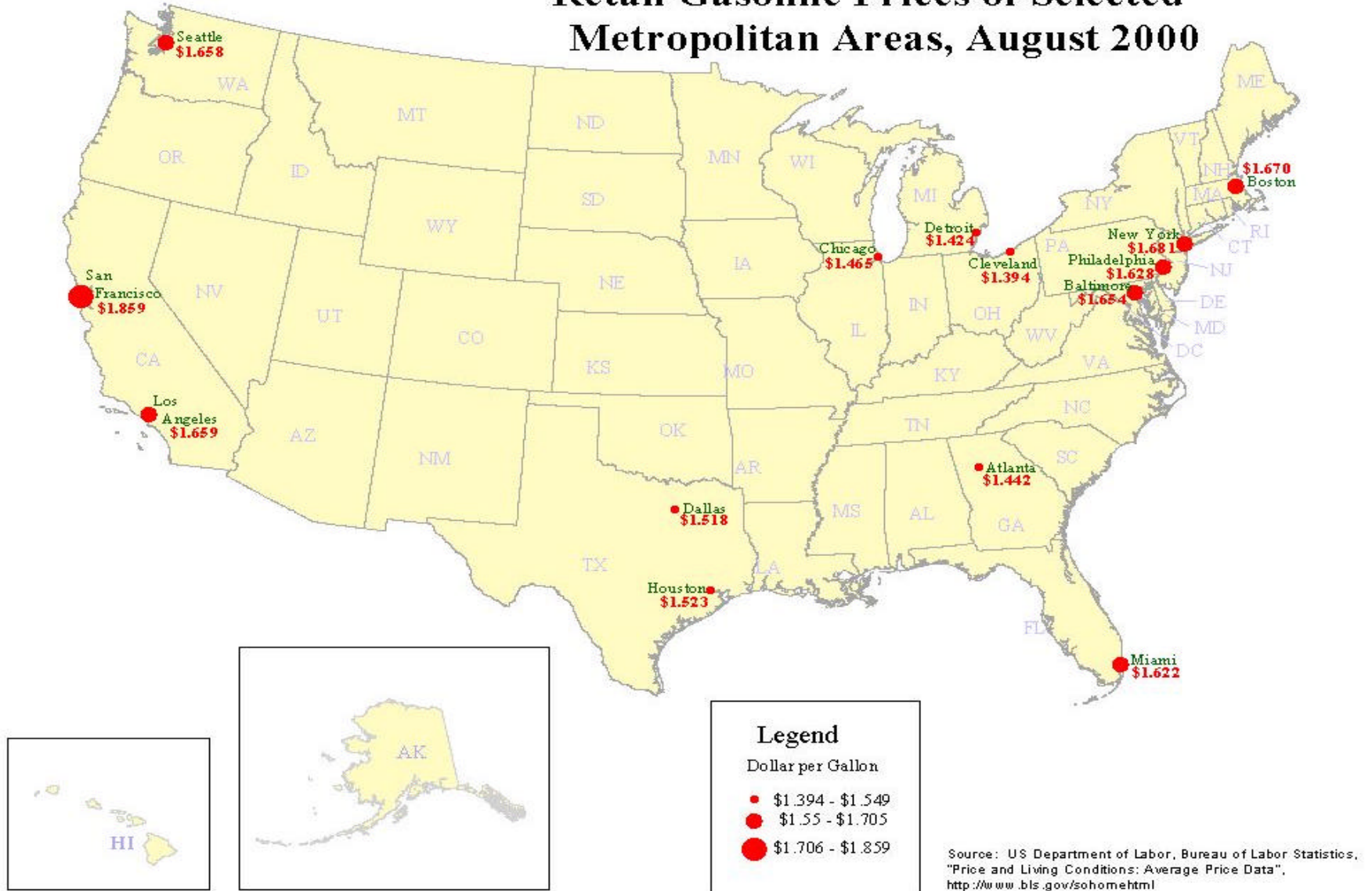


Retail On-Highway Diesel Prices	4-Sep-00	11-Sep-00
Retail on-highway diesel prices (dollars per gallon)	1.602	1.629
Percent change from previous week	4.30	1.69

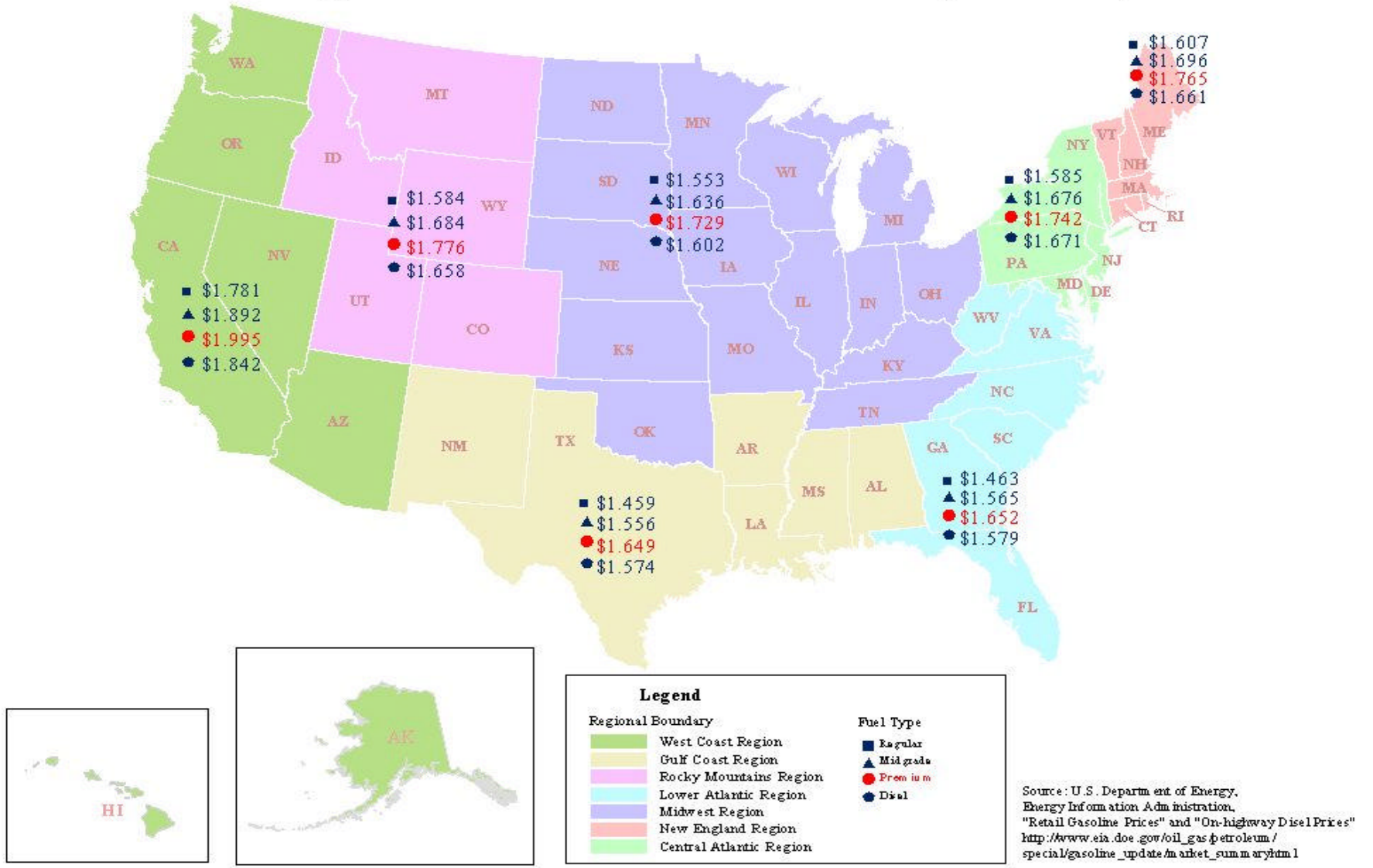
SOURCE: U.S. Department of Energy, Energy Information Administration, *Weekly On-Highway Diesel Prices*, as of August 21, 2000, available at: http://www.eia.doe.gov/oil_gas/petroleum.

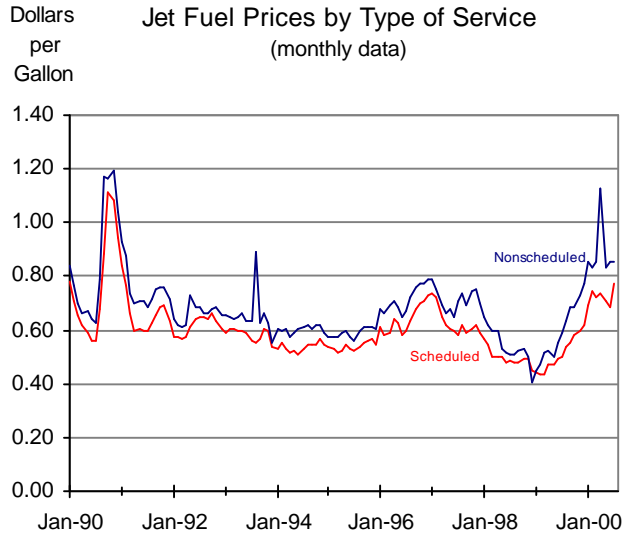


Retail Gasoline Prices of Selected Metropolitan Areas, August 2000



Regional Retail Motor Fuel Prices as of September 11, 2000





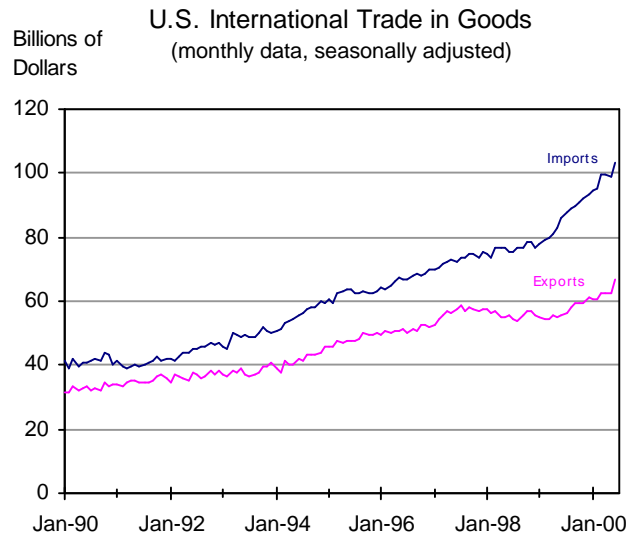
Domestic unit costs for airline jet fuel

Jet fuel prices reported to the Bureau of Transportation Statistics differ from producer prices. Reports to BTS show the average prices paid by airlines over the month rather than those reported by producers for a single day. Fuel prices for scheduled airline services will reflect contractual advantages available to large buyers, while fuel prices for nonscheduled airline services reflect market 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.





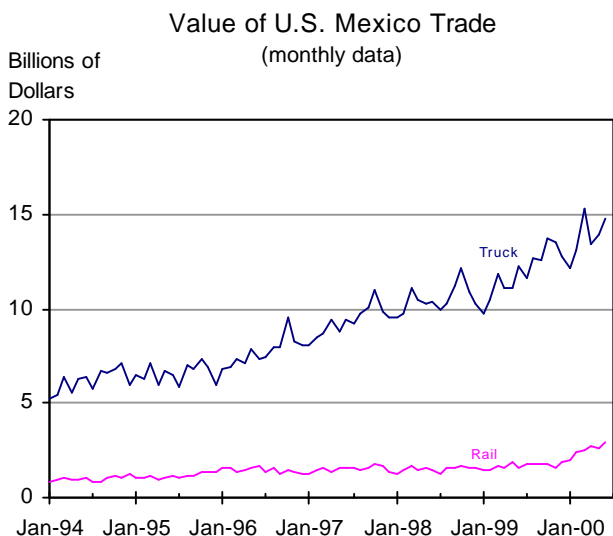
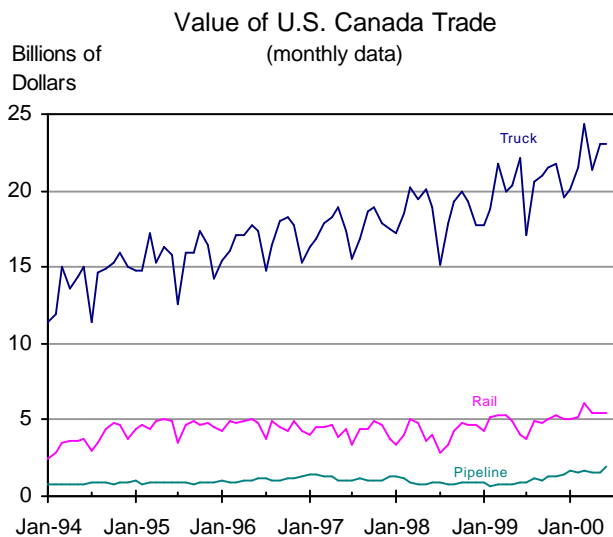
Value of U.S. imports and exports

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.

U.S. International Trade in Goods	May-00	Jun-00
Imports (millions of dollars)	99,224	103,342
Percent change from previous month	-0.24	4.15
Exports (millions of dollars)	62,749	66,495
Percent change from previous month	0.29	5.97

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

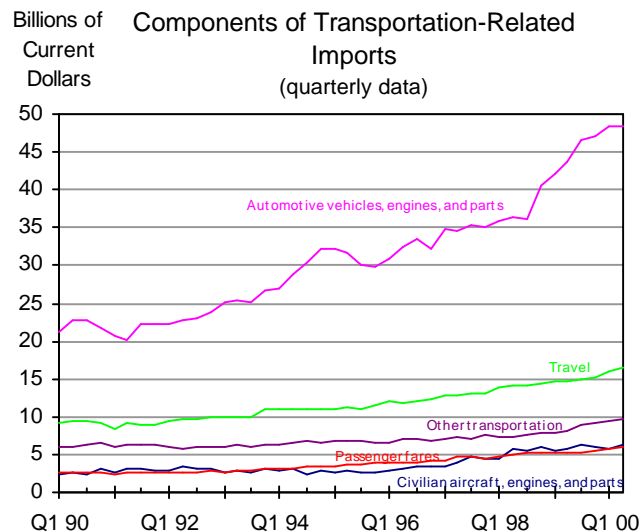
Surface freight is useful in monitoring the value and modal patterns of trade with Canada and Mexico, our North American Free Trade Agreement (NAFTA) partners. Canada is our largest trading partner, while Mexico ranks third. Surface modes include not only truck, rail, and pipeline (shown here), but also 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

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 value of imports affect 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.

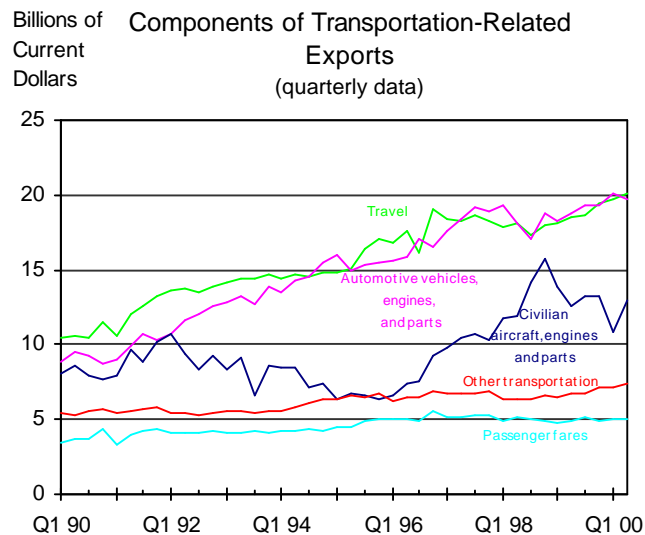
Passenger fares include international transportation fares, particularly, air fares and ocean liner fares.

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
Civilian Aircraft & Parts (billions of dollars)	5.8	6.2
Percent change from previous quarter	-3.7	7.3
Automotive & Parts (billions of dollars)	48.3	48.4
Percent change from previous quarter	2.8	0.2
Passenger Fares (billions of dollars)	5.8	6.0
Percent change from previous quarter	4.5	3.4
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

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
Civilian Aircraft & Parts (billions of dollars)	10.9	12.9
Percent change from previous quarter	-17.7	18.3
Automotive & parts (billions of dollars)	20.1	19.8
Percent change from previous quarter	3.6	-1.5
Passenger Fares (billions of dollars)	5.0	5.0
Percent change from previous quarter	1.0	0.0
Travel (billions of dollars)	19.8	20.1
Percent change from previous quarter	1.4	1.8
Other (billions of dollars)	7.2	7.4
Percent change from previous quarter	1.4	2.1

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

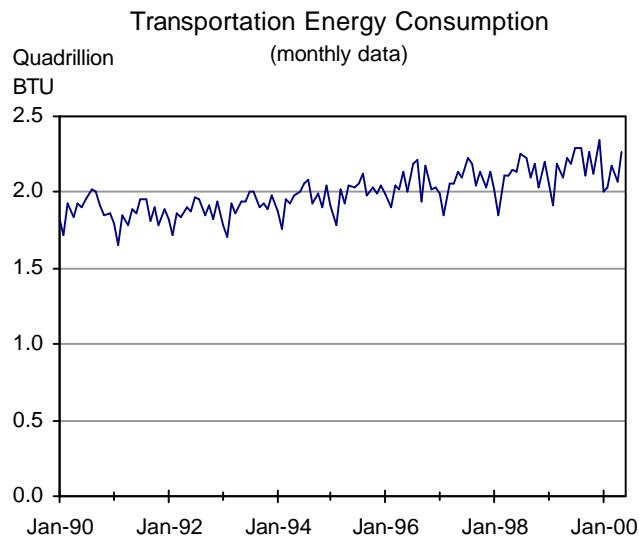


Human and Natural Environment

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Transportation Energy Use Per Dollar of GDP	57
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Key Air Pollutant Emissions from Transportation	59





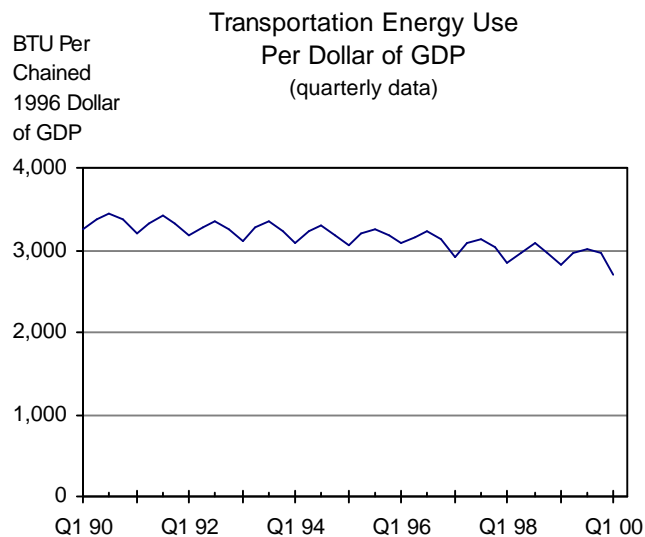
Transportation energy use

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	May-99	May-00
Total (Quadrillion BTU)	2.23	2.26
Percent change from same month previous year	3.73	1.62

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.

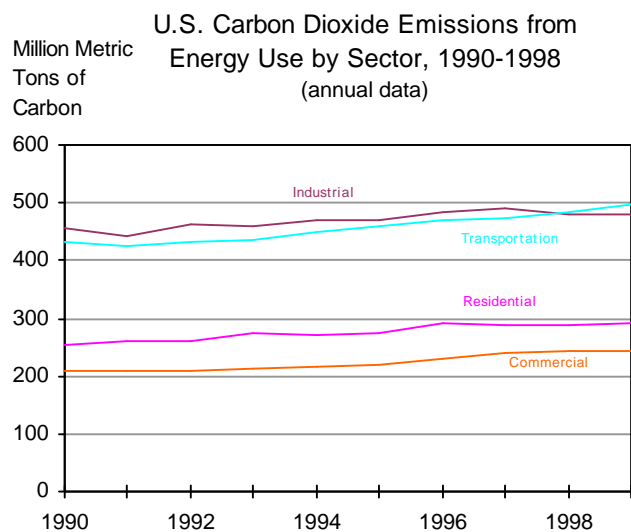
Transportation Energy Use Per \$ of GDP	Q1 99	Q1 00
BTU per Chained 1996 Dollar of GDP	2,819	2,704
Percent change from same quarter previous year	-0.84	-4.08

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>.

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 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.

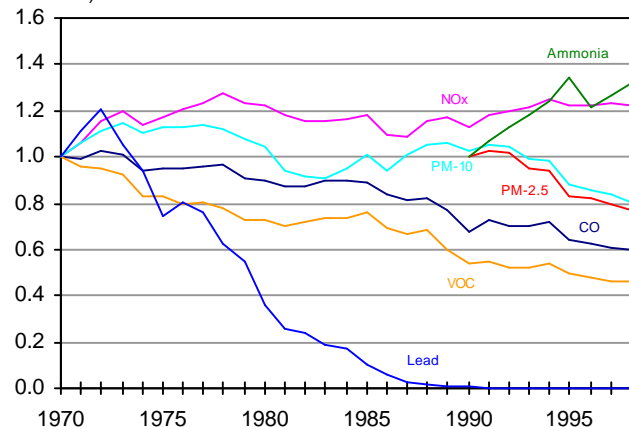
MMTC = million metric tons of carbon
Tons of carbon can be converted to tons of carbon dioxide by multiplying by 3.667.

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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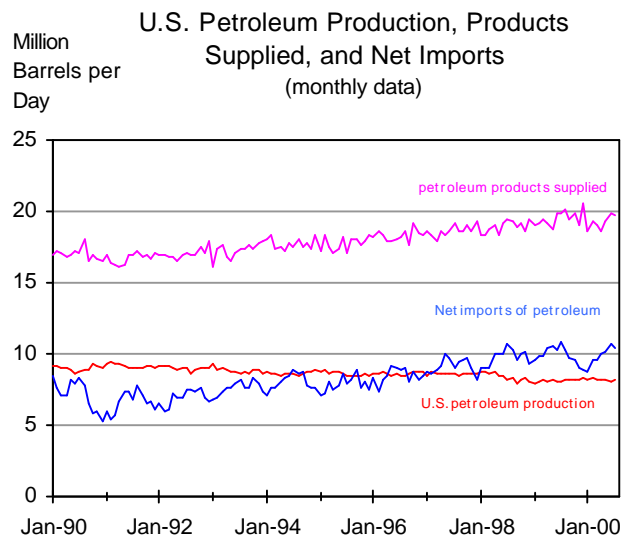
U. S. Petroleum Production and Consumption

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Alien Interdictions

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U.S. dependence on oil imports

The balance between U.S. petroleum production and consumption indicates a high dependence on petroleum imports. 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 Production	Jun-00	Jul-00
Total (thousand barrels per day)	8,124	8,158
Percent change from previous month	-0.61	0.42

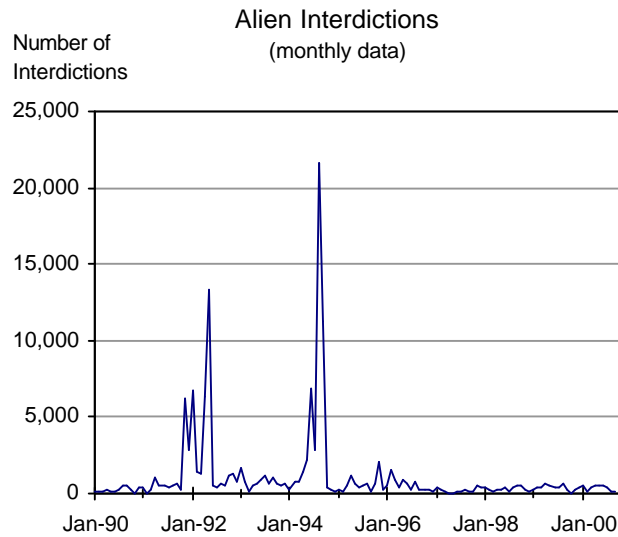
U.S. Petroleum Products Supplied	Jun-00	Jul-00
Total (thousand barrels per day)	19,833	19,749
Percent change from previous month	2.52	-0.42

Net Petroleum Imports	Jun-00	Jul-00
Total (thousand barrels per day)	10,756	10,364
Percent change from previous month	6.23	-3.64

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. A new trend has developed in the Guam region over the past year. 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	Sep-99	Sep-00
Total	292	136
Percent change from previous year	-48.13	-53.42

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

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

