

Chapter 9

Commercial Travel

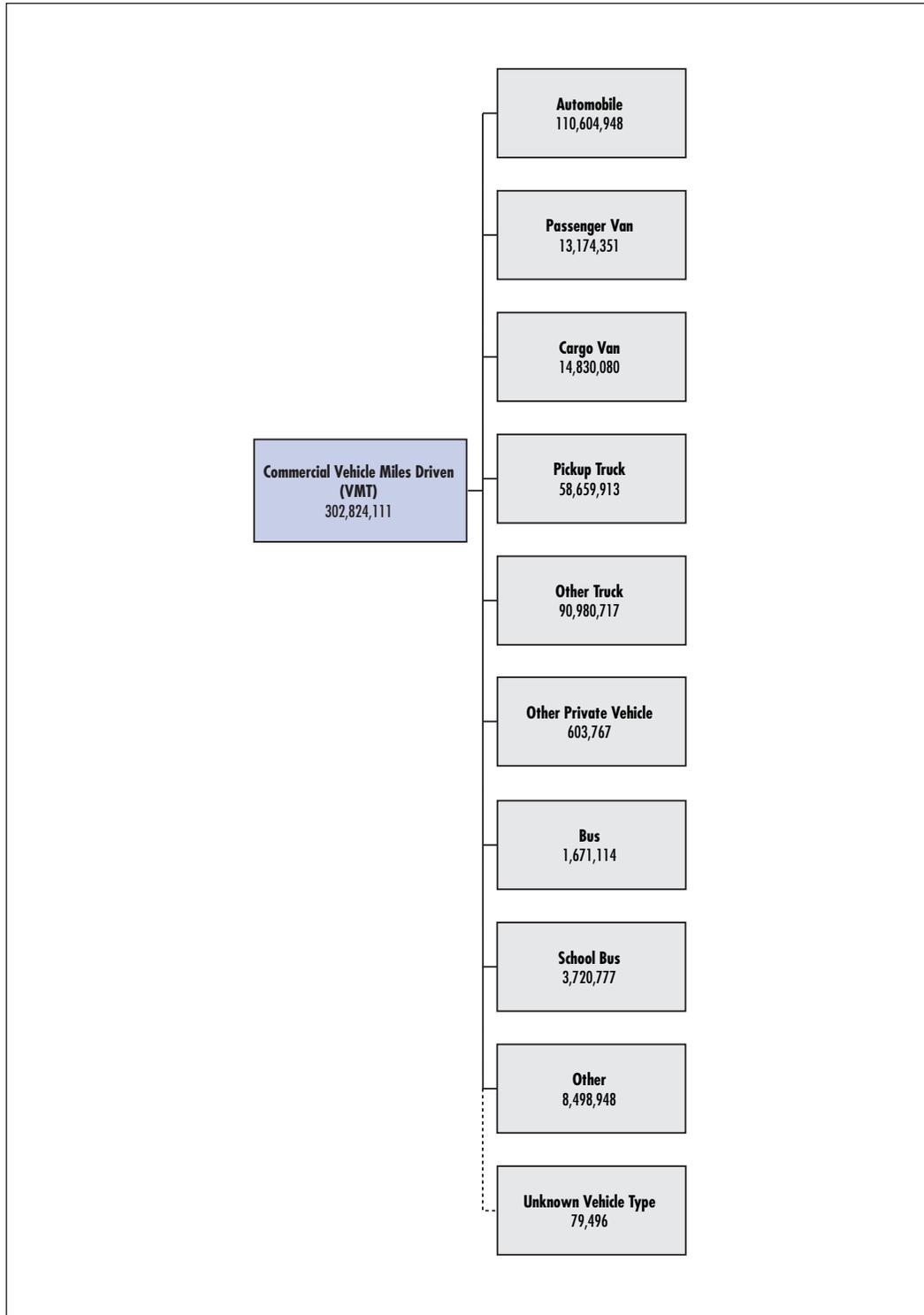


- Of the 4,800 respondents who classified themselves as “commercial drivers”, an estimated 15-20% probably do not drive enough for their work to be qualified as such.
- NPTS data show that commercial driving constitutes almost 16% of all vehicle miles of travel collected in the survey.
- About 27% of all male workers viewed themselves as commercial drivers, while only 6% of working women considered themselves in this group.
- Approximately half of all commercial miles were driven in pickups or other types of trucks.

1990 NPTS COMMERCIAL VEHICLE MILES DRIVEN BY VEHICLE TYPE

(THOUSANDS)

COMMERCIAL TRAVEL



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Chapter 9 Commercial Driving

As mentioned in Chapter 2, three different aggregate estimates of driving were collected in the 1990 NPTS. They are:

- estimate of annual miles driven by each licensed driver,
- estimate of annual miles driven in each household vehicle, and
- commercial driving.

These estimates were collected in addition to the data on individual trips collected in the travel day and travel period sections of the survey. For individuals who drove as an essential part of their work (e.g., truck drivers, bus drivers, delivery persons, and police assigned to patrol duty), they were asked to estimate total miles driven as part of their work during an average week. This type of driving is referred to as “commercial driving” in this publication.

If the NPTS was limited to collecting data on trips taken on travel days, total vehicle miles of travel (VMT) would be 1,409,600 million miles. However, with the inclusion of travel period trips and commercial driving, total VMT reaches 1,916,000 million miles (Table 9.1). The impact of including commercial driving on the overall VMT is especially noticeable for total truck travel. Note that trucks used in travel day travel or travel period travel were probably mainly pickup trucks while trucks used for commercial driving were more likely to be heavier trucks, those with a gross vehicle weight over 10,000 pounds.

Reasons for Including Commercial Driving-Related Questions in NPTS

The questions about commercial driving were included in the 1990 NPTS primarily to alert the interviewer that a respondent, for whom driving is an essential part of his work, may have a very large number of trips on the travel day. Because so many commercial drivers are virtually behind

the wheel all day, it would be impossible for them to list and describe each individual trip made on the travel day. Even if it were possible, the interview could take between 1 to 2 hours to complete, and thus become unworkable.

Therefore, the data user must bear in mind that the basic intent of including commercial driving-related questions was so that commercial drivers can continue to participate in the NPTS without spending 1 to 2 hours on the telephone interview, and that the basic intent was not necessarily to produce statistically robust estimates of commercial travel. Had the intent been to collect representative data to reflect commercial driving, the entire survey would have been recast as an establishment survey — collecting data from companies, individual proprietors, and public entities that move goods or perform services in which driving is a critical element.

Commercial Driving-Related Questions

The question asked of all persons identified as both workers and licensed drivers was:

“Except for getting to or from work, do you drive a licensed motorized vehicle on a daily or regular basis as an essential part of your work?”

If there was any confusion on the part of the respondent, the interviewer added:

“We mean people such as cab drivers, truck drivers and delivery people who must drive to perform their work.”

If the respondents classified themselves as “commercial drivers”, they were asked to report an estimate of miles driven weekly for this type of driving, the number of days a week commercial driving is typically done, and the type of vehicle used.

Issues in Collecting Data on Commercial Driving

In terms of NPTS classifications of travel, commercial driving is actually a subset of work-related travel. Work-related travel is defined as all travel done for one's job, EXCEPT travel between one's home and place of work. The problem faced in collecting commercial driving data in the NPTS was one of defining both the degree and the nature of the respondent's work-related travel. To assist the interviewers in better identifying commercial drivers, work-related travel was further divided into:

1. Vehicle operators such as bus drivers, cab drivers, truck drivers, couriers, and mail and package delivery people;
2. People for whom driving is central to the performance of their work, but for whom their work is not driving, such as police on patrol and certain salespersons;
3. People who make regular daily trips as part of their work, such as a store manager who makes a daily cash deposit at a bank; and
4. People who make occasional trips as part of their work, such as an office worker who attends meetings across town about once a week.

In the context of the NPTS, "commercial driving" should only include driving done by people who fit the first two categories, but not by those who fit the third and the fourth. There is no definitive way to determine if that was accomplished. However, some evidence suggests that some respondents who fit the third and the fourth categories erroneously classified themselves as "commercial drivers" and their work-related travel as commercial driving. Table 9.2 and Figure 9.1 examine this phenomenon. Table 9.2 shows that over one-third of respondents who considered themselves "commercial drivers" drove less than 5,000 miles annually as an essential part of their work. One explanation is that

some of these drivers might be working part-time, which could lead to a relatively low mileage. However, the more plausible explanation is that, while the respondents considered their work-related driving as "essential", their travel fell into the third and fourth categories above, which was not termed "essential" for the NPTS classification purposes.

Another telling indication of who was captured in the "commercial driving" net is shown on Table 9.3 and Figure 9.2, which give the relationship between the driver's commercial miles and his/her total annual miles driven. Table 9.3 shows that 16 percent of the men and 22 percent of the women commercial drivers drove less than 10 percent of their annual miles for their work-related travel. This group, who drove less than 10 percent of their miles for work-related purposes, probably should not be classified as commercial drivers.

Table 9.4 provides yet another look at who chose to define themselves as commercial drivers. In that table, the great majority of drivers drove at least five days a week for their work. However, 19 percent of all commercial drivers drove three or fewer days a week for their work. This group probably includes part-time workers, or persons whose duties rotate, such as a police officer who spends three days a week on patrol in a car and another two behind a desk. But, there is a strong suspicion that this group includes drivers who should not be considered as commercial drivers.

Caveats Regarding the Commercial Driving Data

Given the situation described above, the data on commercial driving should be viewed with caution because:

1. They probably include driving by persons who drove too little for work-related purposes to be labelled "commercial drivers", and

2. The number of respondents in the sample that were considered commercial drivers is not large enough to support any robust analysis. The following illustrates the numbers of respondents in the sample:

Of the 48,385 persons interviewed for the 1990 NPTS,

- 39,306 persons were adults, of which
- 35,152 persons were drivers, and
- 25,520 persons were workers, of which
- 4,789 persons were commercial drivers.

Despite these caveats, a small number of tables are presented on the commercial driving data collected in the NPTS. These tables provide NPTS data on the characteristics of commercial drivers, the total miles reported as commercial driving, and the types of vehicles used.

Commercial Drivers

There were an estimated 22 million workers in 1990 (or about 19 percent of all workers) who reported driving as an essential part of their work. Of those workers, 22 percent were women. Female workers who drove as an essential part of their work only accounted for 9 percent of the total female labor force while the corresponding percentage for males was 27 percent. Participation in occupations where driving is required decreased with workers' age.

Annual Commercial Miles Driven per Worker

Not only were men more likely than women to be in occupations where driving was required, they also drove significantly more job-related miles than their female counterparts - 16,838 annual miles for males vs. 8,189 miles for females. For both men and women, the amount of driving as part of work decreased with age.

About 38% of all respondents who classified themselves as "commercial drivers" drove less than 5,000 miles a year as an essential part of their work. This is probably due to the inclusion of some workers as commercial drivers when, if more were known about their work-related travel, they probably would not have been considered commercial drivers. More than half of the female workers drove less than 5,000 miles a year as part of their work, while the corresponding percentage for male workers was less than one third (Table 9.2). At the other extreme, more than one quarter of the male workers drove 20,000 miles or more a year as part of their work while only 10 percent of the female workers drove that much in their job.

The majority of workers for whom driving is an essential part of their work reported that it contributed half of their total annual driving. Less than 10 percent of the workers reported that 90 percent of their overall driving was for their work (Table 9.3). Female workers reported a smaller proportion of their overall driving as part of their work than male workers.

Vehicle Type

The types of vehicles used for commercial driving largely depend on the nature of commercial driving (e.g., passenger transport, freight transport or service type functions such as messenger services or pizza delivery). Although data on the nature of commercial driving were not collected in the 1990 NPTS, the amount of commercial driving by vehicle type in a year gives some indication of the type of commercial driving. Cars and pickup trucks were more commonly used for service-type functions while heavier trucks were more frequently used for freight transport. Female workers tended to use cars, passenger vans, and pickup trucks, while males used cargo vans, pickups, and heavier trucks.

TABLE 9.1

**ESTIMATES OF ANNUAL VEHICLE MILES DRIVEN BASED ON VARIOUS DATA SOURCES
1990 NPTS
(MILLIONS)**

Mode	Travel Day Section Adjusted ¹	Travel Period Section	Commercial Driving Section	TOTAL
Auto	988,445 (102,408)	257,834	110,605	1,356,884
Van	68,578 (12,597)	32,789	28,004	129,371
Truck	211,506 (16,899)	39,225	149,641	400,372
Other POV	7,024 (1,880)	7,484	604	15,112
Other ²	—	—	13,891	13,891
TOTAL³	1,275,792 (133,784)	337,332	302,824	1,915,948
Percent	66.6%	17.6%	15.8%	100.0%

¹ The number in the parentheses is the travel estimated for overlapping trips (recorded in both the travel day section and the travel period section). This estimate is excluded from the travel day estimate to avoid double-counting. Travel day estimates without overlapping trips are referred to as the "Travel Day Section Adjusted".

² Includes bus, school bus and other. Information on vehicle miles of travel by bus, school bus and other is not collected in the travel day or travel period section. The reason is that there is no attempt to track total travel by these vehicles on travel day or travel period.

³ Includes miles of travel where mode of transportation was unreported.

More than half of the female workers drove less than 5,000 miles a year as part of their work while the corresponding percentage for male workers was less than one third. However, these data need to be considered in light of respondents' possible misclassifica-

tion of themselves as commercial drivers. More than one quarter of the male workers drove 20,000 miles or more a year as part of their work while only 10% of the female workers drove that much on their jobs.

TABLE 9.2

NUMBER OF COMMERCIAL DRIVERS BY DRIVERS' SEX AND ANNUAL COMMERCIAL MILES DRIVEN PER DRIVER
1990 NPTS
(THOUSANDS)

Annual Commercial Miles Driven per Driver	Male Driver	Female Driver	TOTAL ¹
Less than 1,000	1,437 (8.3%)	880 (17.9%)	2,317 (10.4%)
1,000 - 2,999	2,089 (12.0%)	1,183 (24.1%)	3,271 (14.7%)
3,000 - 4,999	2,153 (12.4%)	657 (13.4%)	2,817 (12.7%)
5,000 - 6,999	262 (1.5%)	137 (2.8%)	399 (1.8%)
7,000 - 9,999	2,176 (12.6%)	630 (12.8%)	2,806 (12.6%)
10,000 - 14,999	1,892 (10.9%)	459 (9.4%)	2,352 (10.6%)
15,000 - 19,999	1,096 (6.3%)	211 (4.3%)	1,307 (5.9%)
20,000 - 29,999	2,101 (12.1%)	257 (5.2%)	2,358 (10.6%)
30,000 - 49,999	2,053 (11.8%)	204 (4.2%)	2,257 (10.1%)
50,000 or more	470 (2.7%)	18 (0.4%)	487 (2.2%)
TOTAL¹	17,336 (100.0%)	4,905 (100.0%)	22,248 (100.0%)

¹ Includes commercial drivers where annual miles per driver, driver's sex or both were unreported.

FIGURE 9.1

DISTRIBUTION OF COMMERCIAL DRIVERS BY DRIVERS' SEX
AND ANNUAL COMMERCIAL MILES DRIVEN PER DRIVER
1990 NPTS

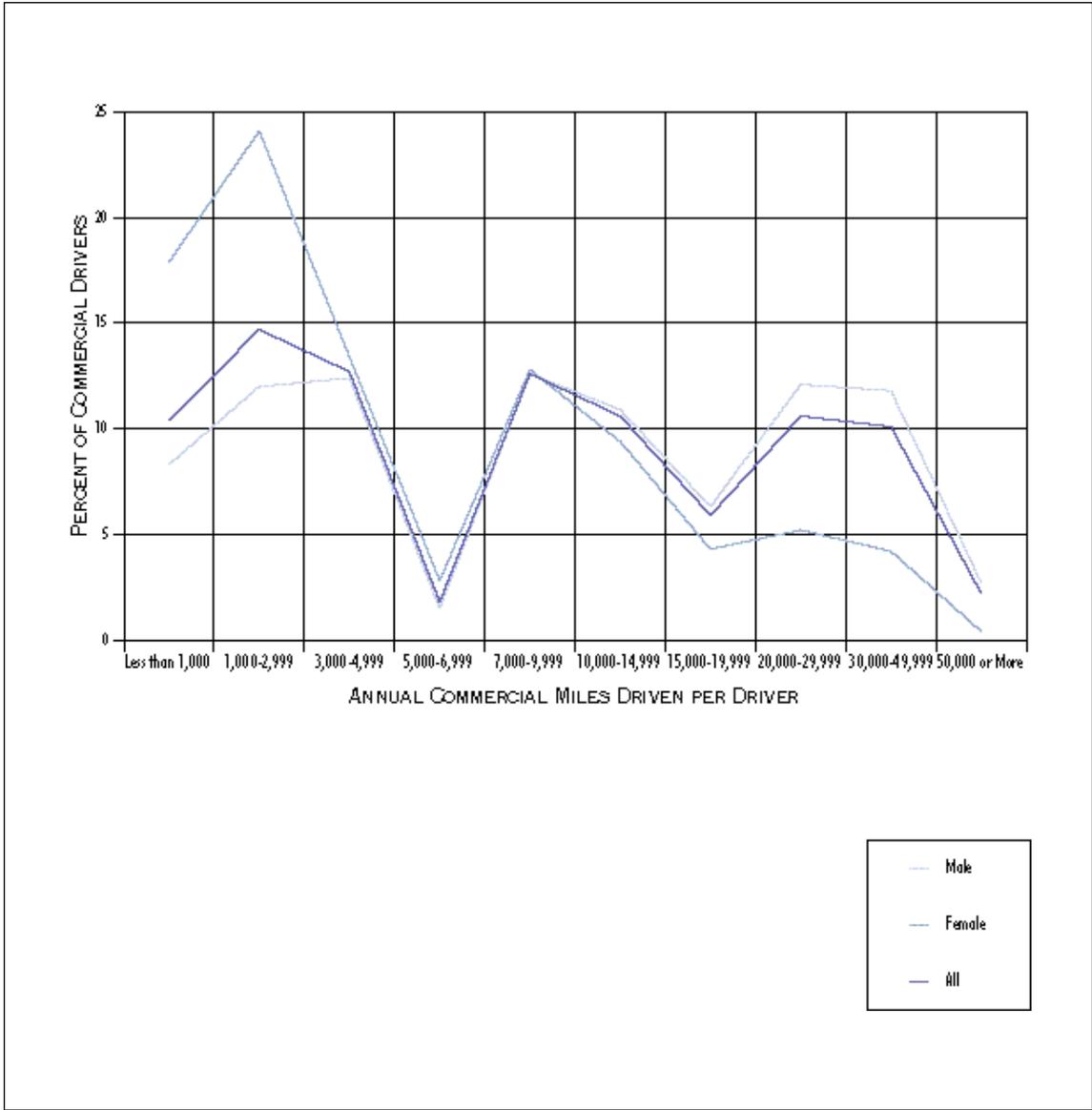


TABLE 9.3

**NUMBER OF COMMERCIAL DRIVERS BY DRIVERS' AGE, SEX AND RATIO OF
COMMERCIAL MILES DRIVEN TO TOTAL ANNUAL MILES DRIVEN¹
1990 NPTS
(THOUSANDS)**

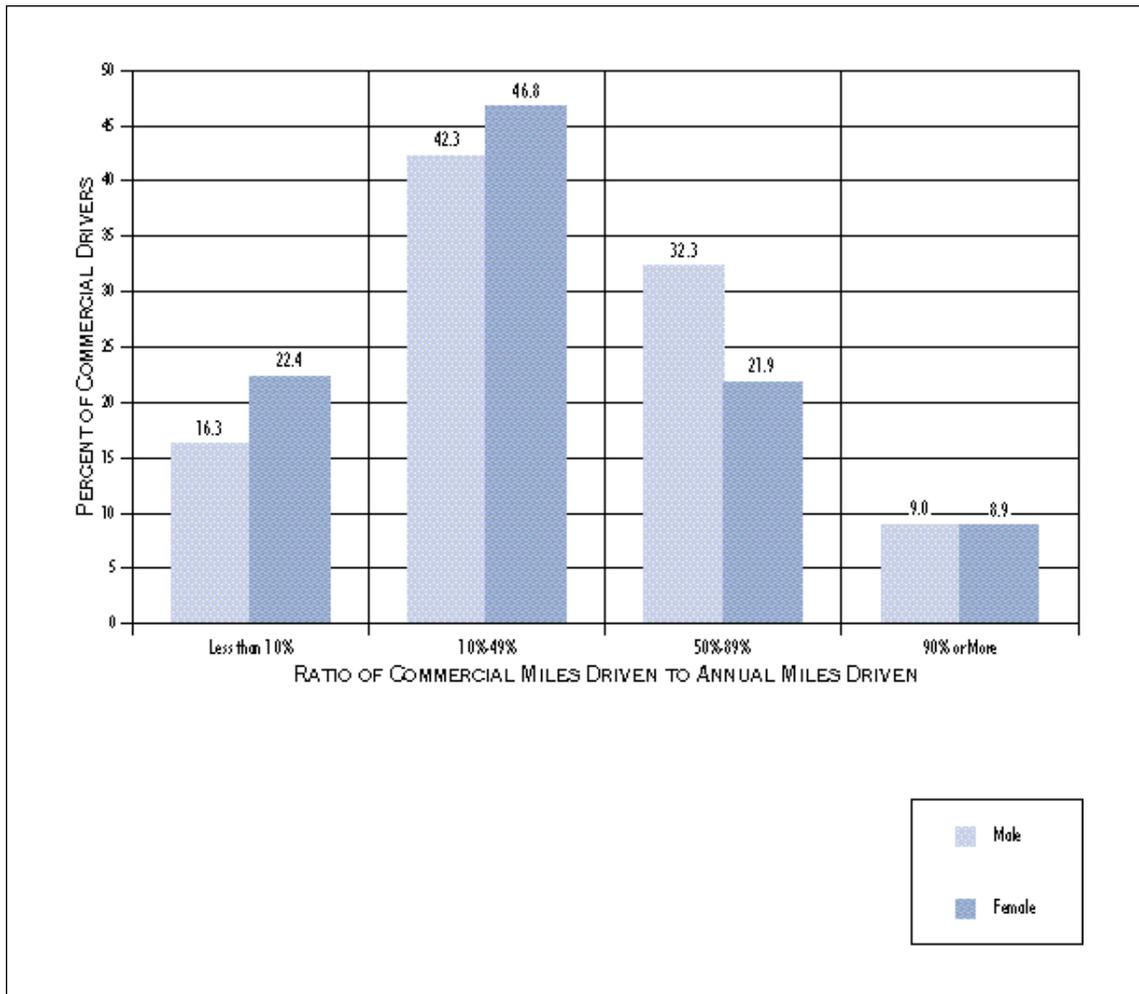
% Commercial Miles Driven of Total Annual Miles Driven	16 - 19 years	20-29 years	30-39 years	40-49 years	50-59 years	60-64 years	65 years or older	TOTAL ²
MALE								
Less than 10%	112 (47.3%)	529 (19.2%)	682 (16.8%)	466 (15.4%)	169 (10.4%)	34 (6.8%)	38 (18.5%)	2,030 (16.3%)
10%-49%	74 (31.2%)	1,286 (46.6%)	1,660 (40.9%)	1,270 (41.9%)	705 (43.3%)	203 (40.6%)	58 (28.6%)	5,258 (42.3%)
50%-89%	42 (17.5%)	638 (23.1%)	1,402 (34.5%)	1,048 (34.6%)	597 (36.6%)	225 (44.9%)	63 (31.0%)	4,014 (32.3%)
90% or More	9 (3.9%)	306 (11.1%)	314 (7.7%)	248 (8.2%)	158 (9.7%)	38 (7.6%)	45 (21.9%)	1,118 (9.0%)
TOTAL²	237 (100.0%)	2,759 (100.0%)	4,059 (100.0%)	3,033 (100.0%)	1,628 (100.0%)	500 (100.0%)	204 (100.0%)	12,420 (100.0%)
FEMALE								
Less than 10%	31 (37.2%)	292 (32.4%)	275 (22.6%)	152 (20.4%)	47 (10.3%)	** (0.0%)	** (0.0%)	798 (22.4%)
10%-49%	28 (33.2%)	417 (46.3%)	567 (46.6%)	375 (50.3%)	205 (44.5%)	29 (41.7%)	41 (53.2%)	1,663 (46.8%)
50%-89%	13 (16.0%)	159 (17.6%)	259 (21.3%)	158 (21.2%)	149 (32.2%)	32 (46.0%)	7 (9.3%)	778 (21.9%)
90% or More	11 (13.6%)	33 (3.7%)	114 (9.4%)	61 (8.1%)	60 (13.0%)	9 (12.2%)	29 (37.4%)	317 (8.9%)
TOTAL²	84 (100.0%)	902 (100.0%)	1,216 (100.0%)	746 (100.0%)	462 (100.0%)	70 (100.0%)	76 (100.0%)	3,556 (100.0%)
¹ There were 13.5% or 3,008 thousand commercial drivers (weighted) whose information on the ratio of commercial miles driven to total annual miles driven was unusable. This group represented 632 drivers in the sample.					² Does not include commercial drivers whose age, sex and/or ratio of miles was unreported.			
					** Indicates no data reported.			

Table 9.3 presents the distribution of workers with driving as part of their work contributing to their overall annual driving. The majority of workers for whom driving was part of their work had half of their annual driving for work; and only less than 10% of the workers

contributed 90% of their overall driving to work. Female workers for whom driving was part of their work reported a smaller percentage of their overall driving being for their work than male workers.

FIGURE 9.2

DISTRIBUTION OF COMMERCIAL DRIVERS BY DRIVERS' SEX AND RATIO OF COMMERCIAL MILES DRIVEN TO TOTAL ANNUAL MILES DRIVEN
1990 NPTS



COMMERCIAL TRAVEL & LABOR SURVEILLANCE

More than half of the workers for whom driving was an essential part of their work typically drove commercially five days in a week. Female workers for whom driving was an

essential part of their work drove fewer days during a typical week than their male counterparts.

TABLE 9.4

NUMBER OF COMMERCIAL DRIVERS BY DRIVERS' SEX AND THE NUMBER OF DAYS OF COMMERCIAL DRIVING IN A TYPICAL WEEK
1990 NPTS
(THOUSANDS)

Number of Days Driving Commercially in a Typical Week	Male Driver	Female Driver	TOTAL ¹
One	443 (2.6%)	293 (6.0%)	737 (3.3%)
Two	912 (5.3%)	480 (9.8%)	1,392 (6.3%)
Three	1,361 (7.9%)	731 (14.9%)	2,093 (9.4%)
Four	1,070 (6.2%)	403 (8.2%)	1,472 (6.6%)
Five	9,192 (53.0%)	2,159 (44.0%)	11,358 (51.0%)
Six	2,791 (16.1%)	470 (9.6%)	3,261 (14.7%)
Seven	1,470 (8.5%)	359 (7.3%)	1,829 (8.2%)
TOTAL¹	17,336 (100.0%)	4,905 (100.0%)	22,248 (100.0%)

¹ Includes commercial drivers whose sex and number of days they do commercial driving in a typical week were unreported.

TABLE 9.5

**NUMBER OF COMMERCIAL DRIVERS BY DRIVERS' AGE AND SEX
1990 NPTS
(THOUSANDS)**

Drivers' Age	Male	Female	TOTAL ¹
16 - 19	332 (1.9%)	120 (2.4%)	451 (2.0%)
20 - 29	3,777 (21.8%)	1,239 (25.3%)	5,016 (22.5%)
30 - 39	5,509 (31.8%)	1,611 (32.8%)	7,120 (32.0%)
40 - 49	4,194 (24.2%)	1,033 (21.1%)	5,227 (23.5%)
50 - 59	2,355 (13.6%)	636 (13.0%)	2,991 (13.4%)
60 - 64	728 (4.2%)	120 (2.4%)	848 (3.8%)
65 or older	361 (2.1%)	105 (2.1%)	466 (2.1%)
TOTAL¹	17,336 (100.0%)	4,905 (100.0%)	22,248 (100.0%)
Number of Licensed Drivers	80,289 (17,033) ²	82,707 (18,112) ²	163,025 (35,152) ²
Percentage Commercial Drivers of Total Drivers	21.6% (3,707) ³	5.9% (1,081) ³	13.6% (4,789) ³
Number of Workers	63,996 (13,570) ²	54,334 (11,946) ²	118,343 (25,520) ²
Percentage Commercial Drivers of Total Workers	27.1% (3,707) ³	9.0% (1,081) ³	18.8% (4,789) ³

¹ Includes commercial drivers whose age, sex or both were unreported. ³ The number in the parenthesis is the unweighted sample size of commercial drivers.

² The number in the parenthesis is the unweighted sample size.

On average, about 14% of all drivers and 19% of all workers were in occupations where driving was an essential part of their work. The percentage of male drivers for whom driving was an essential part of their work was

three times that of female drivers - 22% vs. 6% (Table 9.5). The likelihood of participating in occupations where driving is essential decreased with age.

FIGURE 9.3

PERCENTAGE OF COMMERCIAL DRIVERS AS TOTAL DRIVERS BY DRIVERS' AGE AND SEX
1990 NPTS

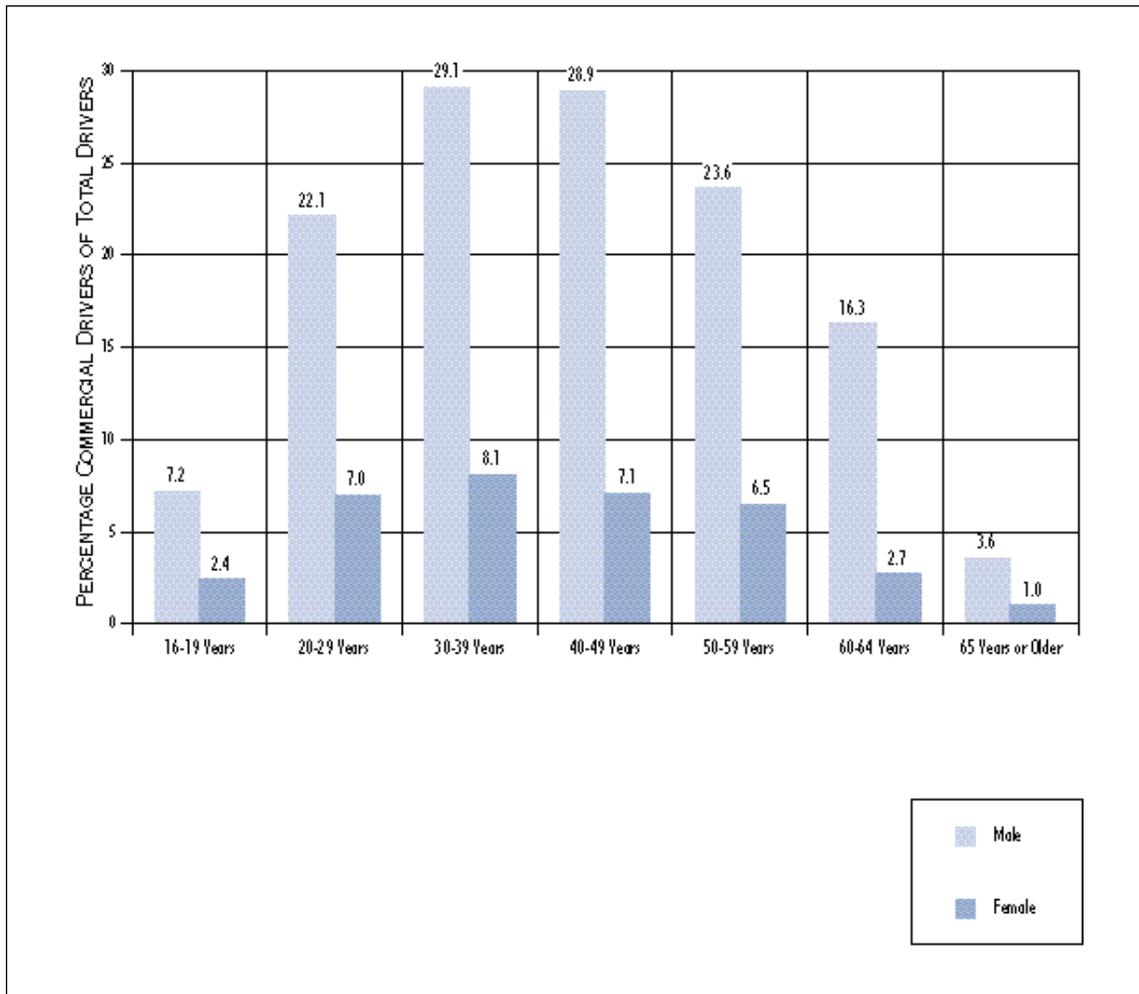


TABLE 9.6
NUMBER OF COMMERCIAL MILES DRIVEN¹ BY DRIVERS' AGE AND SEX
1990 NPTS
(THOUSANDS)

Drivers' Age	Male	Female	TOTAL ²
16 - 19	1,772,393 (0.7%)	384,546 (1.0%)	2,156,939 (0.7%)
20 - 29	47,976,809 (18.1%)	8,637,603 (22.8%)	56,614,411 (18.7%)
30 - 39	92,792,097 (35.0%)	13,740,770 (36.2%)	106,532,867 (35.2%)
40 - 49	68,808,280 (26.0%)	7,778,034 (20.5%)	76,586,314 (25.3%)
50 - 59	39,019,212 (14.7%)	5,714,423 (15.1%)	44,733,635 (14.8%)
60 - 64	10,404,715 (3.9%)	832,748 (2.2%)	11,237,464 (3.7%)
65 or older	3,188,028 (1.2%)	644,739 (1.7%)	3,832,767 (1.3%)
TOTAL²	264,827,707 (100.0%)	37,964,095 (100.0%)	302,824,111 (100.0%)

¹ Estimated by multiplying the number of commercial miles driven in a typical week by 48 weeks. ² Includes miles of travel where driver's age, sex or both were unreported.

On average, male workers for whom driving was an essential part of their work drove more than twice as much as their female counterparts. The gap in the number of miles driven as part of their work between male and female workers was the smallest in both

the youngest and the oldest age categories. Gender difference was also observed in the distribution of the number of workers categorized by the amount of driving performed as part of their work (see Table 9.2).

TABLE 9.7

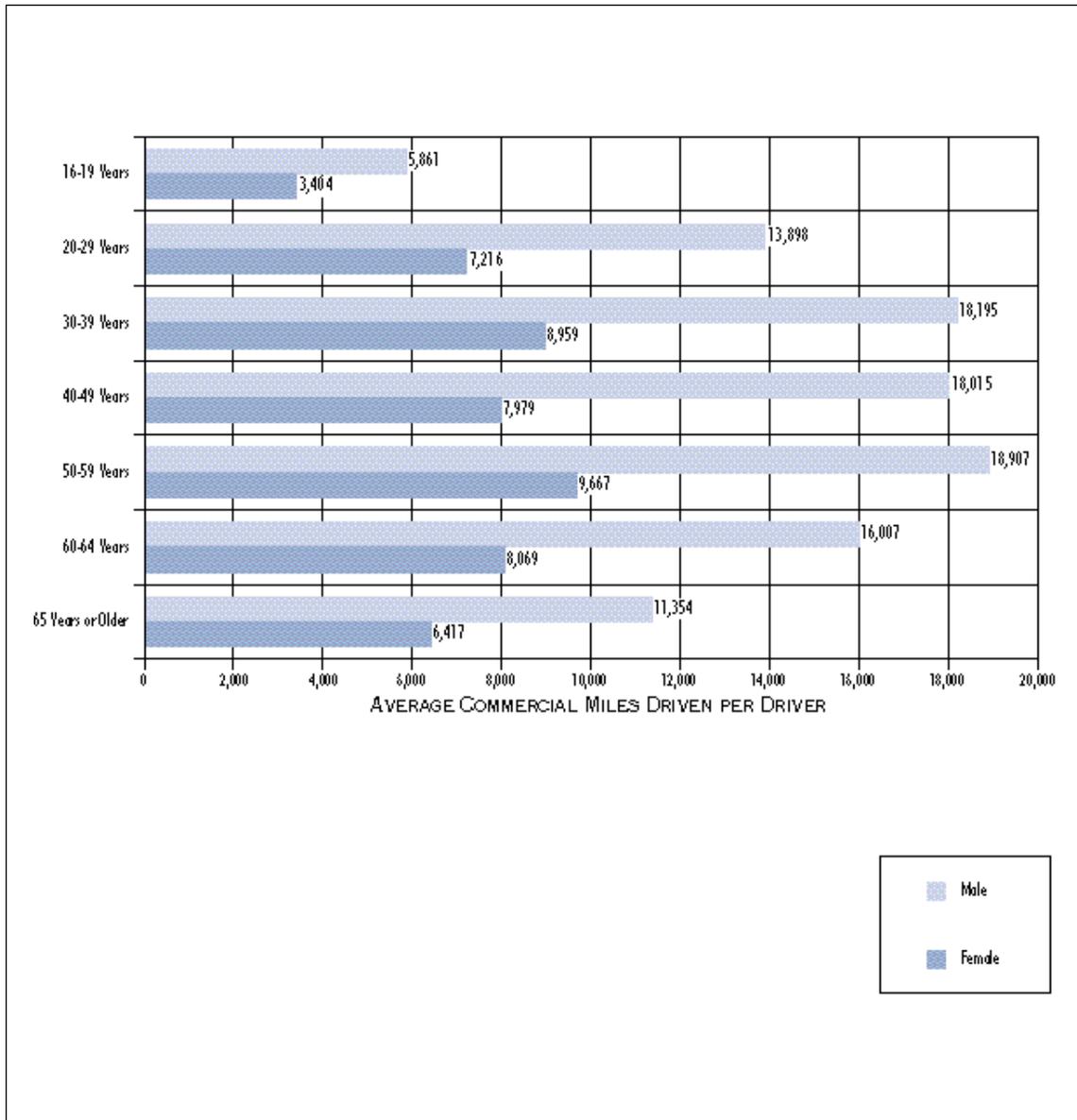
**AVERAGE ANNUAL COMMERCIAL MILES DRIVEN PER DRIVER¹ BY DRIVERS' AGE AND SEX
1990 NPTS
(THOUSANDS)**

Drivers' Age	Male	Female	ALL
16 - 19	5,861	3,404	5,193
20 - 29	13,898	7,216	12,177
30 - 39	18,195	8,959	16,059
40 - 49	18,015	7,979	15,975
50 - 59	18,907	9,667	16,850
60 - 64	16,007	8,069	14,920
65 or older	11,354	6,417	10,053
ALL	16,838	8,189	14,866

¹ Information based on observations that had valid commercial miles of travel information.

FIGURE 9.4

ESTIMATED AVERAGE ANNUAL COMMERCIAL MILES DRIVEN PER DRIVER BY DRIVERS' AGE AND SEX
1990 NPTS



COMMERCIAL TRAVEL & LOGS SURVEILLANCE

About half of the total driving done as part of work was by trucks, including pickup trucks and medium and heavy trucks, and another one-third by automobiles. Workers using heavier trucks in their commercial driving

drove significantly more than other workers. This probably reflects the fact that most commercial driving on heavier trucks was for long-distance hauling.

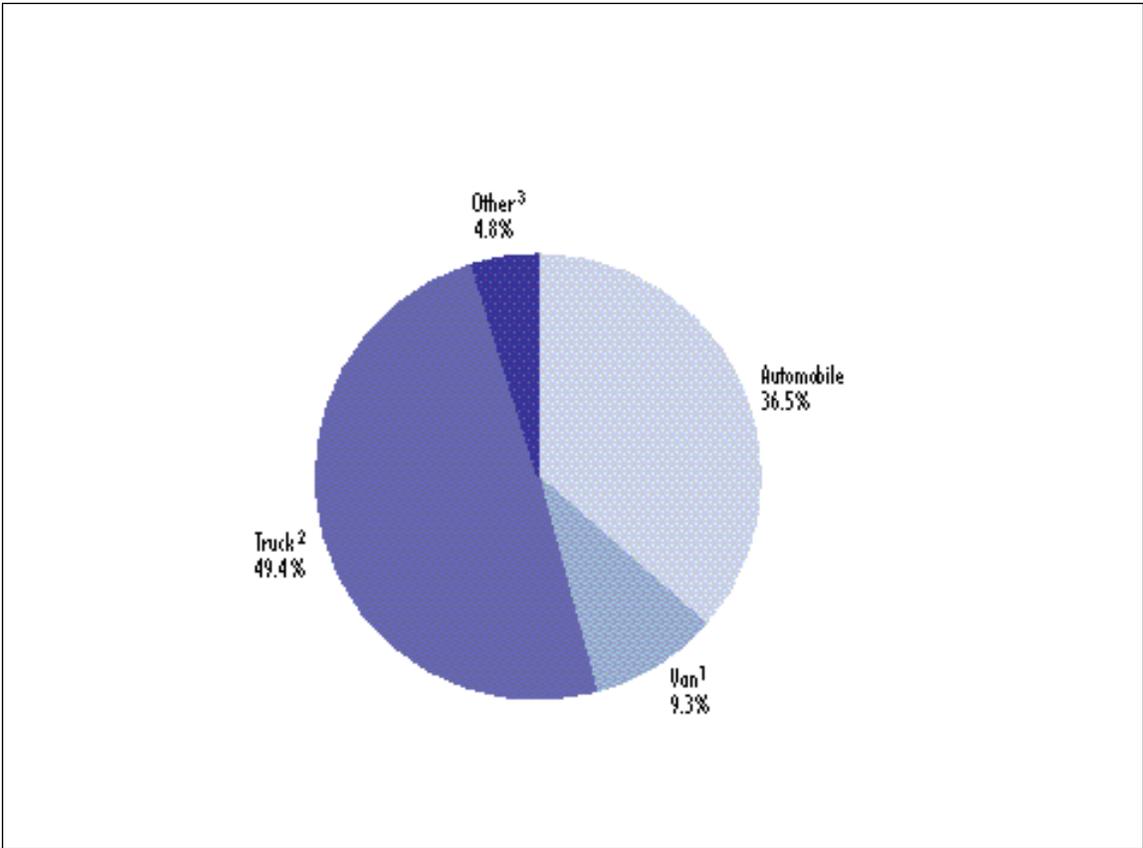
TABLE 9.8

NUMBER OF COMMERCIAL MILES DRIVEN, NUMBER OF COMMERCIAL DRIVERS
AND AVERAGE COMMERCIAL MILES DRIVEN PER DRIVER BY VEHICLE TYPE
1990 NPTS

	Commercial Miles Driven (000)	Commercial Drivers (000)	Commercial Miles Driven per Driver ¹
Automobile	110,604,948 (36.5%)	10,052 (45.2%)	11,710
Passenger Van	13,174,351 (4.4%)	1,299 (5.8%)	11,190
Cargo Van	14,830,080 (4.9%)	1,127 (5.1%)	14,000
Pickup Truck	58,659,913 (19.4%)	5,067 (22.8%)	12,793
Other Truck	90,980,717 (30.0%)	3,599 (16.2%)	28,683
Other Private Vehicle	603,767 (0.2%)	37 (0.2%)	16,489
Bus	1,671,114 (0.6%)	119 (0.5%)	18,269
School Bus	3,720,777 (1.2%)	298 (1.3%)	13,993
Other	8,498,948 (2.8%)	636 (2.9%)	16,087
TOTAL²	302,824,111 (100.0%)	22,248 (100.0%)	14,866
¹ Information based on observations that had valid commercial miles of travel information.		² Includes commercial drivers and miles of travel where vehicle type was unreported.	

FIGURE 9.5

DISTRIBUTION OF COMMERCIAL MILES DRIVEN BY VEHICLE TYPE
1990 NPTS



¹ Includes passenger and cargo vans.

² Includes pickup and other trucks.

³ Includes other private vehicles, buses, school buses and other.

TABLE 9.9

**NUMBER OF COMMERCIAL DRIVERS BY DRIVERS' SEX,
ANNUAL COMMERCIAL MILES DRIVEN AND VEHICLE TYPE
1990 NPTS
(THOUSANDS)**

	Annual Commercial Miles Driven Per Driver							
	< 20,000		20-50,000		> 50,000		TOTAL ¹	
	Male	Female	Male	Female	Male	Female	Male	Female
Automobile	4,426 (39.9%)	3,210 (77.2%)	1,475 (35.5%)	272 (59.0%)	51 (10.8%)	4 (25.4%)	6,371 (36.7%)	3,674 (74.9%)
Passenger Van	587 (5.3%)	358 (8.6%)	201 (4.8%)	28 (6.0%)	4 (0.9%)	** (0.0%)	885 (5.1%)	414 (8.4%)
Cargo Van	784 (7.1%)	57 (1.4%)	192 (4.6%)	5 (1.1%)	20 (4.3%)	** (0.0%)	1,065 (6.1%)	63 (1.3%)
Pickup Truck	3,317 (29.9%)	334 (8.0%)	829 (20.0%)	49 (10.7%)	56 (11.9%)	** (0.0%)	4,659 (26.9%)	408 (8.3%)
Other Truck	1,484 (13.4%)	44 (1.1%)	1,286 (31.0%)	26 (5.5%)	323 (68.7%)	9 (50.7%)	3,514 (20.3%)	85 (1.7%)
Other Private Vehicle	12 (0.1%)	8 (0.2%)	16 (0.4%)	** (0.0%)	1 (0.1%)	** (0.0%)	29 (0.2%)	8 (0.2%)
Bus	50 (0.4%)	11 (0.3%)	28 (0.7%)	3 (0.6%)	** (0.0%)	** (0.0%)	94 (0.5%)	24 (0.5%)
School Bus	108 (1.0%)	95 (2.3%)	15 (0.4%)	44 (9.6%)	** (0.0%)	4 (23.9%)	143 (0.8%)	155 (3.2%)
Other	332 (3.0%)	36 (0.9%)	111 (2.7%)	35 (7.5%)	15 (3.2%)	** (0.0%)	565 (3.3%)	71 (1.4%)
TOTAL¹	11,105 (100.0%)	4,157 (100.0%)	4,154 (100.0%)	461 (100.0%)	470 (100.0%)	18 (100.0%)	17,336 (100.0%)	4,905 (100.0%)
¹ Includes commercial drivers whose sex, annual commercial miles driven and/or vehicle type were unreported.				** Indicates no data reported.				

THE disparity between genders was considerable in the type of vehicle used for commercial driving. The percentage of female workers for whom driving an automobile was an essential part of their work was twice of their male counterparts - 75% vs. 37%. Also, the percentage of female school bus drivers was three times that of male school bus drivers - 3.2% vs. 0.8%. On the other hand, less than 2% of female workers drove heavier trucks as part of their work, compared to 20% in male workers. The type of commercial driving (e.g., local, short-haul, long-haul) basically governed the

type of vehicle used. Cars and pickup trucks were more commonly used for short-distance hauling while heavier trucks were more frequently used for long-distance hauling. If driving was an essential part of their work, females, in general, tended to use automobiles, passenger vans and pickup trucks, while males used cargo vans and heavier trucks.

