Transportation Fuel Use in Missouri at a Glance: Supporting Documentation

Division of Energy

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Sources for the information in this fact sheet, including the data in the charts, come from the U.S. Energy Information Administration's (EIA) State Energy Data System (SEDS) at http://www.eia.gov/state/seds/seds-data-complete.cfm?sid=MO, EIA's technical notes and documentation, and the survey data used to compile the Missouri Division of Energy's Energy Bulletins (http://energy.mo.gov/energy/stay-informed/missouri-energy-bulletins) (see Table A).[1] These data were collected, screened, and arranged in an Excel file using an Access database. Further manipulation of the variables from SEDS occurred in Excel to obtain the outputs in the fact sheet, both through the use of the equations noted below and pivot tables.

Table A. Data Sources for the Fact Sheet.

Data	Source
U.S. Energy Information Administration (EIA), State Energy Data System (SEDS)	EIA, SEDS: 1960-2012 (Complete)
Missouri Energy Bulletin Prices	Missouri Division of Energy, Missouri Energy Bulletin - Internal Survey Data
Btu Conversion Factors for Motor Gasoline	SEDS Technical Notes & Documentation - Complete 2012, Consumption Estimates Technical Notes For 1960-2012, pg. 165
Btu Conversion Factors for Diesel	SEDS Technical Notes & Documentation - Complete 2012, Prices and Expenditures, Section 4: Petroleum, pg. 56

[1] Price data were derived from a non-EIA source because of issues noted in the estimation methodologies used by the EIA for its motor gasoline and distillate fuel (i.e., diesel) price data sets for certain years (and possibly the transportation sector as a whole); when compared against the Energy Bulletin price data, these methodological issues became apparent. In addition, the Energy Bulletin data are derived from Missouri-specific sources over a long time frame (1996 forwards) for both motor gasoline and diesel and were used in the previous version of this fact sheet. EIA's consumption and expenditure data are also subject to limitations similar to the agency's price data. The expenditure data are further subject to two additional constraints in that they are the mathematical products of the consumption and price data, with adjustments. Thus, any assumptions which can be questioned in the consumption or price data reflect on the reliability of the expenditure data, in addition to any other assumptions which can be questioned in adjusting the expenditure data themselves. Nonetheless, alternative consumption and expenditure data derived from a Missouri specific source (or even any other source) are more difficult to obtain. Thus, the SEDS data are used in this fact sheet with the notes herein; more on the EIA's methodology in deriving its SEDS data can be found in its accompanying notes and documentation.

The specific variables pulled from SEDS are shown below in Table B, along with their SEDS descriptors. Table C describes the general Excel equations used to obtain the data shown in the fact sheet.

Table B. Extracted SEDS Variables.

Variable	Description
AVACB	Aviation gasoline consumed by the transportation sector.
AVACV	Aviation gasoline expenditures in the transportation sector.
DFACB	Distillate fuel oil consumed by the transportation sector.
DFACV	Distillate fuel oil expenditures in the transportation sector.
JFACB	Jet fuel consumed by the transportation sector.
JFACV	Jet fuel expenditures in the transportation sector.
MGACB	Motor gasoline consumed by the transportation sector.
MGACV	Motor gasoline expenditures in the transportation sector.
TEACB	Total energy consumed by the transportation sector.
TEACV	Total energy expenditures in the transportation sector.
TPOPP	Resident population including Armed Forces.

Table C. SEDS Variable Manipulations.

Equation	Description
AVACB +JFACB	Transportation Sector Jet and Aviation Fuel Consumption
AVACV+JFACV	Transportation Sector Jet and Aviation Fuel Expenditures
TEACB-(AVACB+DFACB+JFACB+MGACB)	Other Transportation Sector Fuel Consumption
TEACV-(AVACV+DFACV+JFACV+MGACV)	Other Transportation Sector Fuel Expenditures
((MGACB*10^9)/(TPOPP*10^3))/10^6	Transportation Sector Motor Gasoline Consumption Per Capita
((DFACB*10^9)/(TPOPP*10^3))/10^6	Transportation Sector Diesel Fuel Consumption Per Capita
(((JFACB+AVACB)*10^9)/(TPOPP*10^3))/10^6	Transportation Sector Jet and Aviation Fuel Consumption Per Capita
(((TEACB-(MGACB+DFACB+JFACB+AVACB)*10^9)/(TPOPP*10^3))/10^6	Other Transportation Sector Fuel Consumption Per Capita
(MGACV*10^6)/(TPOPP*10^3)	Transportation Sector Motor Gasoline Expenditures Per Capita
(DFACV*10^6)/(TPOPP*10^3)	Transportation Sector Diesel Fuel Expenditures Per Capita
((JFACV+AVACV)*10^6)/(TPOPP*10^3)	Transportation Sector Jet and Aviation Fuel Expenditures Per Capita
((TEACV-(MGACV+DFACV+JFACV+AVACV)*10^6)/(TPOPP*10^3)	Other Transportation Sector Fuel Expenditures Per Capita

British thermal unit (Btu) conversion data as used by the EIA in its SEDS data are used to convert the Energy Bulletin dollar per gallon prices to dollar per million Btu ($/MMBtu) equivalents.[2] This involves the assumption (again as per the EIA data) that each barrel of fuel contains 42 gallons. No Btu conversion data are immediately available from the cited sources for 2013 and 2014, so the 2012 values are carried forward. Notably, the EIA also assumes that the energy content for diesel remains constant from year-to-year. Table C shows the MMBtu per barrel (MMBtu/bbl) conversion factors. More on the EIA's methodology can be found in the cited sources and documentation; these sources also provide the Btu conversion values by year, so the conversions are not shown in this document.

As with the previous fact sheet, price data are derived from the price surveys used to create the Division of Energy's Energy Bulletins. However, while the previous fact sheet used a simple average of the data for each year, this fact sheet uses the raw historical data from 1996 forwards for each survey date (monthly or semi-monthly, depending on the season). Since these data are themselves simple averages, using a simple average of the prices over a given year would result in misleading values. Prices are not collected for jet and aviation fuel by the Division of Energy.[3]

The rest of this document consists of the tables associated with each figure in “Fossil Fuel Use in Missouri at a Glance,” numbered in the order in which the charts appear in the fact sheet; the price data are not shown below because of the number of data points, but are available upon request. Note that the data below may be presented in units such as billion Btu (BBtu) and million dollars, whereas they may appear in the fact sheet in units such as trillion Btu (TBtu) and billion dollars. In addition, the expenditure data were not converted into real dollar values. Finally, percentages and totals may not add up as expected due to rounding or other errors.

Further information on the original data may be found on the EIA’s and Division of Energy’s respective websites.

[2] One British thermal unit (Btu) is the amount of heat required to raise the temperature of one pound of water at or near 39.2 degrees Fahrenheit by an additional degree.

[3] The chart and table formats have also changed slightly in other respects from the previous version of this fact sheet; for example, the Missouri and U.S. data are no longer consolidated in the same tables. Three new charts have also been added.

Table 1. Total Transportation Fuel Consumption in Missouri, 1960 – 2012 (BBtu).

Year	Gasoline	Diesel	Jet and Aviation Fuel	Other Fuels
1960	197,618	26,124	16,274	13,758
1961	199,102	26,163	17,210	13,381
1962	203,689	33,293	24,671	14,436
1963	209,529	33,078	25,215	14,325
1964	213,032	36,320	28,163	14,790
1965	218,827	38,940	32,169	14,694
1966	228,446	31,657	31,179	13,891
1967	234,931	31,245	39,388	16,866
1968	251,052	46,321	45,667	16,125
1969	264,279	44,605	45,662	15,522
1970	279,048	46,544	46,584	18,711
1971	293,156	49,154	46,436	15,096
1972	307,478	52,937	48,267	15,221
1973	308,639	56,925	47,001	15,552
1974	307,908	53,315	44,754	15,368
1975	312,427	50,798	47,964	13,535
1976	328,306	58,954	45,376	11,713
1977	336,809	62,905	45,957	10,987
1978	344,866	65,954	46,978	11,029
1979	322,064	66,944	43,309	14,474
1980	298,773	63,049	36,271	12,470
1981	298,328	61,319	27,871	11,713
1982	296,428	72,152	25,450	10,813
1983	302,637	65,800	31,592	9,751
1984	307,310	69,634	32,430	11,543
1985	308,341	77,302	33,991	10,367
1986	326,240	75,290	38,792	9,468
1987	328,237	79,678	42,905	8,380
1988	334,741	87,266	42,157	12,476
1989	329,500	98,634	42,183	13,261
1990	331,420	93,484	38,265	13,969
1991	331,055	89,883	43,064	10,215
1992	338,667	98,981	43,162	10,341
1993	338,963	101,658	51,637	15,822
1994	344,141	106,683	60,758	9,584
1995	350,215	111,808	65,321	13,473
1996	355,492	128,671	69,337	13,639
1997	358,384	136,628	70,688	13,750
1998	367,550	176,102	73,026	11,879
1999	364,608	170,813	72,727	13,393
2000	378,697	134,903	28,311	14,179
2001	366,954	136,940	43,220	8,703
2002	372,887	135,426	54,663	8,725
2003	388,042	150,799	46,160	9,020
2004	388,782	157,185	23,300	9,114
2005	389,072	156,734	38,368	8,399
2006	390,201	160,552	37,918	8,262
2007	399,491	162,571	36,578	8,680
2008	395,767	141,651	32,160	13,229
2009	395,656	144,645	21,038	9,402
2010	394,856	153,417	18,248	11,774
2011	379,874	155,086	20,486	12,944
2012	374,596	146,419	19,847	10,853

Table 2. Total Transportation Fuel Consumption in Missouri in 2012.

Fuel	Billion Btu	Percent of 2012 Total
Gasoline	374,596	68%
Diesel	146,419	27%
Jet and Aviation Fuel	19,847	4%
Other Fuels	10,853	2%
Total Transportation Fuel Consumption	551,715	100%

Table 3. Transportation Fuel Consumption Per Capita in Missouri, 1960 – 2012 (MMBtu).

Year	Gasoline	Diesel	Jet and Aviation Fuel	Other Fuels
1960	46	6	4	3
1961	46	6	4	3
1962	47	8	6	3
1963	48	8	6	3
1964	48	8	6	3
1965	49	9	7	3
1966	51	7	7	3
1967	52	7	9	4
1968	55	10	10	4
1969	57	10	10	3
1970	60	10	10	4
1971	62	10	10	3
1972	65	11	10	3
1973	65	12	10	3
1974	64	11	9	3
1975	65	11	10	3
1976	68	12	9	2
1977	69	13	9	2
1978	71	13	10	2
1979	66	14	9	3
1980	61	13	7	3
1981	60	12	6	2
1982	60	15	5	2
1983	61	13	6	2
1984	62	14	7	2
1985	62	15	7	2
1986	65	15	8	2
1987	65	16	8	2
1988	66	17	8	2
1989	65	19	8	3
1990	65	18	7	3
1991	64	17	8	2
1992	65	19	8	2
1993	64	19	10	3
1994	65	20	11	2
1995	65	21	12	3
1996	65	24	13	3
1997	65	25	13	3
1998	67	32	13	2
1999	66	31	13	2
2000	68	24	5	3
2001	65	24	8	2
2002	66	24	10	2
2003	68	26	8	2
2004	68	27	4	2
2005	67	27	7	1
2006	67	27	6	1
2007	68	28	6	1
2008	67	24	5	2
2009	66	24	4	2
2010	66	26	3	2
2011	63	26	3	2
2012	62	24	3	2

Table 4. Transportation Fuel Consumption Per Capita in the U.S., 1960 – 2012 (MMBtu).

Year	Gasoline	Diesel	Jet and Aviation Fuel	Other Fuels
1960	40	5	6	8
1961	40	5	6	8
1962	41	5	7	8
1963	42	6	7	7
1964	42	6	7	8
1965	43	6	7	8
1966	45	6	8	8
1967	46	6	9	8
1968	48	7	10	8
1969	50	7	11	8
1970	52	8	10	8
1971	54	8	10	8
1972	57	9	10	8
1973	59	10	10	8
1974	57	10	10	8
1975	58	10	10	7
1976	60	10	9	8
1977	61	11	10	8
1978	63	12	10	8
1979	59	13	10	9
1980	54	12	10	10
1981	54	13	9	9
1982	53	12	9	8
1983	53	12	9	7
1984	53	13	10	7
1985	54	13	11	7
1986	55	13	11	7
1987	56	14	12	7
1988	56	15	12	8
1989	56	15	13	8
1990	54	15	13	8
1991	53	14	12	8
1992	53	14	12	8
1993	54	15	12	7
1994	54	15	12	7
1995	55	16	12	7
1996	55	17	12	7
1997	55	17	12	6
1998	56	17	12	6
1999	57	18	13	6
2000	57	18	13	6
2001	56	19	12	5
2002	57	19	12	6
2003	57	19	11	5
2004	58	20	12	5
2005	58	21	12	6
2006	58	21	11	6
2007	58	21	11	6
2008	55	19	11	6
2009	55	18	9	6
2010	54	19	10	6
2011	53	19	10	6
2012	52	18	9	5

Table 5. Total Transportation Fuel Expenditures in Missouri, 1970 – 2012 (million dollars).

Year	Gasoline	Diesel	Jet and Aviation Fuel	Other Fuels
1970	$761	$57	$36	$24
1971	$847	$62	$37	$26
1972	$879	$68	$39	$27
1973	$967	$88	$45	$32
1974	$1,330	$134	$73	$43
1975	$1,421	$137	$101	$40
1976	$1,560	$170	$103	$41
1977	$1,696	$197	$124	$43
1978	$1,727	$218	$137	$48
1979	$2,231	$335	$175	$70
1980	$2,786	$439	$236	$87
1981	$3,027	$507	$214	$103
1982	$2,928	$574	$185	$93
1983	$2,646	$471	$206	$96
1984	$2,604	$507	$205	$108
1985	$2,640	$544	$202	$102
1986	$1,992	$432	$155	$100
1987	$2,234	$504	$179	$103
1988	$2,283	$532	$166	$112
1989	$2,455	$645	$187	$123
1990	$2,855	$735	$218	$144
1991	$2,748	$666	$209	$139
1992	$2,746	$723	$198	$143
1993	$2,685	$738	$219	$127
1994	$2,818	$782	$241	$134
1995	$2,930	$811	$262	$128
1996	$3,320	$1,071	$338	$123
1997	$3,332	$1,115	$327	$130
1998	$2,893	$1,214	$253	$131
1999	$3,147	$1,315	$303	$143
2000	$4,319	$1,369	$185	$145
2001	$3,981	$1,301	$248	$152
2002	$3,852	$1,215	$294	$150
2003	$4,522	$1,539	$300	$156
2004	$5,391	$1,931	$211	$162
2005	$6,714	$2,614	$502	$189
2006	$7,547	$2,974	$573	$230
2007	$8,487	$3,209	$590	$254
2008	$9,636	$3,708	$793	$288
2009	$6,933	$2,420	$271	$262
2010	$8,253	$3,135	$301	$303
2011	$10,207	$4,181	$473	$344
2012	$10,221	$4,032	$459	$337

Table 6. Total Transportation Fuel Expenditures in Missouri in 2012.

Fuel	Million Dollars	Percent of 2012 Total
Gasoline	$10,221	68%
Diesel	$4,032	27%
Jet and Aviation Fuel	$459	3%
Other Fuels	$337	2%
Total Transportation Fuel Expenditures	$15,049	100%

Table 7. Transportation Fuel Expenditures Per Capita in Missouri, 1970 – 2012.

Year	Gasoline	Diesel	Jet and Aviation Fuel	Other Fuels
1970	$162	$12	$8	$5
1971	$179	$13	$8	$6
1972	$185	$14	$8	$6
1973	$202	$18	$9	$7
1974	$277	$28	$15	$9
1975	$296	$28	$21	$8
1976	$322	$35	$21	$8
1977	$349	$41	$25	$9
1978	$353	$45	$28	$10
1979	$454	$68	$36	$14
1980	$566	$89	$48	$18
1981	$614	$103	$43	$21
1982	$594	$116	$38	$19
1983	$535	$95	$42	$19
1984	$523	$102	$41	$22
1985	$528	$109	$40	$20
1986	$397	$86	$31	$20
1987	$442	$100	$35	$20
1988	$449	$105	$33	$22
1989	$482	$127	$37	$24
1990	$557	$143	$43	$28
1991	$531	$129	$40	$27
1992	$526	$139	$38	$27
1993	$509	$140	$42	$24
1994	$529	$147	$45	$25
1995	$545	$151	$49	$24
1996	$611	$197	$62	$23
1997	$608	$203	$60	$24
1998	$524	$220	$46	$24
1999	$566	$236	$54	$26
2000	$770	$244	$33	$26
2001	$706	$231	$44	$27
2002	$679	$214	$52	$26
2003	$792	$270	$53	$27
2004	$938	$336	$37	$28
2005	$1,160	$451	$87	$33
2006	$1,292	$509	$98	$39
2007	$1,441	$545	$100	$43
2008	$1,627	$626	$134	$49
2009	$1,163	$406	$45	$44
2010	$1,376	$523	$50	$51
2011	$1,698	$696	$79	$57
2012	$1,696	$669	$76	$56

Table 8. Yearly Changes in Total Transportation Fuel Expenditures in Missouri, 1970 – 2012.

Year	Gasoline	Diesel	Jet and Aviation Fuel	Other Fuels
1970				
1971	11.30%	8.77%	2.78%	8.33%
1972	3.78%	9.68%	5.41%	3.85%
1973	10.01%	29.41%	15.38%	18.52%
1974	37.54%	52.27%	62.22%	34.38%
1975	6.84%	2.24%	38.36%	-6.98%
1976	9.78%	24.09%	1.98%	2.50%
1977	8.72%	15.88%	20.39%	4.88%
1978	1.83%	10.66%	10.48%	11.63%
1979	29.18%	53.67%	27.74%	45.83%
1980	24.88%	31.04%	34.86%	24.29%
1981	8.65%	15.49%	-9.32%	18.39%
1982	-3.27%	13.21%	-13.55%	-9.71%
1983	-9.63%	-17.94%	11.35%	3.23%
1984	-1.59%	7.64%	-0.49%	12.50%
1985	1.38%	7.30%	-1.46%	-5.56%
1986	-24.55%	-20.59%	-23.27%	-1.96%
1987	12.15%	16.67%	15.48%	3.00%
1988	2.19%	5.56%	-7.26%	8.74%
1989	7.53%	21.24%	12.65%	9.82%
1990	16.29%	13.95%	16.58%	17.07%
1991	-3.75%	-9.39%	-4.13%	-3.47%
1992	-0.07%	8.56%	-5.26%	2.88%
1993	-2.22%	2.07%	10.61%	-11.19%
1994	4.95%	5.96%	10.05%	5.51%
1995	3.97%	3.71%	8.71%	-4.48%
1996	13.31%	32.06%	29.01%	-3.91%
1997	0.36%	4.11%	-3.25%	5.69%
1998	-13.18%	8.88%	-22.63%	0.77%
1999	8.78%	8.32%	19.76%	9.16%
2000	37.24%	4.11%	-38.94%	1.40%
2001	-7.83%	-4.97%	34.05%	4.83%
2002	-3.24%	-6.61%	18.55%	-1.32%
2003	17.39%	26.67%	2.04%	4.00%
2004	19.22%	25.47%	-29.67%	3.85%
2005	24.54%	35.37%	137.91%	16.67%
2006	12.41%	13.77%	14.14%	21.69%
2007	12.46%	7.90%	2.97%	10.43%
2008	13.54%	15.55%	34.41%	13.39%
2009	-28.05%	-34.74%	-65.83%	-9.03%
2010	19.04%	29.55%	11.07%	15.65%
2011	23.68%	33.37%	57.14%	13.53%
2012	0.14%	-3.56%	-2.96%	-2.03%

Table 9. Total Transportation Fuel Expenditures in the U.S., 1970 – 2012 (million dollars).

Year	Gasoline	Diesel	Jet and Aviation Fuel	Other Fuels
1970	$30,524	$2,057	$1,659	$1,139
1971	$32,435	$2,351	$1,781	$1,257
1972	$34,365	$2,682	$1,787	$1,383
1973	$38,597	$3,695	$2,133	$1,493
1974	$52,819	$5,803	$3,402	$2,452
1975	$57,991	$5,937	$4,393	$2,611
1976	$63,479	$6,784	$4,747	$2,869
1977	$69,059	$8,237	$5,696	$3,168
1978	$73,012	$9,184	$6,435	$3,496
1979	$94,013	$14,656	$8,936	$5,221
1980	$121,808	$20,090	$14,435	$7,346
1981	$135,393	$24,797	$16,185	$8,827
1982	$127,949	$22,709	$15,467	$7,842
1983	$113,830	$21,967	$14,476	$7,212
1984	$112,035	$22,448	$15,546	$7,692
1985	$115,205	$23,830	$15,248	$7,281
1986	$89,407	$20,473	$10,999	$5,531
1987	$97,573	$22,528	$11,791	$6,350
1988	$101,100	$23,908	$11,681	$6,125
1989	$110,299	$26,387	$13,828	$6,752
1990	$123,844	$30,982	$18,202	$7,762
1991	$120,623	$29,204	$14,972	$7,654
1992	$122,790	$29,509	$13,909	$7,006
1993	$124,707	$30,571	$13,317	$6,044
1994	$128,112	$32,352	$12,776	$6,327
1995	$134,641	$33,457	$12,856	$6,251
1996	$146,106	$39,410	$16,115	$6,103
1997	$147,163	$40,049	$15,371	$6,431
1998	$130,709	$36,043	$11,526	$5,924
1999	$147,591	$40,656	$14,222	$6,520
2000	$189,836	$55,198	$24,171	$8,819
2001	$181,978	$52,914	$19,986	$7,322
2002	$176,006	$50,822	$18,162	$7,735
2003	$204,780	$60,237	$21,470	$8,169
2004	$248,796	$77,341	$30,690	$9,497
2005	$304,875	$104,977	$45,335	$11,976
2006	$348,694	$123,646	$50,752	$15,018
2007	$381,200	$132,342	$54,502	$16,878
2008	$430,705	$158,556	$72,815	$21,464
2009	$311,613	$97,887	$36,893	$16,653
2010	$369,432	$124,658	$48,923	$20,381
2011	$457,976	$166,628	$67,536	$23,061
2012	$468,758	$164,096	$67,564	$22,238

Table 10. Transportation Fuel Expenditures Per Capita in the U.S., 1970 – 2012.

Year	Gasoline	Diesel	Jet and Aviation Fuel	Other Fuels
1970	$149	$10	$8	$6
1971	$156	$11	$9	$6
1972	$164	$13	$9	$7
1973	$182	$17	$10	$7
1974	$247	$27	$16	$11
1975	$269	$27	$20	$12
1976	$291	$31	$22	$13
1977	$314	$37	$26	$14
1978	$328	$41	$29	$16
1979	$418	$65	$40	$23
1980	$536	$88	$64	$32
1981	$590	$108	$71	$38
1982	$552	$98	$67	$34
1983	$487	$94	$62	$31
1984	$475	$95	$66	$33
1985	$484	$100	$64	$31
1986	$372	$85	$46	$23
1987	$403	$93	$49	$26
1988	$413	$98	$48	$25
1989	$447	$107	$56	$27
1990	$496	$124	$73	$31
1991	$477	$115	$59	$30
1992	$479	$115	$54	$27
1993	$480	$118	$51	$23
1994	$487	$123	$49	$24
1995	$506	$126	$48	$23
1996	$542	$146	$60	$23
1997	$540	$147	$56	$24
1998	$474	$131	$42	$21
1999	$529	$146	$51	$23
2000	$673	$196	$86	$31
2001	$639	$186	$70	$26
2002	$612	$177	$63	$27
2003	$706	$208	$74	$28
2004	$850	$264	$105	$32
2005	$1,032	$355	$153	$41
2006	$1,169	$414	$170	$50
2007	$1,265	$439	$181	$56
2008	$1,416	$521	$239	$71
2009	$1,016	$319	$120	$54
2010	$1,194	$403	$158	$66
2011	$1,470	$535	$217	$74
2012	$1,493	$523	$215	$71

Table 11. Yearly Changes in Total Transportation Fuel Expenditures in the U.S., 1970 – 2012.

Year	Gasoline	Diesel	Jet and Aviation Fuel	Other Fuels
1970				
1971	6.26%	14.29%	7.35%	10.36%
1972	5.95%	14.08%	0.34%	10.02%
1973	12.31%	37.77%	19.36%	7.95%
1974	36.85%	57.05%	59.49%	64.23%
1975	9.79%	2.31%	29.13%	6.48%
1976	9.46%	14.27%	8.06%	9.88%
1977	8.79%	21.42%	19.99%	10.42%
1978	5.72%	11.50%	12.97%	10.35%
1979	28.76%	59.58%	38.87%	49.34%
1980	29.57%	37.08%	61.54%	40.70%
1981	11.15%	23.43%	12.12%	20.16%
1982	-5.50%	-8.42%	-4.44%	-11.16%
1983	-11.03%	-3.27%	-6.41%	-8.03%
1984	-1.58%	2.19%	7.39%	6.66%
1985	2.83%	6.16%	-1.92%	-5.34%
1986	-22.39%	-14.09%	-27.87%	-24.04%
1987	9.13%	10.04%	7.20%	14.81%
1988	3.61%	6.13%	-0.93%	-3.54%
1989	9.10%	10.37%	18.38%	10.24%
1990	12.28%	17.41%	31.63%	14.96%
1991	-2.60%	-5.74%	-17.75%	-1.39%
1992	1.80%	1.04%	-7.10%	-8.47%
1993	1.56%	3.60%	-4.26%	-13.73%
1994	2.73%	5.83%	-4.06%	4.68%
1995	5.10%	3.42%	0.63%	-1.20%
1996	8.52%	17.79%	25.35%	-2.37%
1997	0.72%	1.62%	-4.62%	5.37%
1998	-11.18%	-10.00%	-25.01%	-7.88%
1999	12.92%	12.80%	23.39%	10.06%
2000	28.62%	35.77%	69.95%	35.26%
2001	-4.14%	-4.14%	-17.31%	-16.97%
2002	-3.28%	-3.95%	-9.13%	5.64%
2003	16.35%	18.53%	18.21%	5.61%
2004	21.49%	28.39%	42.94%	16.26%
2005	22.54%	35.73%	47.72%	26.10%
2006	14.37%	17.78%	11.95%	25.40%
2007	9.32%	7.03%	7.39%	12.39%
2008	12.99%	19.81%	33.60%	27.17%
2009	-27.65%	-38.26%	-49.33%	-22.41%
2010	18.55%	27.35%	32.61%	22.39%
2011	23.97%	33.67%	38.05%	13.15%
2012	2.35%	-1.52%	0.04%	-3.57%