# NET ENERGY ANALYSIS <br> Handbook for Combining Process and Input-Output Analysis* 

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Methods are presented for calculating the energy required, directly and indirectly, to produce all types of goods and services. Procedures for combining process analysis with input-output analysis are described. This enables the analyst to focus data acquisition effects cost-effectively, and to achieve down to some minimum degree a specified accuracy in the results. The report presents sample calculations and provides the tables and charts needed to assess total energy requirements of any technology, including those for producing or conserving energy.

## 1. Introduction

When we consume anything, we consume energy. It takes energy to manufacture, deliver and sell all types of goods and services. It is possible to add up the energy required at each step of the production process to determine the total 'energy cost' of particular goods and services.

The concept also applies to facilities that produce or conserve energy. It takes energy to construct and operate oil wells and pipelines, and this should be compared to the energy output. Similarly, it takes energy to manufacture insulation for homes and additional capital equipment for industry; these energy costs can also be compared to the energy savings.

Consumers demand energy in two ways; directly and indirectly. Energy is consumed directly in the form of gasoline, electricity, natural gas, or fuel oil. It is consumed indirectly as energy used elsewhere in the economy to

[^0]produce the other goods and services purchased by consumers. Indirect energy is by no means negligible; the average consumer demands more energy indirectly than directly [Herenden and Tanaka (1975)].

To clarify the concept of energy cost, consider aluminum as an example. A certain amount of energy is consumed directly in the ore reduction process. But energy is also required to mine the bauxite and transport it to the smelter. Additional energy is needed to manufacture the mining and transportation equipment, and to make the inputs to these industries. All these energies have to be summed to determine the total energy cost of aluminum.

The purchase of this report is to provide a practical guide for calculating the energy cost of any item. Two methods are described. One is tedious and involves adding all the energy inputs individually and is subject to error because some inputs are inevitably neglected. The other is a simpler one-step operation that has inaccuracies due to the level of aggregation at which goods and services are defined. We describe both methods, and then show how to combine them to minimize the effort required to obtain a predetermined degree of accuracy in the result. Appendix A gives most of the data needed for any application.

The range of possible applications is quite broad. Energy analyses have been used to determine the overall energy efficiencies of systems as varied as beverage containers [Hannon (1973)] and nuclear power plants [Rotty et al. (1975)]. Published results of energy analyses (particularly net energy analyses) vary for a host of reasons, due to differences in computational techniques, system boundaries, types of fuels and energy, etc. [Bullar and Herendeen (1974), Pilata (1977)]. This report is limited to treating the computational issues involved in such analyses. The methods and results presented are consistent with a forthcoming set of ERDA guidelines for net energy analysis [Perry (1977)].

### 1.1. Definitions and conventions

The data and methodologies described in this report permit calculation of five types of energy 'embodied' in a particular goods or service. One calculation determines the coal required, directly and indirectly, to produce a unit of aluminum. Parallel calculations yield the total crude oil and gas, refined oil, electricity, and natural gas requirements. All these inputs are useful for certain purposes, but they are not directly additive to obtain a 'total energy requirement'. For example, due to the direct plus indirect nature of the calculations, there would be some double counting of electricity and the coal used to produce electricity.

To obtain a total energy figure, we adopt the convention employed historically by the U.S. Bureau of Mines to combine U.S. fuel and electricity consumption. This convention views coal, crude oil and crude gas as primary
fossil energy resources, and expresses physical quantities (tons, barrels, cubic feet) in terms of their total enthalpy. ${ }^{1}$ Similarly, hydro and nuclear electricity are viewed as primary energy resources, whose enthalpies are evaluated in terms of their fossil fuel equivalents using the prevailing heat rate for fossil electric power plants. These enthalpies are then added to define a total primary requirement, and double-counting is avoided.

Similarly, we define a total primary energy intensity as the energy required directly and indirectly to produce a unit of goods or services for final consumption. It is calculated by adding the (dircet plus indirect) coal intensity, crude oil and gas intensity, and the fossil fuel equivalent of the hydro and nuclear electric intensity. It is useful to compare the total energy intensities of goods and services for broad-based analyses of conservation options, such as substituting fiberglass for steel in a manufacturing process. In specific instances where options for fuel substitution are limited (e.g., aluminum production), it is more useful to retain the individual fuel intensity detail. In particular, net energy analyses often require that the distinction between fuels be maintained, because the object of the analysis is often a facility (e.g., a power plant) for converting one form of energy to another. 'Viewing all energy as equal' obscures the economic purpose of the facility [Bullard (1976), IES report (1975)].

## 2. Methodology

### 2.1. General

The energy cost of any economic activity can be measured by either of two general methods: Process analysis or input-output ( $\mathrm{I}-\mathrm{O}$ ) analysis. As will be shown, both theoretically require the same data and would yield the same result if a fully disaggregated data base were available. In the real world, each technique is most useful for a particular type of problem. Aggregated, nationwide problems are well suited to I-O analysis because the data base for this analysis is a 368 -sector model of the entire U.S. economy. Process analysis is more suited to specific processes, products, or manufacturing chains for which physical flows of goods and services are easy to trace.

### 2.2. Process analysis

Process analysis begins by identifying one particular product as the object of study. This target product may be either a good or a service. One then examines the process which makes the product and asks: 'What goods and

[^1]services were required directly by this plant to produce the target product?' When the list of such inputs is obtained, it will include some fuels (direct energy) and some non-energy goods and services from other industries. The direct energy use is tallied while each non-energy input is further examined to determine the energy and non-energy inputs required for its production. This process continues, tracing back from the target product through each stage of the production process (fig. 1). Each successive step in the analysis typically identifies smaller and smaller energy inputs, and all these energy inputs are summed to obtain the total energy intensity of the target product. The first energy input is called the direct energy requirement, the remainder is called the indirect energy requirement. It is often the case that certain items appear as both inputs and outputs several places in the production tree, reflecting feedback loops of economic activity.

In stage 2 and beyond, the indirect energy inputs are identified and summed. Note that indirect energy inputs include the energy consumed in energy producing industries.

In fig. 1, there are four inputs to the production of the target product. Suppose input $A$ is energy and $B, C$, and $D$ are non-energy goods and services. The direct energy requirement is simply input $A$. Indirect energy inputs to the target product are the sum of energy inputs to all the production processes in stages 2,3 , and beyond.

In practice, a large number of terms is never computed, and the analysis is terminated at a point where the input is believed to add a negligible amount to total energy use. At the second stage only the most significant inputs are considered, and of those, only a subset is further broken down into its components. Unfortunately, diminishing contributions from each stage provide no guarantee that the truncated infinite number of terms actually sum to a negligible quantity.

Performing a process analysis requires extensive data on the production of the target product and similar (but usually less detailed) data on any secondary, tertiary, and other inputs not truncated. For aggregated production sectors, data are obtained from government statistics on economic activity. For individual production processes, information must often be collated directly from manufacturers, trade associations, and consultants. If all flows can be measured in physical units, there is usually no reason to introduce dollar values in the analysis, so the resulting energy intensity is expressed in physical terms (energy/unit of target product).

As an example we shall calculate the energy intensity of cars in a simple 3sector economy. ${ }^{2}$ This hypothetical economy consists only of energy, measured in British Thermal Units (Btu), cars and another aggregate industry

[^2]

Fig. 1. Successive stages in a process analysis.
composed of all other goods and services. We shall simply label this aggregate industry 'goods' and presume its output is measured in dollars due to the heterogeneity of its output. Assume that census data for all three sectors in this hypothetical economic system identify the inputs for each industry's production process. A typical production facility in the car industry uses $0.6 \mathrm{car}, 0.01$ Btu energy and $\$ 0.25$ worth of goods to produce one car. (In this entire example, the numbers are chosen arbitrarily.) The final stage of production is shown in fig. 2.


Fig. 2. Production of cars.

Similarly, typical energy and goods production facilities use inputs as shown in figs. 3a and 3b. Energy extracted from the earth does not appear in fig. 3a, only purchased energy inputs are shown.

We now have most of the data necessary to calculate the energy intensity of cars using process analysis. The production 'tree' is shown in fig. 4 , where dashed lines denote inputs that are ignored, and represent the truncation points for the analysis. Values for input flows exactly match figs. 2 and 3 in the first production stage where the output is one unit. Outputs at all other stages are less than one unit and their inputs are scaled accordingly. For example, in the second stage, 0.6 cars are produced, so scaling the inputs in fig. 2 gives $(0.6)(0.01) \mathrm{Btu},(0.6)(0.6)$ cars, and (0.6)(0.25) S goods.

(a)

(b)

Fig. 3. Production of energy and goods.

In fig. 4, the direct ${ }^{3}$ energy input to car production is $0.010 \mathrm{Btu} / \mathrm{car}$. There are an infinite number of indirect inputs, all but three of which are neglected. They sum to $0.006+0.100+0.036=0.142 \mathrm{Btu} / \mathrm{car}$. Thus process analysis yields a total (direct plus indirect) energy intensity of $0.152 \mathrm{Btu} / \mathrm{car}$. The truncation error is unknown.

In this simple 3 -sector example it is clear that we have sufficient data to carry the process analysis on for an indefinite number of steps. In a real problem, however, a process is truncated to reduce the data acquisition effort. For example, in an economic system with hundreds of sectors, a process analyst may follow only the largest branches on the tree to limit data

[^3]
Fig. 4. Hypothetical 3 -sector process analysis.
acquisition efforts to those sectors most important to the particular target product.

In table 1, the inputs shown in figs. 2 and 3 are arranged in matrix form, normalized to one unit of output. This matrix is one way to represent the technologies for all goods and services in our hypothetical economy. Note that it shows only interindustry flows, not resource flows from Earth to producing industries.

Table i
Specification of production technologes.

| Input $\downarrow$ to production of $\rightarrow$ | Energy | Cars | Goods |
| :--- | :--- | :--- | :--- |
| Energy | $0.0881 \mathrm{Btu} / \mathrm{Btu}$ | $0.01 \mathrm{Btu} / \mathrm{car}$ | $0.4 \mathrm{Btu} \$$ |
| Cars | $0.5 \mathrm{Cars} / \mathrm{Btu}$ | $0.6 \mathrm{Cars} / \mathrm{Car}$ | $0.1 \mathrm{Cars} / \mathrm{S}$ |
| Goods | $0.2 \$ / \mathrm{Btu}$ | 0.25 Scar | $0 \mathrm{~S} \$$ |



Fig. 5. Energy balance for a producing sector.

Entries on the diagonal show the amount of self-input required to produce 1 unit of output. For example, each Btu of energy output requires 0.0881 Btu of energy input. This representation of the data, as we shall see below, is useful for input output analysis.

### 2.3. Input output analysis

Input-output analysis is a modeling technique used extensively in economic research since its introduction by Leontief (1941). It has been adapted to analyze energy and labor intensities [Herendeen and Bullard (1974)]. The structure of the model, a large linear network, remains the same for any variable. Initially the economy must be disaggregated into $N$ major sectors. each producing a unique good or service and each characterized by a node in the network equations. Examples of these sectors might be primary metals, retail trade or petroleum products. Fig. 5 shows the energy flows entering and leaving each sector.

Energy 'embodied' in outputs from other sectors enters at the left and can be expressed as $\varepsilon_{i} T_{i n}$, energy intensity of product $i$ times the input of sector $i$
to sector $n$. Energy embodied in the sector's output is shown exiting at the right and is expressed as the product of the energy per unit of sector $n$ output ( $\varepsilon_{n}$ ) and its output ( $X_{n}$ ). If in fig. 5 , sector $n$ denotes the energy sector, a non-zero amount $E_{n}$ is extracted from the earth. The energy balance equation becomes

$$
\begin{equation*}
\sum_{i=1}^{N} \varepsilon_{i} T_{i n}+E_{n}=\varepsilon_{n} X_{n} \tag{1}
\end{equation*}
$$

or, in matrix notation we have

$$
\begin{equation*}
\varepsilon \mathrm{T}+\mathbf{E}=\varepsilon \widehat{\mathrm{X}} \tag{2}
\end{equation*}
$$

The above set of $N$ equations can be solved for the $N$ unknowns, $\varepsilon . \hat{\mathrm{X}}$ is the diagonal matrix whose elements represent the total output from each sector.

For a typical product, $n$, the production technology is represented by a vector $\mathbf{A}_{n}$ where a typical element $A_{i n}$ represents the amount of product $i$ needed directly to produce a unit of product $n$. The $N \times N$ matrix A then provides a linear representation of the technology of producing all goods and services. From this definition of $A$ we have

$$
\begin{equation*}
\mathrm{T}=\mathrm{A} \hat{\mathrm{X}} \tag{3}
\end{equation*}
$$

and eq. (2) becomes

$$
\begin{equation*}
\varepsilon=\mathbf{e}(\mathrm{I}-\mathrm{A})^{-1} \tag{4}
\end{equation*}
$$

where $\mathbf{e}$ is a unit vector which identifies the energy sector row of $(I-A)^{-1}$ as the energy intensities. ${ }^{4}$ For a multi-fucl cconomy, this analysis can be repeated for each type of energy (coal, oil, etc.) and the total primary energy intensities can be calculated [Herendeen and Bullard (1974)].

Though I-O is a simple and elegant technique, it would hardly be useful without large amounts of data. The U.S. Department of Commerce has reported economy-wide data separated into 368 sectors of economic activity for 1963 and 1967. From these data, the $A$ (technological coefficients) and $\hat{X}$ (total output) matrices are determined. Physical data for the $\mathbf{E}$ (energy) vector are available from a variety of sources and are equal to the output, $X_{n}$, of the primary energy-producing sectors. Thus, eq. (4) can be solved for an $\varepsilon$ (energy intensity) vector containing 368 values for the entire economy in the year studied.

[^4]This pure I-O approach implicitly assumes that the target product is typical of a certain sector's output. (The same assumption was made for 'cars' in the process-analysis example.) Treatment of atypical products is discussed in section 2.3.2.

### 2.3.1. A simple $I-O$ example

Now we consider a practical application of input-output analysis. It makes use of a 357 -sector description of the U.S. economic system in 1967. It includes detailed information on consumption of five forms of energy by each sector, and is based on data from the U.S. Bureau of Mines and the U.S. Department of Commerce Bureau of Economic Analysis (BEA).

In this example we shall calculate the energy cost of a typical large computer. We assume that the price (to the ultimate consumer) was $\$ 1,000,000$ in 1970 . The first step is to determine which of the 357 BEA economic sectors produces computing machines. Reference to the table of the Industry Classification in the 1967 Input-Output study shows that the correct sector is 51.01 , 'computing and related machines'. The table also lists the SIC (Standard Industrial Classification) industries included in BEA sector 51.01. Thus for a more detailed description of 51.01, one could check either the results of the Office of Statistucal Standards (1967) or those of the U.S. Department of Commerce (1970) to insure that the correct sector is used.

Having identified the appropriate sector, the corresponding energy intensity can be obtained from table A-4, and it is multiplied by the quantity of computers to obtain the total energy cost. The total primary energy intensity given in the table is $47,116 \mathrm{Btu}$ per 1967 dollar's worth of computers. The Department of Commerce data used to construct the I-O tables in 1967 measured that sector's output in dollars because of the aggregation within the computer industry; that is why the energy intensity is given in those terms. This is true for all non-energy sectors in the U.S. inputoutput tables; only the five energy sector outputs are expressed in physical units ( Bt u ).

However, due to inflation between 1967 and 1970, there is a difference between one million 1967 dollars' worth of computers and one million 1970 dollars' worth, even though we're talking about exactly the same machine. If we convert the $\$ 1$ million price tag in 1970 to 1967 prices, we can remove the effects of inflation, and the ' 1967 dollars` unit of measurement becomes a surrogate for a physical unit of measurement. ${ }^{5}$ Using price indices (deflators)

[^5]from table A-1 we calculate the quantity of computers in units of 1967 dollars:
\[

$$
\begin{aligned}
& \text { Value of a million dollar }(1970) \text { computer in } 1967 \text { dollars } \\
= & \$ 10^{6} \frac{(1967 \text { price index for } 51.01)}{(1970 \text { price index for } 51.01)}=\left(10^{6}\right) \frac{1.0}{1.015} \\
= & \left(10^{6}\right) 0.99=\$ 990.000(1967) .
\end{aligned}
$$
\]

This figure is multiplied by the total primary energy intensity ( $\varepsilon$ ) for sector 51.01, found in table A-4,

$$
\begin{aligned}
& \text { Energy cost of computer } \\
= & \$ 990,000(1967) \times 47,116 \mathrm{Btu} / \$ 1967 \\
= & 46.64 \text { billion Btu. }
\end{aligned}
$$

This example demonstrates how energy costs can be found quite simply using I-O. However, anyone employing this method should have a good understanding of the limitations and uncertainties inherent in it.

### 2.3.2. Uncertainty associated with I-O analysis

One source of uncertainty which has been mentioned already is the change in price levels over time. Due to inflation, price levels change while physical quantities (and energy cost) may not. Price level changes can be approximately corrected using deflators as above, though deflators are sometimes inaccurate and may not strictly conform to BEA sector definitions. Measuring quantities in terms of constant (1967) dollars is a surrogate for using physical units. For some products the correspondence between physical units and 1967 dollars is known. The average 1967 price data in table A-5 can be used to express many energy intensities directly in terms of Btu per physical unit:

Another source of uncertainty is change in the structure of the economy, the technology of producing goods and services, as represented by the matrix A. Energy intensities are a function of A alone, and as technological change occurs over time, the uncertainty in $\varepsilon$ will increase. Recent studies have identified the parameters in A which are most important for energy analysis and work is now underway to update them to reflect the latest technological advances [Bullard and Sebald (1975)].

Some of the uncertainty in $\varepsilon$ is due to sector aggregation. Ideally, each product would be a unique output of a BEA sector, and therefore would have a unique energy coefficient. Because millions of different goods and
services are produced by the U.S. economy, it would be infeasible to collect data on $N^{2}$ technological coefficients at that level of detail. In practice, many similar products or services with a range of energy costs are grouped in a single sector. The question one wants to ask prior to calculation is: How much of BEA sector $X$ is devoted to making the target product $X_{1}$ ? To answer this question, it is possible to go back to the original Department of Commerce data base and examine the composition of each sector. We have done this and list in table A-5 some common BEA sectors and their major products. ${ }^{n}$ To the extent that the target product is typical of the sector's output, the sector energy intensity is a relatively accurate measure of its

Table 2
Energy cost of a computer.

|  | O of <br> purchase <br> price <br> (table A-3) | Allocated <br> share of <br> total cost <br> $(\$ 1970)$ | Deflator <br> $(\$ 1967 / \$ 1970)$ <br> (table A-1) | Energy <br> intensity <br> Btu/ $\$ 1967$ <br> (table A-4) | Primary <br> energy <br> cost <br> $\left(10^{9} \mathrm{Btu}\right)$ |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Sector |  |  |  |  |  |
| $65.01-$ | 0 | - | - | - | - |
| 65.06 | 5 | $\$ 50,000$ | 0.91 | 39,636 | 1.8 |
| 69.01 | 1 | $\$ 10,000$ | 0.84 | 39.372 | 0.3 |
| 69.02 | 94 | $\$ 1,000,000$ |  | 47,116 | 43.8 |
| 51.01 |  |  |  |  | 45.9 |
| Total |  |  |  |  |  |

energy cost. This table provides a basis for estimating the certainty in an energy intensity, as applied to a particular product. If the target product were a very minor output of a large or diverse sector, there is little the user can do to correct the error using input output analysis. There is a way to eliminate this problem, and it will be discussed in section 2.4 .

A number of economic and accounting conventions also cause problems. Since data are collected from firms rather than consumers, they are based on the firm's value of the product, or producer's price. However, consumers pay not only this price but also the wholesale and retail margins, transportation costs, insurance, etc., required to market the product. In the previous example of the energy cost of the computer, these margins were ignored. Taking them into account, the calculation proceeds as follows:

The total price (to the purchaser) of the computer is $\$ 1,000,000$ in 1970. Of this, the margins can be obtained from tables A-2 and A-3, and a more

[^6]accurate energy cost can be determined as set forth in table 2. This result compares to $46.64 \times 10^{9} \mathrm{Btu}$ in the previous example where the margins were not explicitly accounted for. The favorable comparison is fortuitous in this example because the energy intensity of computers happens to be approximately equal to that of trade. For a more energy-intensive commodity (e.g., steel), the impact of including margins explicitly could be quite significant.

Another economic convention is that purchases of capital goods are counted as net outputs of the economic system, rather than as inputs to production processes. This means that ordinary $\mathrm{I}-\mathrm{O}$ energy intensities [Bullard and Herendeen (1974)] do not include the energy required to build the factories or machines used by each sector. A correction ${ }^{7}$ has been performed using capital requirements data from Fisher and Chilton (1971), so the energy intensities presented in table A-4 include the energy required to make capital equipment.

Finally, there is uncertainty in the results due to errors in collecting and processing the basic data on the technology of producing goods and services. These errors include those due to, more specifically, incomplete census coverage, reporting errors due to misunderstanding, false reports, sampling errors inherent in surveys of firms, transcription or key punching errors, the possibility that forms are lost, classification errors, and the problems of separating companies from establishments in processing returns from surveys or census. Considerable effort has been expended in trying to estimate these stochastic errors, and their effect on the resulting energy intensities. Our investigation considered all the sources of error listed directly above including incomplete reporting. Briefly, results indicate that the energy intensities are approximately normally distributed with more than a $99 \%$ likelihood that the actual value falls within the error bounds shown in table A-4 [Bullard (1976)]. It is assumed that these values, computed at the aggregated 90 -sector level, can be applied directly to the 357 -sector intensities. However, these figures do not include uncertainty due to changes in the technology of producing goods and services since 1967. Where significant process changes have been made, the error bounds should be increased.

Table 3 summarizes the error treatment in energy input-output analysis and points to two errors that are unresolvable using this technique.

The last two items in table 3 result from the fact that the U.S. inputoutput tables are aggregated to such a level that it is not possible to express each sector's output in terms of a single physical unit, and the data are collected on establishments not directly on processes. Methods for eliminating these problems are discussed by Herendeen and Bullard (1974).

[^7]Table 3
Limitations of input-output analysis.

### 2.4. Combining process and input-output analyses

As shown above, the energy cost of any good and service can be determined by either process analysis or input-output analysis. In theory, both methods require identical input data and provide identical results.

For most applications, however, the complete set of input-output data (the $N \times N$ matrix A) are not available at the necessary level of detail. It exists only at a more aggregated level of about 368 sectors for the United States economic system, and is much smaller for most other nations.

Because of this lack of data, input-output results give only the average energy intensity of a sector's output. Accuracy is limited by the level of aggregation: the energy intensity of aluminum castings would apply to both pressure cookers and aluminum tools because both are included in sector 38.11. Process analysis does provide a framework for determining the energy intensity of atypical products within a sector. The chain of inputs can be traced back to the point where all inputs are sufficiently 'typical' or until the inputs are so small that the aggregation error is tolerable.

The errors associated with truncating a process analysis can be minimized using the results of input-output analysis. The truncation error is replaced by a smaller aggregation error associated with energy-costing the higher indirect order inputs. The combination of these techniques is called 'hybrid analysis' and the procedures are described below.

Theoretically, each step in a process analysis may be viewed as an expansion of the system boundary (around the item being analyzed) into the economic system, tabulating direct energy inputs at each step (see fig. 6). The results of input-output analysis may be used to estimate the energy embodied in flows crossing the system boundary at any level, by associating each good or service with one of the 368 sectors of the I-O model. These I-O results are indifferent to the location of the system boundary. Regardless of the number of process analysis steps taken, the boundary looks the same from the I-O side. Thus in theory, it does not matter at which stage of the process analysis you correct for the truncation error. In practice, by carefully choosing the number of stages, hybrid analysis can reduce the error in both techniques and produce the most accurate result possible. The truncation error is eliminated from the process analysis and the aggregation error is minimized in the $\mathrm{I}-\mathrm{O}$ analysis.

### 2.4.1. Procedure

To perform a hybrid analysis, begin by doing the first one or two steps in a process analysis. Select the target product and carefully determine the energy and materials required for its production. Some of the input materials may be typical products of $\mathrm{I}-\mathrm{O}$ sectors; $\mathrm{I}-\mathrm{O}$ can be used to determine their
total energy costs with only a single additional calculation. Thus the only input materials requiring further process analysis are atypical products not easily classified in an $1-O$ sector. The technology for producing these items must be examined to identify their inputs which must in turn be energycosted with either I-O or further process analysis, depending on whether they are typical or not. Hybrid analysis is best suited for large atypical problems such as determining the energy cost of a power plant, since there is no I-O sector corresponding to power plant construction.


Fig. 6. System boundaries for process and input-output analyses.

### 2.4.2. Example

We will now calculate the energy cost of a large prototype coal-fired power plant [Pilati and Richard (1975)]. Assume that information on this plant is avalable from either a line-item plant budget or an expert consultant on the project. Our objective is to calculate this energy cost in the easiest manner within an uncertainty of $\pm 10^{\%}$. A sequence of approximations will be used, starting with the simplest assumptions. The sequence can be terminated as soon as the error tolerance is less than $10 \%$.

As a first approximation, we could multiply the dollar cost of the power plant ( $\$ 88$ million $^{8}$ at 1970 prices, $\pm 15 \%$ ) by the average intensity for all

[^8]goods and services in $1970(68,690 \mathrm{Btu} / \$) .{ }^{9}$ This coefficient is simply the ratio of total U.S. energy use to gross national product in 1970. When used to approximate the energy intensity of a particular item such as a power plant, this coefficient has an extremely large uncertainty (say a factor of two: $+100 \%,-50 \%$. The total energy cost and error terms are given by the formula
$$
(a \pm \Delta a)(\varepsilon \pm \Delta \varepsilon)=a \varepsilon \pm a \Delta \varepsilon \pm \varepsilon A a \pm \Delta \varepsilon \Delta a,
$$
where $a$ is the budget figure and $\varepsilon$ the energy intensity, and $\Delta a$ and $\Delta \varepsilon$ represent the uncertainties. Values for $\Delta a$ and $\Delta \varepsilon$ are obtained by simply multiplying $a$ and $\varepsilon$ by their respective percentage errors. This first approximation yields an energy cost of $6.04 \times 10^{12} \mathrm{Btu}$, while the first-order errors are clearly far outside the desired tolerance interval,
\[

$$
\begin{aligned}
& +(\varepsilon \Delta a)+(a \Delta \varepsilon)=+6.9 \times 10^{12} \mathrm{Btu}(+114 \%) \\
& -(\varepsilon \Delta a)-(a \Delta \varepsilon)=-3.9 \times 10^{12} \mathrm{Btu}(-65 \%)
\end{aligned}
$$
\]

For some applications, however, errors such as these may be acceptable, and the analysis could terminate here.

The second approximation begins by identifying the major single expenses in the budget. Assume that an expert consultant provided a list of such purchases shown in column I of table 4. Care must be taken to identify each expense with its appropriate BEA sector, as defined by the U.S. Department of Commerce (1974). ${ }^{10}$

The energy cost calculation for these purchases, including removal of transportation and trade margins and price deflation, is shown in columns II thru VII of table 4 . Energy used directly (on-site for construction) should be included in every energy cost calculation, because it may be significant even if it is not a large dollar expense. The energy embodied in the remaining (miscellaneous) inputs to the plant is estimated using the energy/GNP ratio as an average energy intensity as was done in the first approximation.

Column VIII contains the error due to budget uncertainty ( $\varepsilon \Delta a$ ), which is assumed in this example to be $15 \%$ for all items. Column IX reflects the uncertainty in the energy intensity ( $a \Delta \varepsilon$ ). The magnitude of the uncertainty in

[^9]Table 4
Second-approximation energy cost.

|  | (I) | (II) | (III) | (IV) |  |  | (VII) | (VIII) | (IX) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Inputs | $\begin{aligned} & 1970 \text { price } \\ & \left(\$ 10^{3}\right) \end{aligned}$ | BEA <br> sector | $\begin{aligned} & \$ 1970 \text { to } \\ & \$ 1967 \\ & \text { deflator } \end{aligned}$ | $\begin{aligned} & 1967 \\ & \text { price } \\ & \left(\$ 10^{3}\right) \end{aligned}$ | Price less margins ${ }^{\text {a }}$ ( $\$ 10^{3} 1967$ ) | Energy <br> intensity <br> (Btu/\$) | Energy $\left(10^{9} \mathrm{Btu}\right)$ | Budget uncertainty $(c . \Delta a)\left(10^{y} \mathrm{Btu}\right)$ | Energy intensity uncertainty ${ }^{b}$ $(a \Delta \varepsilon)\left(10^{9} \mathrm{Btu}\right)$ |
| Structural steel | \$25,000 | 40.00 | 0.90 | 22,500 | 18,950 | 105,582 | 2001 | 306 | 60 |
| Turbines | 10,000 | 43.00 | 0.87 | 8.600 | 7,995 | 81,114 | 648 | 97 | 19 |
| Construction |  |  |  |  |  |  |  |  | 39 |
| Transformers | 3,000 | 53.00 | 0.92 | 2,765 | 2,516 | 65,401 | 165 | 25 | 5 |
|  | $5.77 \times 10^{11} \mathrm{Btu}$ | 31.01 | -- | - | - | $1.219$ <br> Btu/Btu | 703 | 105 | 21 |
| Energy | $7.20 \times 10^{6} \mathrm{Bt}$ L | 68.01 | - | - | - | 4.064 | $<1$ | - | - |
|  | $9.69 \times 10^{8} \mathrm{Btu}$ | 68.02 | - | - | - | 1.126 |  |  |  |
|  |  |  |  |  |  | Btu/Btu | 1 | - | - |
| Miscellar:eous | \$42,401 |  | 0.87 | 37,594 | 42,192 | 73,382 | 3096 | 464 | +3096 |
|  |  |  |  |  |  |  |  |  | -1548 |
| Total |  |  |  | 73,609 | 73,609 |  | 6776 |  | $+3583(+53 \%)$ |
|  |  |  |  |  |  |  |  |  | $-2052(-30 \%)$ |

[^10]$\varepsilon$ is based on table A-6. ${ }^{11}$ An examination of table A- 6 can indicate whether an input is typical of a particular sector's output. Assume that, based on careful classification and data from the consultant, all inputs except construction machinery (45.00), are believed to be typucal sector outputs. Typical inputs can use the figure from table A-6 for their $\Delta \varepsilon$ terms. To account for the atypical construction machinery, an additional $20 \%$ is added to the construction machinery uncertainty from table A-6.

The result of calculating the second approximation is a total energy cost of $6.78 \times 10^{12}$ Btu with error bounds of $+53 \%,-30 \%{ }^{12}$ This is an improvement but it still does not fall within our desired $\pm 10 \%$ limits.

In the next approximation fewer inputs are classified as miscellaneous in order to further reduce the error. Assume that we instructed the consultant to write down every significant budgeted expense classified in BEA sectors $36.00,38.00,40.00,42.00,43.00,45.00,46.00,49.00,53.00,62.00$, and 75.00. These sectors were chosen because they contain most of the materials commonly used for power plant construction; the amounts appear in column I of table 5. As in table 4, computing the energy cost of these purchases is straightforward and the remaining expenses are costed with the average energy/GNP ratio as before. The error analysis proceeds as in the previous step, and this time the error is $+15,-13 \%$ for an energy cost of $7.19 \times 10^{12}$ Btu. This still does not meet our accuracy requirements so the analysis must proceed another step.

From table 5 it appears that two of the largest errors are due to budget uncertainties for sectors 43.00 and 40.00 . Assume that we have no way of improving the $15 \%$ accuracy of the expenses in sector 43.00 , but note that the budget figure in sector 40.00 has an unusually large ( $\pm 30 \%$ ) error. Assume that, with a small effort, the consultant could improve the error term on structural steel expenses to $\pm 15 \%$. This reduces the $\varepsilon \Delta a$ error in that sector and reduces the error bound for the entire power plant to $+8,-7 \%$. This is within our error specification and the analysis can now be terminated.

To give an idea of how much effort was saved by these approximations, a complete computation from a line-item budget for the plant is shown in table 6. Column I lists all inputs deflated to 1967 dollars with margins already computed and assigned to the appropriate margin sectors. This is why, for example, sector 65.01 (rail transport) shows an expense of $\$ 883,154$ even though the plant budget may not actually show any money allocated to

[^11]Table 5
Third-approximation energy cost.

| (1) | (II) | (III) | (IV) |  | (VI) | (VII) | Before improvement |  | Improved |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | BEA sector | $\begin{aligned} & \$ 1970 \text { to } \\ & \$ 1967 \\ & \text { deflator } \end{aligned}$ | 1967 price $\left(\$ 10^{3}\right)$ | Price <br> less <br> margins ${ }^{1}$ $\left(\$ 10^{3} 1967\right)$ | Energy <br> intensity $(\mathrm{B} 1 \mathrm{u} / \mathrm{S})$ | Energy $\left(10^{9} \mathrm{Btu}\right)$ | Budget uncertainty ${ }^{\text {b }}$ $(\mathrm{s} A \mathrm{a})\left(10^{\circ} \mathrm{Btu}\right)$ | Energy intensity uncertainty ${ }^{\text {c }}$ (ada)(109 Btu) | Budget uncertainty ${ }^{\text {d }}$ ( $\mathrm{c}, \mathrm{A}$ ) $10^{4} \mathrm{Btu}$ ) | Energy intensity uncertainty* $(a d a)\left(10^{9} \mathrm{Btu}\right)$ |
| 2,144 | 36.00 | 0.87 | 1,865 | 1,343 | 177,176 | 238 | 36 | 7 |  |  |
| 1.746 | 38.00 | 0.82 | 1,431 | 1,317 | 158,600 | 209 | 31. | 6 |  |  |
| 38,319 | 40.00 | 0.90 | 34,487 | 28.280 | 105,583 | 2986 | 896 | 90 | 448 |  |
| 2,932 | 42.00 | 0.89 | 2,322 | 1,881 | 95,035 | 179 | 27 | 7 |  |  |
| 18,562 | 43.00 | 0.87 | 16,149 | 15,019 | 81,114 | 1218 | 183 | 37 |  |  |
| 3,888 | 45.00 | 0.86 | 3,343 | 3,042 | 82,534 | 251 | 38 | 60 |  |  |
| 1,497 | 46.00 | 0.87 | 1,302 | 1.224 | 69,959 | 86 | 13 | 3 |  |  |
| 3,580 | 49.00 | 0.88 | 3,151 | 2,967 | 72,460 | 215 | 32 | 4 |  |  |
| 4,358 | 53.00 | 0.92 | 4,009 | 3,648 | 65,406 | 239 | 36 | 7 |  |  |
| 1,850 | 62.00 | 0.90 | 1,665 | 1,248 | 54,545 | 68 | 10 | 3 |  |  |
| 3,239 | 75.00 | 0.86 | 2,758 | 2,785 | 74,525 | 208 | 31 | 23 |  |  |
| $5.77 \times 10^{12} \mathrm{Btu}$ | 31.01 | -- | - | - | 1.2194 | 703 | 105 | 21 |  |  |
| $7.20 \times 10^{6} \mathrm{Btu}$ | 68.01 | - | - |  | 4.0643 | - | S | , |  |  |
| $9.68 \times 10^{8} \mathrm{Btu}$ | 68.02 | $\cdots$ | - | - | 1.116 | 1 | - | - |  |  |
| 1,263 | Misc. | 0.87 | 1,090 | 3,050 | 73,382 | 224 | 34 | $\begin{aligned} & +224 \\ & -112 \end{aligned}$ |  |  |
| Trade margins Total | 69.00 | - | 73,609 | $\begin{array}{r} 7,806 \\ 73,609 \end{array}$ | - 45,824 | $\begin{array}{r} 357 \\ 7185 \end{array}$ | 54 | $36$ |  |  |
| Total |  |  | 73,609 | 73.609 | - | 7185 |  | $\begin{array}{r} +962(15 \%) \\ +942(13 \%) \end{array}$ |  | $\begin{aligned} & +568(8 \%) \\ & -554(7 \%) \end{aligned}$ |

${ }^{8}$ Trade margins are listed separately. Remaining margins are assigned to miscellaneous.
${ }^{\text {b }}$ Budget uncertainty $\pm 15 \%$ on all expenses except $40.00( \pm 30 \%)$.
'All inputs assumed typical except $45.00( \pm 24 \%)$
${ }^{\text {a }}$ Budget uncertainty for sector 40.00 reduced from $\pm 30 \%$ to $\pm 15 \%$

Table 6
Sample hybrid analysis

|  | (I) | (II) | (III) | (IV) | (V) |
| :---: | :---: | :---: | :---: | :---: | :---: |
| BEA sector | $\begin{aligned} & \text { Expenses }^{\mathrm{a}} \\ & (\$ 1967) \end{aligned}$ | Energy intensity (Btu/\$) | Energy $\left(10^{6} \text { Btu }\right)$ | Budget uncertainty $(\varepsilon \Delta a)\left(10^{6} \mathrm{Btu}\right)$ | Energy intensity uncertainty ${ }^{b}$ $(a \Delta \varepsilon)\left(10^{6} \mathrm{~B} t \mathrm{u}\right)$ |
| 3101 | $5.77 \times 10^{11} \mathrm{Btu}$ | 1.2194 | 703609 | 105541 | 21108 |
| 6801 | $7.20 \times 10^{6} \mathrm{Btu}$ | 4.0643 | 29 | 4 | 1 |
| 6802 | $9.68 \times 10^{8} \mathrm{Btu}$ | 1.1157 | 1080 | 162 | 43 |
| 200 | 6504 | 77672 | 505 | 76 |  |
| 400 | 5155 | 42482 | 219 | 33 | 22 |
| 900 | 16100 | 117771 | 1896 | 284 | 265 |
| 1200 | 1880 | 60140 | 113 | 17 | 9 |
| 1600 | 1736 | 112644 | 196 | 29 | 6 |
| 1700 | 6730 | 109024 | 734 | 110 | 29 |
| 1800 | 186 | 61440 | 11 | 2 | 1 |
| 1900 | 100 | 81326 | 8 | 1 | 0 |
| 2000 | 766938 | 73312 | 56226 | 8434 | 3374 |
| 2200 | 613 | 59629 | 37 | 5 | 1 |
| 2300 | 34239 | 67760 | 2320 | 348 | 70 |
| 2400 | 24114 | 168994 | 4075 | 611 | 122 |
| 2600 | 242 | 57880 | 14 | 2 | 0 |
| 2700 | 34507 | 263170 | 9081 | 1362 | 363 |
| 3000 | 83823 | 125326 | 10505 | 1576 | 420 |
| 3102 | 11974 | 576357 | 6901 | 1035 | 897 |
| 3103 | 24445 | 492584 | 12041 | 1806 | 1686 |
| 3200 | 157109 | 100306 | 15759 | 2364 | 473 |
| 3500 | 27726 | 130543 | 3619 | 543 | 181 |
| 3600 | 1342855 | 177176 | 237922 | 35688 | 7138 |
| 3700 | 549914 | 233593 | 128456 | 19268 | 3854 |
| 3800 | 1316882 | 158599 | 208856 | 31328 | 6266 |
| 4000 | 28279568 | 105583 | 2985851 | 447878 | 89576 |
| 4100 | 4108 | 98244 | 404 | 61 | 12 |
| 4200 | 1880925 | 95036 | 178755 | 26813 | 7150 |
| 4300 | 15018830 | 81113 | 1218227 | 182734 | 36547 |
| 4500 | 3042544 | 82534 | 251114 | 60267 | 7533 |
| 4600 | 1224037 | 69959 | 85633 | 12845 | 2569 |
| 4900 | 2961657 | 72460 | 214602 | 32190 | 4292 |
| 5000 | 3299 | 60872 | 201 | 30 | 8 |
| 5200 | 642963 | 75211 | 48358 | 7254 | 1934 |
| 5300 | 3648279 | 65406 | 238618 | 35793 | 7159 |
| 5400 | 12697 | 79750 | 1013 | 152 | 30 |
| 5500 | 117535 | 70393 | 8274 | 1241 | 248 |
| 5600 | 5386 | 41520 | 224 | 34 | 7 |
| 5800 | 3894 | 73531 | 286 | 43 | 11 |
| 5900 | 23 | 78052 | 2 | 0 | 0 |
| 6200 | 1248479 | 54545 | 68099 | 10215 | 2724 |
| 6400 | 11115 | 63973 | 711 | 107 | 14 |
| 6501 | 883154 | 98184 | 86712 | 13007 | 4336 |
| 6503 | 704982 | 54654 | 38530 | 5779 | 2697 |
| 6504 | 15083 | 256200 | 3864 | 580 | 309 |
| 6505 | 67575 | 205114 | 13861 | 2079 | 1386 |
| 6506 | 96 | 142950 | 14 | 2 | 2 |

Table 6 (continued)
Sample hybrid analysis.

|  | (I) | (II) | (III) | (IV) | (V) |
| :---: | :---: | :---: | :---: | :---: | :---: |
| BEA sector | $\begin{aligned} & \text { Expenses }^{1} \\ & (\$ 1967) \end{aligned}$ | Energy intensity (Btu/s) | Energy $\left(10^{6} \mathrm{Btu}\right)$ | Budget uncertainty $(c A a)\left(10^{6} \mathrm{Bta}\right)$ | Energy intensity uncertainty ${ }^{b}$ $(a \Delta c)\left(10^{6} \mathrm{Bta}\right)$ |
| 6600 | 28105 | 54723 | 1538 | 231 | 215 |
| 6803 | 1215 | 118619 | 144 | 22 | 14 |
| 6900 | 6087317 | 45825 | 278949 | 41842 | 27895 |
| 7000 | 40731 | 28037 | 1142 | 171 | 80 |
| 7100 | 47448 | 17596 | 835 | 125 | 50 |
| 7300 | 371008 | 37056 | 13748 | 2062 | 825 |
| 7500 | 2785132 | 74526 | 207564 | 31135 | 22832 |
| 7700 | 6367 | 54757 | 349 | 52 | 42 |
| 7800 | 2414 | 40504 | 98 | 15 | 11 |
| 7900 | 2000 | 111926 | 224 | 34 | 31 |
| 8100 | 44362 | 105911 | 4698 | 705 | 658 |
| 8200 | 2394 | 82546 | 198 | 30 | 20 |
| Total | \$73,608,500 | - | 7357052 | 518 | $\pm 7 \%$ |

${ }^{2}$ Budget uncertainty $\pm 15 \%$ on all items.
${ }^{\text {tall }}$ Al inputs assumed typical except $45.00( \pm 24 \%)$
direct purchases of rail transport. This complete $1-\mathrm{O}$ analysis eliminated the large errors due to use of the average energy/GNP ratio as an energy intensity. It can be seen that accuracy has been slightly improved by this method; total energy cost is $7.36 \times 10^{12} \mathrm{Btu} \pm 7 \%$.

If a greater degree of accuracy were desired, it would not have been necessary to perform the arduous task of itemizing all inputs, especially the smallest ones. The effort might have been better spent reducing the budget uncertainty on some of the inputs contributing the largest errors. For example, reviewing design details to reduce the budget uncertainty on inputs from sectors 40.00 and 43.00 to $\pm 5 \%$ could have improved the estimate in table 5 to $+5 \%,-3 \%$.

If, in this example, there were significant inputs not typical of their sector, similar reductions in the $\Delta \varepsilon$ errors may have been achieved by performing a one- or two-step process analysis on several of them.

In closing, we return to the question of the unquantified uncertainty due to the fact that the technologies for producing goods and services changed between 1967 (the model base year) and the time construction of the power plant in 1980. This will have the effect of increasing $\Delta \varepsilon$ for all goods and services. Rather than speculating on each production technology individually, it may be easiest to lump the uncertainty in a single factor that attempts to average these effects for all goods and services. The energy/GNP ratio may
be used for this purpose since it is essentially a weighted average of the energy intensities of all production technologies. The ratio has been relatively stable, changing by no more than $\pm 5 \%$ for about 20 years, so its impact has been negligible in the past. Anticipating a downward trend in response to post-embargo energy prices, one might wish to adjust the $\Delta \varepsilon$ values accordingly. For our purposes we have neglected this effect; for longer range application, it must be considered explicitly.

## 3. Discussion

The preceding example outlined the basic steps that must be taken to calculate the energy cost of any item. In the trivial case where the item is a typical output of a sector of the economy, its energy cost can be read directly from table A-6. The example considered an atypical item, an electric power plant, and showed how to perform a one-stage process analysis to obtain a $\pm 10 \%$ estimate of its energy intensity.

The foregoing example was structured to highlight the payoffs obtained by focusing attention on a few primary inputs-the most significant element in the first stage of the process analysis. It was seen that it is not always necessary to obtain a detailed breakdown of exact quantities of all input materials in order to obtain a reasonable accurate final result. This technique yields considerable cost savings over conventional analyses that rely on a compilation of accurate and detailed lists of input materials and services.

In the interest of simplicity, the example did not include any two-stage process analyses, because the method is identical to that shown for the firstorder step. In practice, the presence of large atypical inputs (e.g., the pressure vessel for a nuclear plant) may result in some of the largest uncertainties being associated with the $\Delta \varepsilon$ terms; it may prove more fruitful to perform crude process analyses on these inputs than to seek more accurate data on input quantities.

The methods developed here can be applied to calculating the energy cost of any good or service within a specified degree of accuracy. This report was written to support energy analyses of energy supply and conservation systems in particular, but applications are not restricted to that area. Detailed guidelines for using this method for net energy analysis are presented by Perry (1977).

## Appendix: Tables for computing indirect energy requirements

TABLE A-1
PRICE INDICES
(1967 $=1.00$ )

| BEA Sectors | 1970 | 1971 | 1972 | 1973 | 1974 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| (1.01..(1.03)(2.01) |  |  |  |  |  |
| (2.03) ... 2.07$)$ | 1.154 | 1.127 | 1.337 | 2.031 | 2.059 |
| $(3.00)(4.00)$ | 1.206 | 1.280 | 1.374 | 1.467 | 1.670 |
| $(5.00)(6.01)(6.02)$ | 1.685 | 1.434 | 1.582 | 2.388 | 2.347 |
| (7.00) | 1.421 | 1.460 | 1.590 | 1.846 | 2.579 |
| (8.00) | 1.017 | 1.007 | 1.104 | 1.192 | 1.685 |
| $(9.00)(10.00)$ | 0.996 | 1. 169 | 1.212 | 1.350 | 1.729 |
| (11.01) .. (11.05) |  |  |  |  |  |
| (12.01) (12.02) | 1.349 | 1.473 | 1.603 | 1.779 | 1.984 |
| (13.01) . . (13.07) | 1.132 | 1.175 | 1.209 | 1.252 | 1.394 |
| (14.01) ... 14.32$)$ | 1.123 | 1.150 | 1.209 | 1.449 | 1.619 |
| (15.01) (15.02) | 1.130 | $1.15 \%$ | 1.191 | 1.238 | 1.368 |
| (16.01)..(16.04) | 1.040 | 1.042 | 1.104 | 1.237 | 1.393 |
| $(17.01) \ldots(17.10)$ | 1.015 | 1.017 | 1.055 | 1.151 | 1.299 |
| (18,01... 18.04$)$ | 1.122 | 1.143 | 1.161 | 1.208 | 1.307 |
| $(19.01)(19.02)(19.03)$ | 1.027 | 1.023 | 1.098 | 1.143 | 1.302 |
| (20.01) ... 20.09 ) | 1.142 | 1.292 | 1.468 | 1.819 | 1.877 |
| (21.00) | 1.174 | 1.212 | 1.300 | 1.575 | 1.741 |
| $(22.01) \ldots(22.04)$ | 1.116 | 1.148 | 1.171 | 1.227 | 1.358 |
| $(23.01) \ldots(23.07)$ | 1.138 | 1.164 | 1.196 | 1.305 | 1.542 |
| $(24.01) \ldots(24.07)$ | 1.078 | 1.087 | 1.135 | 1.188 | 1.486 |
| (25.00) | 1.079 | 1.113 | 1.156 | 1.246 | 1.466 |
| (26.01) ... 26.08$)$ | 1.162 | 1.212 | 1.245 | 1.296 | 1.376 |
| $(27.01) \ldots(27.04)$ | 0.992 | 1.013 | 1.025 | 1.075 | 1.471 |
| $(28.01) \ldots(28.04)$ | 0.969 | 0.962 | 0.963 | 0.983 | 1.210 |
| $(29.01)(29.02)(29.03)$ | 1.037 | 1.064 | 1.066 | 1.080 | 1.173 |
| (30.00) | 1.113 | 1.148 | 1.175 | 1.222 | 1.570 |
| $(31.01)(31.02)(31.03)$ | 1. 003 | 1.059 | 1.0810 | 1.406 | 2.125 |
| (32.01) .. (32.04) | 1.059 | 1.081 | 1.104 | 1.152 | 1.393 |
| (33.00) | 1.089 | 1.117 | 1.407 | 1.591 | 1.512 |
| $(34.01)(34.02)(34.03)$ | 1.110 | 1.140 | 1.221 | 1.299 | 1. 390 |
| (35.01) (35.02) | 1.209 | 1.279 | 1.316 | 1.359 | 1.490 |
| (36.01) . . 36.22 ) | 1.128 | 1.210 | 1.255 | 1.304 | 1.491 |
| (37.01)...(37.04) | 1.140 | 1.225 | 1.292 | 1.337 | 1.695 |
| (38.01) ... 38.14 ) | 1.223 | 1.158 | 1.161 | 1.270 | 1.688 |
| (39.01) (39.02) | 1.125 | 1. 218 | 1.290 | 1.350 | 1.652 |
| (40.01) . . (40.09) | 1.117 | 1.175 | 1.214 | 1.261 | 1.58 b |
| (41.01) (41.02) | 1.175 | 1.216 | 1.277 | 1.347 | 1.630 |
| (42.01) ...(42.11) | 1.129 | 1. 184 | 1.226 | 1.264 | 1.484 |
| (43.01) (43.02) | 1.148 | 1.200 | 1.239 | 1.271 | 1.431 |
| (44.00) | 1.125 | 1.166 | 1.211 | 1.245 | 1.410 |
| $(45.01)(45.02)(45,03)$ | 1.164 | 1.221 | 1.267 | 1.318 | 1.550 |
| (46.01) $\ldots(46.04)$ | 1.147 | 1.195 | 1.226 | 1.264 | 1.428 |
| $(47.01) \ldots(47,04)$ | 1.125 | 1.157 | 1.177 | 1.245 | 1.439 |
| $(48.01) \ldots(48.06)$ | 1.158 | 1.206 | 1.236 | 1.303 | 1.516 |
| $(49.01) \ldots(49.07)$ | 1.139 | 1.185 | 1.215 | 1.260 | 1.47: |
| (50.01) ... 50.05$)$ | 1.217 | 1.296 | 1.337 | 1.400 | 1.611 |
| (51.01)..(51.04) | 1.015 | 1.030 | 1.038 | 1.047 | 1.067 |

TABLE A-I (continued)
PRICE INDICES (continued)
( $1967=1.00$ )

| BEA Sectors | 1970 | 1971 | 1972 | 1973 | 1974 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| (52.01) .. (52.05) | 1.071 | 1.114 | 1.124 | 1.132 | 1.232 |
| (53.01) ...(53.08) | 1.085 | 1.114 | 1.120 | 1.147 | 1.329 |
| (54.01) ... (54.07) | 1.057 | 1.071 | 1.075 | 1.084 | 1.73 |
| (55.01)(55.02)(55.03) | 1.106 | 1.163 | 1.182 | 1.213 | 1.414 |
| (56.01)... (56.04) | 1.064 | 1.106 | 1.129 | 1.170 | 1.180 |
| (57.01) (57.02) (57.03) | 0.988 | 0.989 | 0.979 | 0.988 | 1.064 |
| (58.01) ... (58.05) | 1.158 | 1.198 | 1.221 | 1.238 | 1.360 |
| (59.01) (59.02) (59.03) | 1.094 | 1.158 | 1.195 | 1.212 | 1.321 |
| (60.01) ... (60.04) | 1.132 | 1.275 | 1.209 | 1.252 | 1.394 |
| (61.01)... 61.07 ) | 1.162 | 1.207 | 1.238 | 1.311 | 1.481 |
| (62.01) .. (62.07) | 1.115 | 1.154 | 1.170 | 1.198 | 1.302 |
| $(03.05)(63.02)(63.05)$ | 1.012 | 1.009 | 1.012 | 1.027 | 1.086 |
| (64.01)...(64.12) | 1.084 | 1.121 | 1.155 | 1.200 | 1.355 |
| (65.01) | 1.172 | 1.359 | 1.389 | 1.422 | 1.517 |
| (65.02) | 1.166 | 1.356 | 1.555 | 1.983 | 2.101 |
| (65.03) | 1.122 | 1.182 | 1.203 | 1.155 | 1.272 |
| $(65.04)$ | 0.967 | 0.930 | 0.972 | 0.961 | 1.051 |
| (65.05) | 1.104 | 1.203 | 1.266 | 1.384 | 1.443 |
| (65.06) | 1. 069 | 1.068 | 1.171 | 1.232 | 1.494 |
| (65.07) | 1.083 | 1.173 | 1.109 | 1.228 | 1.275 |
| (66.00) | 1.020 | 1.062 | 1.107 | 1.136 | 1.164 |
| (67.00) | 1.119 | 1. 101 | 1.205 | 1.271 | 1.252 |
| $(68.01) \ldots(68.03)$ | 1.039 | 1. 095 | 1.174 | 1.214 | 1.475 |
| (69.01) | 1.095 | 1.120 | 1.163 | 1.278 | 1.502 |
| (69.02) | 1.197 | 1.268 | 1.280 | 1.327 | 1.447 |
| (70.01) .. (70.03) | 1.336 | 1.297 | 1.344 | 1.484 | 1.647 |
| (70.04) | 1. 135 | 1.318 | 1. 381 | 1.355 | 1.420 |
| (70.05) | 1.115 | 1.221 | 1.306 | 1.285 | 1.381 |
| (71.01)(71.02) | 1.122 | 1.160 | 1.201 | 1.265 | 1.342 |
| (72.01) | 1.138 | 1.228 | 1.200 | 1.271 | 1.413 |
| (72.02)(72.03) | 1.152 | 1.178 | 1.218 | 1.275 | 1.358 |
| (73.01)(73.02) | 1.139 | 1.192 | 1.221 | 1. 339 | 1.374 |
| (73.03) | 1.187 | 1.314 | 1.353 | 1.440 | 1.552 |
| (75.00) | 1.160 | 1.238 | 1.289 | 1.307 | 1.454 |
| (76.01) | 1.144 | 1.165 | 1.212 | 1.239 | 1.381 |
| (76.02) | 1.182 | 1.241 | 1.282 | 1,336 | 1.405 |
| (77.01)(77.02)(77.03) | 1.229 | 1.286 | 1.341 | 1. 395 | 1.520 |
| (77.04) | 1.215 | 1.277 | 1.397 | 1.529 | 1.698 |
| (77.05) | 1. 186 | 1.307 | 1. 364 | 1.367 | 1.454 |
| (78.01) ...(78.04) | 1.343 | 1.419 | 1.623 | 1.377 | 1.800 |
| (79.01)...(79.03) | 1.187 | 1.262 | 1.323 | 1.402 | 1.500 |
| (80.01)(80.02) | 1.114 | 1.175 | 1.256 | 1.461 | 2.063 |
| (81.00) (82.00) (83.00) | 1.193 | 1.267 | 1.319 | 1.385 | 1.501 |
| Construction Cost Index | 1.277 | 1.469 | 1.597 | 1.769 | 1.955 |

Source: Sectors 11.01-12.02: Engineering News Record, 1970.
All others: GNP by Irudustry Branch, BEA.

Table A-II. MATGINS OA OTRECT ENERGY SOLD TO FINAL DEMANO
(Dollars/million Btu)

| BEA SECTOR NUMBER | RATI, <br> TRANSPORT <br> (65.01) | TRICK <br> TRANSPORT <br> [65.03) | water <br> TRANSPORT <br> (65.04 | $\begin{gathered} \text { AIR } \\ \text { TRANSPORT } \\ (65.05) \end{gathered}$ | PIPELTNE <br> TRANSPORT <br> (65.06) | $\begin{aligned} & \text { WHOLESALE } \\ & \text { TRADE } \\ & \{69.01\} \end{aligned}$ | $\begin{aligned} & \text { RETAIL } \\ & \text { TRADE } \\ & (69.02) \end{aligned}$ | $\begin{array}{r} \text { INSURANCE } \\ (70.04) \end{array}$ | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 7.00 | 0.0938 | 0.0186 | 0.0100 | 0.0 | 0.0 | 0.0048 | 0.0273 | 0.0 | 0.1546 |
| 3.00 | 0.0 | 0.0025 | 0.0099 | 0.0 | 0.0236 | 0.0 | 0.0 | 0.0 | 0.0360 |
| 31.01 | 0.0058 | 0.0195 | 0.0266 | 0.0000 | 0.0201 | 0.4948 | 0.3604 | 0.0 | 0.9272 |
| 68.01 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 68.02 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE A-III, MARGINS ON GOODS AND SERVICES SOLD TO FINAL DEMAND
Percent of Purchase Price Allocated to Margins

| BEA SECTOR NUMBER | RA1L TRANSPORT (65.01) | TRUCK TRANSPPRT $(65.03)$ | WATER TRANSPORT (65.04) | $\begin{gathered} \text { A1R } \\ \text { TRANSPORT } \\ (65.05) \end{gathered}$ | $\begin{aligned} & \text { PIPELINE } \\ & \text { TRNNSPORT } \\ & (65.06) \end{aligned}$ | $\begin{aligned} & \text { WHOLESALE } \\ & \text { TRADE } \\ & (69.01) \end{aligned}$ | $\begin{aligned} & \text { RETAIL } \\ & \text { TRADE } \\ & (69.02) \end{aligned}$ | $\begin{gathered} \text { INSURANCE } \\ (70.04) \\ \hline \end{gathered}$ | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1.02 | 0 | 5 | 0 | 0 | 0 | 7 | 12 | 0 | 29. |
| 1.03 | 0 | 1 | 0 | 2 | 0 | 0 | 11 | 0 | 14 |
| 2.01 | 2 | 4 | 0 | 0 | 0 | 8 | o | 0 | 14 |
| 2.02 | 4 | 5 | 1 | 0 | 0 | 9 | 1 | 0 | 20 |
| 2.03 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 2.04 | 3 | 9 | 0 | 0 | 0 | 11 | 24 | 0 | 47 |
| 2.05 | 3 | 5 | 0 | 0 | 0 | 8 | 32 | 0 | 48 |
| 2.06 | 2 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 9 |
| 2.07 | 0 | 3 | 0 | 0 | 0 | 5 | 47 | 0 | 55 |
| 5.00 | 1 | $\checkmark$ | 2 | 0 | 0 | 12 | 47 | 0 | 70 |
| 4.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5.00 | 8 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6.01 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0. | 1 |
| 6.02 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9.00 | 15 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 32 |
| 20.00 | 10 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11.01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11.02 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11.04 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11.05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12.01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12.02 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13.01 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 13.02 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13.03 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13.04 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13.05 | 0 | 0 | 0 | 0 | 0 | 10 | 19 | 0 | 29 |
| 15.06 | 1 | 0 | 0 | U | 0 | 1.4 | 8 | 11 | 23 |
| 13.07 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14.01 | 0 | 1 | 0 | 0 | 0 | 5 | 28 | 0 | 34 |
| 14.02 | 0 | 0 | 0 | 0 | 0 | 13 | 23 | 0 | 36 |
| 14.03 | 1 | 1 | 0 | 0 | 0 | 11 | 27 | $\Omega$ | 40 |

TABLE A-III. MARGINS ON GCODS AND SERVICES SOLD TO FINAL DEMANO (continued) Percent of Purchase Price Allocated to Margins

| BEA SECFOR NIJMBER | RAIL TRANSPORT $(65.01)$ | TRUCK TRANSPORT $(65.03)$ | NATER <br> TRANSPORT <br> ( 65.04 ) | $\begin{gathered} \text { AIR } \\ \text { TRANSPORT } \\ (65.05) \\ \hline \end{gathered}$ | $\begin{aligned} & \text { PIPEL[NE } \\ & \text { TRANSPORT } \\ & \text { (65.06) } \end{aligned}$ | WHOLESAEE TRADE $(69.01)$ | $\begin{gathered} \text { RETALL } \\ \text { TRADE } \\ (69.02) \\ \hline \end{gathered}$ | $\begin{gathered} \text { INSURANCE } \\ (70.04 \\ \hline \end{gathered}$ | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 14.04 | 1 | 0 | 0 | 0 | 0 | 11 | 16 | 0 | 23 |
| 14.05 | 0 | 0 | 0 | 0 | 0 | 10 | 27 | 0 | 37 |
| 14.06 | 0 | 0 | 0 | 0 | 0 | 7 | 1.5 | 0 | 20 |
| 14.07 | 2 | 0 | 0 | 0 | 0 | 9 | 27 | 0 | 38 |
| 14.08 | 1 | 1 | 0 | 0 | 0 | 7 | 21 | 0 | 30 |
| 14.09 | 2 | 2 | 0 | 0 | 0 | 7 | 27 | 0 | 38 |
| 14.10 | 3 | 1 | 0 | 0 | 0 | 8 | 26 | 0 | 38 |
| 14.11 | 1 | 0 | 0 | 0 | 0 | 9 | 30 | 0 | 40 |
| 14.12 | 0 | 1 | n | 0 | 0 | 13 | 39 | 4 | 53 |
| 14.13 | 3 | 2 | 0 | 0 | 0 | 6 | 27 | 0 | 38 |
| 14.14 | 2 | 1 | 0 | 0 | 0 | 7 | 18 | 0 | 28 |
| 14.15 | 1 | 1 | 0 | 0 | 0 | 5 | 16 | $1)$ | 23 |
| 14.16 | 2 | 0 | 0 | 0 | 0 | 5 | 13 | 0 | 20 |
| 14.17 | 5 | 1 | 0 | 0 | 0 | 6 | 12 | 0 | 24 |
| 14.18 | 0 | 0 | 0 | 0 | 0 | 10 | 24 | 0 | 34 |
| 24.19 | 2 | 2. | 0 | 0 | 0 | 5 | 16 | 0 | 25 |
| 14.20 | 1 | 1 | 0 | 0 | 0 | 8 | 24 | 0 | 34 |
| 14.21 | 1 | 0 | 0 | 0 | 0 | 17 | 31 | 0 | 49 |
| 14.22 | 0 | 0 | 0 | 0 | 0 | 6 | 22 | 0 | 28 |
| 14.23 | 0 | 1 | 0 | 0 | 0 | 3 | 42 | 0 | 46 |
| 14.24 | 6 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 17 |
| 14.25 | 3 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 7 |
| 14.26 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 14.27 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 5 |
| 14.28 | 0 | 2 | 0 | 0 | 0 | 6 | 24 | 0 | 32 |
| 14.29 | 1 | 1 | 0 | 0 | 0 | 9 | 22 | 0 | 33 |
| 14.30 | 0 | 0 | 1 | 0 | 0 | 7 | 26 | 0 | 34 |
| 14.31 | $\bigcirc$ | 2 | 0 | $\bigcirc$ | 0 | 21 | 22 | 0 | 35 |
| 14.32 | 2 | 1 | 0 | 0 | 0 | 10 | 23 | 0 | 36 |
| 15.01 | 0 | 0 | 0 | 0 | 0 | 27 | 13 | 0 | 40 |
| 15.02 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16.01 | 0 | 0 | 0 | 0 | 0 | 19 | 24 | 0 | 43 |
| 16.02 | 0 | 1 | 0 | 0 | 0 | 14 | 17 | 0 | 32 |
| 16.03 | 0 | 1 | 0 | 0 | 0 | 18 | 33 | 0 | 52. |

TABLE A-III. MARGINS ON GOODS AND SERVICES SOLD TO FINAL DEMAND (continued)
Percent of Purchase Price Allocated to Margins

| BEA SECTOR NUMBER | RAIL TRANSPORT (65.01) | $\begin{aligned} & \text { TRUCK } \\ & \text { TRANSPORT } \\ & (65.03) \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { WATER } \\ & \text { TRANGPORT } \\ & (65.04) \end{aligned}$ | $\begin{gathered} \text { AIR } \\ \text { TRANSFORT } \\ (65.05) \end{gathered}$ | $\begin{aligned} & \text { PIPELINE } \\ & \text { TRANSPORT } \\ & (65.06) \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { WHOLESALE } \\ & \text { TRADE } \\ & (69.01) \\ & \hline \end{aligned}$ | RETAIL TRADE $(69,02)$ | $\begin{array}{r} \text { INSURANCE } \\ (70.04) \\ \hline \end{array}$ | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 16.04 | 0 | 0 | 0 | 0 | 0 | 4 | 37 | 0 | 41 |
| 17.01 | 1 | 1 | 0 | 0 | 0 | 6 | 36 | 0 | 44 |
| 17.02 | 1 | 2 | 0 | 0 | 0 | 9 | 33 | 0 | 45 |
| 17.03 | 0 | 0 | 0 | 0 | $\bigcirc$ | 15 | 75 | 0 | 40 |
| 17.04 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 |
| 17.05 | 6 | 3 | 0 | 0 | 0 | 9 | 0 | 0 | 18 |
| 17.06 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 7 |
| 17.07 | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 7 |
| 17.08 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17.09 | 1 | 1 | 0 | 0 | 0 | 10 | 21 | 0 | 33 |
| 17.10 | 1 | 1 | 0 | 0 | 0 | 3 | 36 | 0 | 41 |
| 18.01 | 0 | 1 | 0 | 0 | 0 | 4 | 38 | 0 | 43 |
| 18.02 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18.03 | 0 | 0 | 0. | 0 | 0 | 17 | 28 | 0 | 45 |
| 18.04 | 0 | 0 | 0 | 0 | 0 | 4 | 36 | 0 | 40 |
| 19.01 | 0 | 1 | 0 | 0 | 0 | 3 | 50 | 0 | 54 |
| 19.02 | 0 | 0 | 0 | 0 | 0 | 4 | 45 | 0 | 49 |
| 19.03 | 0 | 1 | 0 | 0 | 0 | 8 | 20 | 0 | 29 |
| 20.01 | 4 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 9 |
| 20.02 | 8 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 18 |
| 20.03 | 7 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 15 |
| 20.04 | 8 | 3 | 0 | 0 | 0 | 9 | 0 | 0 | 20 |
| 20.05 | 1 | 0 | 0 | 0 | 0 | 14 | $\bar{\square}$ | 0 | 15 |
| 20.06 | 8 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 19 |
| 20.07 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 |
| 20.08 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 20.09 | 2 | 1 | 0 | 0 | 0 | 6 | 25 | 0 | 34 |
| 21.00 | 3 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 7 |
| 22.01 | 1 | 1 | 0 | 0 | 0 | 3 | 38 | $\square^{\circ}$ | 43 |
| 22.02 | 1 | 1 | 0 | 0 | 0 | 3 | 37 | 0 | 42 |
| 22.03 | 1 | 1 | 0 | 0 | 0 | 5 | 35 | 0 | 42 |
| 22.04 | 2 | 1 | 0 | 0 | 0 | 3 | 35 | 0 | 41 |
| 23.01 | 1 | 1 | 0 | 0 | 0 | 8 | 20 | 0 | 30 |
| 23.02 | 1 | 1 | 0 | 0 | 0 | 10 | 18 | 0 | 30 |

TABLE A-III. MARGINS ON GOODS AND SERVICES SOLD TO FINAL DEMAND (continued) Percent of Purchase Price Allocated to Margins

| BEA SECTOR NLMBER | RAIL TRANSPORT (65.01) | TkUCK TRANSPORT (65.03) | WATER TRANSPORT $(65,04)$ | AIR TRANSPORT $(65.05)$ | PIPELINE TRANSPORT (65.06) | $\begin{gathered} \text { WHOLESALE } \\ \text { TRADE } \\ (69.01) \\ \hline \end{gathered}$ | RETAIL TRADE (69.02) | $\begin{gathered} \text { INSURANCE } \\ (70.04) \\ \hline \end{gathered}$ | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 23.03 | 1 | 2 | 0 | 0 | 0 | 11 | 4 | 0 | 18 |
| 23.04 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 10 |
| 23.05 | 1 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 11 |
| 23.06 | 1 | 0 | 0 | 0 | 0 | 6 | 43 | 0 | 50 |
| 23.07 | 6 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 22 |
| 24.01 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |
| 24.02 | 3 | 2 | 0 | 0 | 0 | 6 | 4 | 0 | 15 |
| 24.03 | 5 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 10 |
| 24.04 | 0 | 2 | 0 | 0 | 0 | 16 | 6 | 0 | 21 |
| 24.05 | 3 | 0 | 0 | 0 | 0 | 12 | 26 | 0 | 41 |
| 24.06 | 5 | 5 | 0 | 0 | 0 | 27 | 0 | 0 | 37 |
| 24.07 | 1 | 1 | 0 | 0 | 0 | 9 | 28 | 0 | 39 |
| 25.00 | 0 | 1 | 0 | 0 | 0 | 5 | 19 | 0 | 25 |
| 26.01 | 0 | 1 | 0 | 0 | 0 | 0. | 28 | 0 | 29 |
| 26.02 | 1 | 4 | 0 | 0 | 0 | 13 | 13 | 0 | 31 |
| 26.03 | 0 | 0 | 0 | 1 | 0 | 8 | 13 | 0 | 22 |
| 26.04 | 0 | 2 | 0 | 1 | 0 | 9 | 21 | 0 | 33 |
| 26.05 | 0 | 3 | 0 | 0 | 0 | 8 | 13 | 0 | 24 |
| 26.06 | 0 | 1 | 0 | 0 | 0 | 10 | 30 | 0 | 41 |
| 26.07 | 0 | 2 | 0 | 0 | 0 | 5 | 37 | 0 | 44 |
| 26.08 | 0 | 2 | 0 | 0 | 0 | 1 | 24 | 0 | 27 |
| 27.01 | 2 | 1 | 0 | 0 | 0 | 3 | 2 | 0 | 8 |
| 27.02 | 6 | 3 | 0 | 0 | 0 | 4 | 5 | 0 | 18 |
| 23.03 | 1 | 1 | 0 | 0 | 0 | 9 | 1 | 0 | 12 |
| 27.04 | 3 | 2 | 0 | 0 | 0 | 4 | 8 | 0 | 17 |
| 28.01 | 2 | 2 | 0 | 0 | 0 | 3 | 2 | 0 | 9 |
| 28.02 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 28.03 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 28.04 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 29.01 | 0 | 1 | 0 | 0 | 0 | 5 | 35 | 0 | 41 |
| 29.02 | 1 | 2 | 0 | 0 | 0 | 8 | 21 | 0 | 32 |
| 29.03 | 0 | 0 | 0 | 0 | 0 | 8 | 33 | 0 | 41 |
| 30.00 | 0 | 2 | 0 | 0 | 0 | 9 | 22 | 0 | 33 |
| 31.02 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |

table a-ilit. margins on goods and services sold to final demand (continued) Percent of Purchase Price Allocated to Margins

| $\begin{aligned} & \text { BEA SECTOR } \\ & \text { NLABER } \\ & \hline \end{aligned}$ | $\qquad$ | TRUCK TRANSPORT $(65.03)$ | WATER TRNNSPORT $(65.04)$ | AIR TRANSPGRT $(65.05)$ | PIPELINE TRANSPORT (65.06] | WHOLESALE <br> TRADE <br> ( 69.01 ) | $\begin{aligned} & \text { RETAIL } \\ & \text { TRADE } \\ & (69.02) \end{aligned}$ | $\begin{aligned} & \text { INSURANGE } \\ & (70.04) \\ & \hline \end{aligned}$ | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 31.03 | 3 | 4 | 0 | 0 | 0 | 13 | 0 | 0 | 20 |
| 32.01 | 1 | 1 | 0 | 0 | 0 | 8 | 35 | 0 | 45 |
| 32.02 | 1 | 1 | 0 | 0 | 0 | 8 | 37 | 0 | 47 |
| 32.03 | 0 | 1 | 0 | 0 | 0 | 8 | 11 | 0 | 20 |
| 32.04 | 1 | 2 | 0 | 0 | 0 | 6 | 17 | 0 | 26 |
| 33.00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 34.01 | 0 | 1 | 0 | 0 | 0 | 22 | 20 | 0 | 43 |
| 34.02 | 0 | 0 | 0 | 0 | 0 | 6 | 36 | 0 | 42 |
| 34.03 | 0 | 1 | 0 | 0 | 0 | 3 | 39 | 0 | 43 |
| 35.01 | 0 | 1 | 0 | 0 | 0 | 5 | 31 | 0 | 37 |
| 35.02 | 2 | 10 | 0 | 0 | 0 | 6 | 15 | 0 | 33 |
| 36.01 | 5 | 5 | 1 | 0 | 0 | 4 | 0 | 0 | 15 |
| 36.02 | 5 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 17 |
| 36.03 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 12 |
| 36.04 | 3 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 12 |
| 36.05 | 0 | 21 | 0 | 0 | 0 | 13 | 0 | 0 | 34 |
| 36.06 | 0 | 5 | 0 | 0 | 0 | 21 | 0 | 0 | 26 |
| 36.07 | 1 | 1 | 0 | 0 | 0 | 14 | 38 | 0 | 54 |
| 36.08 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 36.09 | 0 | 0 | 0 | 0 | 0 | 23 | 45 | 0 | 58 |
| 36.10 | 0 | 4 | 0 | 0 | 0 | 19 | 0 | 0 | 23 |
| 36.11 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 9 |
| 36.12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 36.13 | 10 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 22 |
| 36.14 | 11 | 8 | 0 | 0 | 0 | 11 | 0 | 0 | 30 |
| 36.15 | 0 | 3 | 0 | 0 | 0 | 8 | 42 | 0 | 53 |
| 36.16 | 0 | 1 | 0 | 0 | 0 | 10 | 21 | 0 | 32 |
| 36.17 | 9 | 2 | 0 | 0 | 0 | 11 | 2 | 0 | 24 |
| 36.18 | 8 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 15 |
| 36.19 | 7 | 2 | 0 | 0 | 0 | 12 | 0 | 0 | 21 |
| 36.20 | 10 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 24 |
| 36.21 | 7 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 11 |
| 36.22 | 6 | 0 | 0 | 0 | 0 | 11 | 24 | 0 | 41 |
| 37.01 | 2 | 2 | 0 | 6 | 0 | 3 | 0 | 0 | 7 |

table a-III. margins on goods and services sold to final demand (continued)
Percent of Purchase Price Allocated to Margins

| $\begin{aligned} & \text { BEA SECTOR } \\ & \text { HMBER } \\ & \hline \end{aligned}$ | RAIL TRANSPORT ( 65.01 ) | $\begin{gathered} \text { TRUCK } \\ \text { TRANSPORT } \\ (65.03) \end{gathered}$ | $\begin{aligned} & \text { WATER } \\ & \text { TRANSPORT } \\ & \text { ( } 65.04 \text { ) } \\ & \hline \end{aligned}$ | $\begin{gathered} \text { AIR } \\ \text { TRANSPORT } \\ (65.05) \\ \hline \end{gathered}$ | PIPELINE TRANSPORT (65.06) | WHOLESALE TRADE (69.01) | RETAIL TRADE (69.02) | $\begin{aligned} & \text { INSURANCE } \\ & (70.04) \\ & \hline \end{aligned}$ | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 37.02 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 6 |
| 37.03 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 37.04 | 1 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 16 |
| 38.01 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 38.02 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 38.03 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 38.04 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 38.05 | 1 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 7 |
| 38.06 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 38.07 | 1 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 9 |
| 38.08 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| 38.09 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 38.10 | 1 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 6 |
| 38.11 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 0 | 16 |
| 38.12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 38.13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 38.14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 39.01 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 39.02 | 3 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 11 |
| 40.01 | 2 | 3 | 0 | 0 | 0 | 18 | 0 | 0 | 23 |
| 40.02 | 0 | 2 | 0 | 0 | 0 | 19 | 0 | 0 | 21 |
| 40.03 | 1 | 1 | 0 | 0 | 0 | 12 | 19 | 0 | 33 |
| 40.04 | 3 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 10 |
| 40.05 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 9 |
| 40.06 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 6 |
| 40.07 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 9 |
| 40.08 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 40.09 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 0 | 15 |
| 41.01 | 0 | 1 | 0 | 0 | 0 | 4 | 7 | 0 | 12 |
| 41.02 | 0 | 1 | 0 | 0 | 0 | 1 | 31 | 0 | 33 |
| 42.01 | 0 | 1 | 0 | 0 | 0 | 7 | 34 | 0 | 42 |
| 42.02 | 0 | 1 | 0 | 0 | 0 | 11 | 25 | 0 | 37 |
| 42.03 | 0 | 1 | 0 | 0 | 0 | 5 | 22 | 0 | 28 |
| 42.04 | 0 | 0 | 0 | 0 | 0 | 0 | 0. | 0 | 0 |

TABLE A-III. MARGINS ON GOODS AND SERVICES SOLD TO FINAL DEMANO (continued)
percent of Purchase Price Allocated to Margins

| BEA SECTOR NuMEER | $\qquad$ | TRUCK TRANSPORT (65.03) | $\qquad$ | $\begin{gathered} \text { AIR } \\ \text { TRANSPORT } \\ (65.05) \\ \hline \end{gathered}$ | PIPELINE TRANSPORT (65.06) | WHOLESALE TRADE (69.01) | $\begin{aligned} & \text { RETAIL } \\ & \text { TRADE } \\ & (69.02) \\ & \hline \end{aligned}$ | $\begin{gathered} \text { INSURANCE } \\ (70.04) \\ \hline \end{gathered}$ | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 42.05 | 1 | 1 | 0 | 0 | 0 | 5 | 23 | 0 | 30 |
| 42.06 | 0 | 4 | 0 | 0 | 0 | 13 | 2 | 0 | 19 |
| 42.07 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 8 |
| 42.08 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 12 |
| 42.09 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 |
| 42.10 | 1 | 1 | 0 | 0 | 0 | 2 | 30 | 0 | 34 |
| 42.11 | 1 | 1 | 0 | 0 | 0 | 8 | 16 | 0 | 26 |
| 43.01 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 43.02 | 0 | 1 | 0 | 0 | 0 | 6 | 6 | 0 | 13 |
| 44.00 | 1 | 1 | 0 | 0 | 0 | 10 | 13 | 0 | 25 |
| 45.01 | 1 | 1 | 0 | 0 | 0 | 12 | 0 | 0 | 14 |
| 45.112 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 11 | 6 |
| 45.03 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 9 |
| 46.01 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 5 |
| 46.02 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 7 |
| 46.03 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 5 |
| 46.04 | 1 | 2 | 0 | 0 | 0 | 5 | 0 | $1)$ | 8 |
| 47.01 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 6 |
| 47.02 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 5 |
| 47.03 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 47.04 | 0 | 1 | 0 | 0 | 0 | 7 | 4 | 0 | 12 |
| 48.01 | 0 | 0 | 0 | 0 | 0 | 8 | 0. | 0. | b |
| 48.02 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 4 |
| 48.03 | 0 | 1 | 0 | 0 | 0 | 10 | 5 | 0 | $1 h_{1}$ |
| 48.04 | 0 | 1 | 0 | 0 | 0 | 3 | 17 | 0 | 4 |
| 48.05 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| 48.06 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 5 |
| 49.01 | 1 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 13 |
| 49.02 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 7 |
| 49.03 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 8 |
| 49.04 | 0 | U | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 49.05 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 8 |
| 49.06 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 8 |
| 49.07 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 |

TABLE A-III. MARGINS ON GOODS AND SERVICES SOLI TO FINAL DEMAND (continued)
Percent of Purchase Price Allocated to Margins

| BEA SECTOR NUMBER | RAIL TRANSPORT $(65.01)$ | $\begin{aligned} & \text { TRUCK } \\ & \text { THANSPORT } \\ & (65.03) \end{aligned}$ | WATER TRANSPORT $(65.04)$ | AIR TRANSPORT $(65.05)$ | PIPELINE TRANSPORT (65.06) | $\begin{aligned} & \text { WHOLESALE } \\ & \text { TRADE } \\ & (69.01) \end{aligned}$ | $\begin{gathered} \text { RETAIL } \\ \text { TRADE } \\ (69.02) \\ \hline \end{gathered}$ | $\begin{array}{r} \text { 1NSURANCE } \\ (70.04) \\ \hline \end{array}$ | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 50.00 | 1 | 1 | 0 | 0 | 0 | 6 | 1 | 0 | 9 |
| 51.01 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 |
| 51.02 | 0 | 0 | 0 | 0 | 0 | 18 | 11 | 0 | 59 |
| 51.03 | 0 | 1 | 0 | 0 | 0 | 8 | 8 | 0 | 17 |
| 51.04 | 0 | 1 | 0 | 1 | 0 | 22 | 4 | 0 | 28 |
| 52.01 | 0 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 15 |
| 52.02 | 0 | 2 | 0 | 0 | 0 | 15 | 0 | 0 | 17 |
| 52.03 | 1 | 1 | 0 | 0 | 0 | 8 | ? | 0 | 17 |
| 52.04 | 1 | 2 | 0 | 0 | 0 | 21 | 0 | 0 | 24 |
| 52.05 | 0 | 0 | 0 | 0 | 0. | 19 | 5 | 0 | 24 |
| 53.01 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 6 |
| 53.02 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 53.03 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 |
| 53.04 | 0 | 1 | 0 | 0 | 0 | 2 | 1. | 0 | 4 |
| 53.05 | 0 | 0 | 0 | 0 | 0 | 5 | U | 0 | 5 |
| 53.06 | 0 | 1 | 0 | 0 | 0 | 18 | 0 | 0 | 19 |
| 35.41 | 1 | 1 | 11 | 0 | 0 | 1 | 0 | 0 | 3 |
| 53.08 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| 54.01 | 1 | 0 | 0 | 0 | 0 | 9 | 21 | 0 | 31 |
| 54.02 | 3 | 1 | 0 | 0 | 0 | 10 | 18 | 0 | 32 |
| 54.03 | 2 | 1 | 0 | 0 | 0 | 9 | 22 | 0 | 34 |
| 54.04 | 0 | 0 | 0 | 0 | 0 | 9 | 22 | 0 | 31 |
| 54.05 | 0 | 1 | 0 | 0 | 0 | 8 | 20 | 0 | 29 |
| 54.06 | 0 | 0 | 0 | 0 | 0 | 13 | 10 | 0 | 23 |
| 54.07 | 1 | 0 | 0 | 0 | 0 | 8 | 25 | 0 | 34 |
| 55.01 | 1 | 0 | 0 | 0 | 0 | 7 | 31 | 0 | 39 |
| 55.02 | 0 | 1 | 0 | 0 | 0 | 7 | 30 | 0 | 38 |
| 55.03 | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 11 |
| 56.01 | 0 | 0 | 0 | 0 | 0 | 10 | 26 | 0 | 36 |
| 56.02 | 0 | 2 | 0 | 0 | 0 | 13 | 29 | 0 | 44 |
| 56.03 | 0 | 0 | 0 | 0 | 0 | $\overline{2}$ | 0 | 0 | 2 |
| 56.04 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 57.01 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 0 | 14 |
| 57.02 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |


Percent of furchase frice Allocated to Margins

| BEA SEGTOR MUNBEA | FALD TRANSPORT ( 65,01 ) | TRUCK <br> TRANSPORT <br> $(65.03)$ | $\begin{aligned} & \text { NMTER } \\ & \text { TRANSPORT } \\ & (65.04) \end{aligned}$ | AhR TRANSPORT $(65.05)$ | $\begin{aligned} & \text { PLPELINE } \\ & \text { TRANSPORT } \\ & \text { (65.06) } \end{aligned}$ | WHOLESAEE <br> TRADE <br> $(69.01)$ | $\begin{gathered} \text { RETAIL } \\ \text { TRADE } \\ (69.02) \\ \hline \end{gathered}$ | $\begin{gathered} \text { INSURANCE } \\ (70.04) \end{gathered}$ | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 57.03 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 0 | 11 |
| \$8.01 | 0 | 2 | 0 | 0 | 0 | 8 | 21 | 0 | 31 |
| 58.02 | 0 | 1 | 0 | 0 | 0 | 7 | 21 | 0 | 29 |
| 58.03 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 30 |
| 58.04 | 0 | 0 | 0 | 0 | $1)$ | 11 | 20 | 0 | 31 |
| 58.05 | 0 | 1 | 0 | 0 | 1 | 3 | 20 | 0 | 25 |
| 59.01 | 0 | 0 | ) | 0 | (1) | 9 | 0 | 0 | 9 |
| 59.02 | 1 | 7 | 0 | 0 | 1 | 5 | 0 | 0 | 1.3 |
| 59.03 | 1 | 1 | 0 | 0 | 0 | 3 | 11 | 0 | 16 |
| 60.01 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 60.02 | 0 | 0 | 0 | 0 | $\theta$ | 1 | 0 | 0 | 1 |
| 60.03 | 0 | 1 | 0 | 0 | ${ }^{\circ}$ | 0 | 5 | 0 | 1 |
| 60.64 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 |
| 61.01 | 0 | a | 0 | 0 |  | 0 | $a$ | 0 | 0 |
| 51.02 | $\sqrt{3}$ | 1 | 0 | 0 | , | 7 | 19 | 6 | 23 |
| 61.03 | 3 | 0 | 0 | 0 | $5^{\text {- }}$ | 2 | 0 | 0 | 5 |
| 61.05 | 1 | 0 | 0 | 0 | ${ }^{\text {i }}$ | 1 | 0 | 0 | 2 |
| 61.05 | 1 | 1 | 0 | 0 | 3 | 9 | 30 | 0 | 40 |
| 61.06 | 0 | 0 | 0 | 0 | 3 | 0 | 21 | 0 | 21 |
| 61.07 | 0 | 1 | 0 | 0 | 0 | 25 | 16 | 0 | 40 |
| 62.01 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 |
| 62.02 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 8 |
| 62.03 | 0 | U | V | U | 0 | 7 | (1) | 3 | T |
| 52.04 | 1 | 0 | 1 | 0 | 0 | 22 | 1 | 0 | 24 |
| 62.05 | 0 | 0 | 0 | 0 | 0 | 19 | 16 | 0 | 35 |
| 62.06 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 |
| 62.07 | 0 | 0 | 0 | 0 | ¢ | 6 | 41 | 0 | 47 |
| 63.01 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 22 |
| 63.02 | 0 | 0 | 0 | 0 | 0 | 14 | 54 | 0 | 68 |
| 63.03 | 0 | 0 | 0 | 0. | 0 | 14 | 13 | 0 | 27 |
| 64.01 | 0 | 0 | 0 | 0 | ( | 6 | 39 | 0 | 45 |
| 64.02 | 0 | 1 | 0 | 0 | 0 | 4 | 34 | 0 | 39 |
| 64.03 | 1 | 0 | 0 | 0 | 0 | 11 | 38 | 0 | 50 |
| 64.04 | 19 | 0 | 0 | 0 | 0 | 9 | 28 | 0. | 37 |

TARLE A-IEI. MARGIRS GR GOOOS ANE SLRVLCES SOLG TO FINAL DEMAND (COnt inued) Percent of Purchase price Allocated to Margins

| BEA SEGTOR Mun酸R | RALL TRANSPOAT $(65.01)$ | TMEX TRABSPOTT (65.03) | quTER TRANSPORT (65.04) | $\begin{gathered} \text { AIK } \\ \text { TRANSPORT } \\ (65,05) \end{gathered}$ | FlqELINE TRASSPORT (65.06) | $\begin{gathered} \text { WHOLESALE } \\ \text { TRADE: } \\ (69.01) \end{gathered}$ | $\begin{aligned} & \text { RETAIL } \\ & \text { TRADE } \\ & (69.02) \\ & \hline \end{aligned}$ | $\begin{array}{r} \text { INSTJANCE } \\ (70.04) \\ \hline \end{array}$ | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 64.05 | 0 | 1 | 0 | 0 | 0 | 12 | 33 | 0 | 46 |
| 64.06 | 0 | 10 | 0 | 0 | 1 | 5 | 42 | 0 | 48 |
| 64.07 | 0 | 0 | 0 | 0 | 9 | 19 | 33 | 0 | 52 |
| 64.05 | 1 | 1 | 0 | 0 | 0 | 15 | 17 | 0 | 34 |
| 64.09 | 2 | 2 | 0 | 0 | 0 | 6 | 37 | 0 | 4 ? |
| 64.10 | 0 | 1 | Q | 0 | 0 | 15 | 0 | 0 | 16 |
| 64.11 | 0 | 1 | 0 | 1 | 0 | 17 | 0 | a | 19 |
| 64.12 | 0 | 1 | 0 | 0 | 0 | 8 | 19 | 0 | 28 |
| 65.01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65.02 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65.04 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65.05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65.06 | 0 | 9 | 0. | 0 | 0 | 0 | 0 | 0. | 0 |
| 65.07 | 0 | 0 | 0 | 0 | 4) | 0 | 0 | 0 | 0 |
| 66.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 67.00 | 0 | 6 | 0 | 0 | d | 0 | 1 | 0 | 0 |
| 68.03 | 0 | 0 | 0 | ¢) | 0 | 0 | 9 | 0 | 0 |
| 69.01 | 6 | 5 | 0 | $\theta$ | 0 | 0 | 0 | 0 | 0 |
| 69.02 | 0 | $\square$ | 0 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 |
| 70.01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 60.02 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 70.03 | 0 | 0 | 0 | 0 | \% | 0 | 0 | 0 | 0 |
| 30.04 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 70.95 | 0 | 9 | 0 | 0 | 19 | ${ }^{\mathfrak{F}}$ | 0 | 0 | 0 |
| 71.01 | 0 | 3 | ${ }^{3}$ | 0 | 0 | 0 | 0 | 0 | 0 |
| 71.32 | 0 | a | 0 | 0 | 0 | 0 | 0 | 0 | $\square$ |
| 72.01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72.92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73.01 | n | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73.02 |  | $\square$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73.03 | $\square$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 75,00 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |

Table a-til. margins on goods and services sold to final demand (continued) Percent of Purchase Price Allocated to Margins

| BEA SECTOR NUMBER |  | $\begin{aligned} & \text { TRUCK } \\ & \text { TRANSPORT } \\ & (65.03) \end{aligned}$ | WATER TRANSPORT (65.04) | $\begin{gathered} \text { AIR } \\ \text { TRANSPORT } \\ (64.05) \end{gathered}$ | PIPELINE TRANSPORT $(65.06)$ | WHOLESALE TRADE <br> (69.01) | $\begin{gathered} \text { RETAIL } \\ \text { TRADE } \\ (69.02) \\ \hline \end{gathered}$ | $\begin{gathered} \text { INSURANCE } \\ (70.04) \\ \hline \end{gathered}$ | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 76.01 | $\bigcirc$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 76.02 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 77.01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 77.02 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 77.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 77.04 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 77.05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 78.01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 78.04 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 79.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 81.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82.00 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 12 |


| 10 SECTOR | INDUSTRY | COAL | CRUDE | REFINED | ELECTRIC | GAS | PRIMARY |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 700 | COAL MINING | 1.0035 | 0.0054 | 0.0029 | 0.0006 | 0.0023 | 1.0092 |
| 800 | CRUDE PETRO, GAS | 0.0049 | 1.0546 | 0.0040 | 0.0016 | 0.0246 | 1.0604 |
| 3101 | PETRO REFIN PROD | 0.0196 | 1.1991 | 1.0817 | 0.0067 | 0.0868 | 1.2227 |
| 6801 | ELECTRIC UTIL | 2.0198 | 1.3543 | 0.3989 | 1.1263 | 0.9208 | 4.0683 |
| 6802 | GAS UTILITIES | 0.0112 | 1.1037 | 0.0106 | 0.0031 | 1.0658 | 1.1766 |
| 101 | DAIRY | 16050 | 61157 | 39970 | 4678 | 79456 | 80266 |
| 102 | POULTRY, EGGS | 22614 | 68491 | 35711 | 5596 | 33013 | 93561 |
| 103 | MEAT, ANIMAL PROD | 15587 | 65271 | 43105 | 4566 | 20194 | 84274 |
| 201 | COTTON | 20049 | 96877 | 65265 | 6052 | 28198 | 121727 |
| 202 | FEED GRAINS | 16778 | 63205 | 36996 | 4901 | 24629 | 82964 |
| 203 | TOBACCO | 11699 | 61252 | 44510 | 4078 | 14249 | 76320 |
| 204 | FRUITS | 11010 | 39642 | 23542 | 3085 | 15031 | 52434 |
| 205 | VEGT,MISC CROPS | 9843 | 40028 | 24456 | 2685 | 14440 | 51664 |
| 206 | OIL BEARING CROP | 9165 | 49920 | 35595 | 2710 | 12347 | 61545 |
| 207 | FOR, GRHOUSE, NURS | 12745 | 53067 | 29139 | 2282 | 22859 | 67505 |
| 300 | FOREST FISH PROD | 13669 | 62755 | 46507 | 3070 | 14669 | 77622 |
| 400 | AG FOR, FISH SER | 11285 | 30861 | 16659 | 2439 | 13362 | 43555 |
| 500 | IRCN ORE MINING | 43002 | 94337 | 26187 | 15554 | 65154 | 146881 |
| 601 | COPPER MINING | 60222 | 88714 | 38950 | 21397 | 48236 | 161908 |
| 602 | NONFERR MINING | 47825 | 101247 | 18396 | 15739 | 78424 | 158884 |
| 900 | STONE CLAY MIN | 34990 | 79586 | 33874 | 9260 | 43097 | 120219 |
| 1000 | CHEM MINERAL MIN | 37171 | 165705 | 21733 | 15277 | 139439 | 212276 |
| 1101 | NEW CONST RES | 17243 | 42385 | 20431 | 4045 | 20877 | 62079 |
| 1102 | NEW CONST NONRES | 23563 | 49554 | 24146 | 4553 | 24152 | 75728 |
| 1103 | NEW CONST PUB UT | 29188 | 57651 | 30376 | 5136 | 25754 | 89704 |
| 1104 | NEW CONS | 23729 | 105233 | 75615 | 4013 | 25923 | 132286 |
| 1105 | NEW CONST OTHER | 26228 | 68879 | 43904 | 4028 | 22726 | 97651 |
| 1201 | MAINT CONST RES | 13786 | 40200 | 22058 | 3414 | 17191 | 55999 |
| 1202 | MAINT CONST OTHR | 14654 | 47372 | 29642 | 2993 | 16403 | 53904 |
| 1301 | GUIDED MISSILES | 10745 | 20306 | 9803 | 3759 | 9998 | 33344 |
| 1302 | AMMUNITION | 40278 | 60699 | 20829 | 8648 | 38076 | 106291 |
| 1303 | TANKS | 49076 | 56117 | 19929 | 8958 | 34535 | 110854 |
| 1304 | FIRE CONTROL EQ | 15256 | 27817 | 11501 | 4812 | 15520 | 46007 |
| 1305 | SMALL ARMS | 22130 | 30798 | 12858 | 5038 | 17118 | 56055 |
| 1306 | SMALL ARMS AMMUN | 41561 | 53648 | 20234 | 7592 | 30793 | 99943 |
| 1307 | OTHER ORDNANCE | 30973 | 40295 | 13650 | 7208 | 25309 | 75773 |
| 1401 | MEAT PRODUCTS | 16446 | 61971 | 37005 | 4865 | 23046 | 81979 |
| 1402 | BUTTER | 18204 | 72591 | 35757 | 5236 | 33848 | 94774 |
| 1403 | CHEESE | 19972 | 64189 | 34186 | 5312 | 28139 | 87773 |
| 1404 | CONDENSED MILK | 26814 | 62574 | 29029 | 5068 | 31893 | 92236 |
| 1405 | ICE CREAM | 20128 | 50395 | 25264 | 5930 | 23689 | 74058 |
| 1406 | FLUID MILK | 15417 | 54263 | 30999 | 4801 | 21632 | 73043 |
| 1407 | CANNED SEA FOODS | 16859 | 52725 | 34700 | 3562 | 16299 | 72028 |
| 1408 | CANNED SPECIALTY | 31469 | 54291 | 22370 | 5324 | 30543 | 88115 |
| 1409 | CANNED FRUIT, VEG | 26501 | 60808 | 25004 | 5203 | 34289 | 90208 |
| 1410 | DEHYDRATED PROD | 18677 | 57598 | 22248 | 4881 | 33770 | 79523 |
| 1411 | PICKLES, DRESSING | 22722 | 60718 | 24257 | 5342 | 34914 | 86733 |
| 1412 | FISH | 14811 | 55285 | 37290 | 4109 | 16148 | 73123 |
| 1413 | FROZEN FRUIT, VEG | 24767 | 59441 | 25285 | 7477 | 32587 | 88586 |
| 1414 | FLOUR, CEREALS | 26028 | 52681 | 26776 | 8943 | 24404 | 83656 |
| 1415 | PREP ANIMAL FEED | 24641 | 70505 | 32957 | 6414 | 35549 | 99242 |


| 10 SECTOR | INDUSTRY | COAL | CRUDE | REFINED | ELECTRIC | GAS | PRIMASY |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1416 | RICE MILLING | 16710 | 58327 | 32421 | 475.7 | 24221 | 78395 |
| 1417 | WET CORN MILLING | 90178 | 64047 | 22458 | 5608 | 40135 | 152213 |
| 1418 | BAKERY PRODUCTS | 15130 | 39284 | 16351 | 4360 | 2.1904 | 57056 |
| 1419 | SUGAR | 38205 | 101672 | 31850 | 3017 | 67790 | 141785 |
| 1420 | CONFECTIONERY | 22968 | 43013 | 18375 | 4735 | 23222 | 68323 |
| 1421 | ALCOHOLIC BEV | 19326 | 32659 | 11736 | 3394 | 20157 | 53485 |
| 1422 | SOFT DRINKS | 20152 | 49053 | 17138 | 4411 | 30768 | 71775 |
| 1423 | FLAVORINGS | 16291 | 41312 | 15501 | 3124 | 24621 | 59466 |
| 1424 | COTTONSEED MILLS | 33727 | 99537 | 54959 | 13079 | 41736 | 141573 |
| 1425 | SOYBEAN MILLS | 23725 | 63054 | 37032 | 4878 | 24160 | 89782 |
| 1426 | VEG OIL MILLS | 15638 | 55695 | 27318 | 4427 | 26756 | 74497 |
| 1427 | animal fats | 29658 | 96294 | 40073 | 6575 | 52480 | 130551 |
| 1428 | COFFEE | 11201 | 25669 | 11894 | 2495 | 13054 | 38274 |
| 1429 | COOKING OILS | 28409 | 73002 | 329.34 | 8.52. | 38210 | 105340 |
| 1430 | manuFactured ice | 87158 | 64355 | 25484 | 32316 | 37352 | ? 65948 |
| 1431 | MACARONI | 22048 | 45227 | 21106 | 6361 | 27.754 | 73749 |
| 1432 | FOOD PREPARATION | 21123 | 47647 | 20033 | 4546 | 26072 | 71297 |
| 1501 | CIGARETTES | 9458 | 23012 | 1297 | 2408 | 9362 | 33938 |
| 1502 | TOBACCO STEMMING | 10502 | 52276 | 37840 | 3605 | 12544 | 65657 |
| 1601 | BROAD FAB MILLS | 41336 | 66429 | 27177 | 11069 | 37415 | 114588 |
| 1602 | NAR FABRIC MILLS | 32522 | 54579 | 17920 | 7997 | 34979 | 91999 |
| 1603 | Yarn MILLS | 44235 | 65923 | 26026 | 12038 | 38118 | 117605 |
| 1604 | Thread mills | 39298 | 59523 | 24591 | 11209 | 33388 | 105766 |
| 1701 | Floor coverincs | 35178 | 65387 | 25714 | 9037 | 37810 | 106060 |
| 1702 | FELT GOODS | 20246 | 49928 | 23870 | 5462 | 24875 | 73578 |
| 1703 | LaCE GOONS | 30918 | 52665 | 19368 | 6891 | 31851 | 87682 |
| 1704 | UPHOLSTERY FILL | 20459 | 52511 | 16784 | 5106 | 34032 | 76161 |
| 1705 | PROC TEX WASTE | 17537 | 57451 | 14953 | 5864 | 40513 | 78738 |
| 1706 | COATED FABRICS | 34894 | 70376 | 27660 | 9046 | 40652 | 1.0811 |
| 1707 | TIRE CORD | 73113 | 86804 | 20816 | 14190 | 62893 | 168148 |
| 1708 | SCOURING PLANTS | 14351 | 52155 | 33449 | 4639 | 17860 | 69504 |
| 1709 | cuhdage, 'IWINE | 28161 | 46761 | 19259 | 6594 | 26067 | 79481 |
| 1710 | TEXTILE GOODS | 32502 | 55766 | 21015 | 6755 | 31904 | 92312 |
| 1801 | HOSIERY | 29031 | 46173 | 17076 | 7569 | 27747 | 79837 |
| 1802 | KNIT APPRL MILLS | 26895 | 43421 | 16769 | 6903 | 25419 | 74536 |
| 1803 | KNit fab Mills | 46252 | 71367 | 25600 | 10269 | 42712 | 123841 |
| 1804 | AFPARL, PURCH MAT | 20603 | 35346 | 15216 | 5646 | 19160 | 59413 |
| 1901 | CURTAINS | 25771 | 46931 | 17726 | 6903 | 27844 | 76952 |
| 1902 | HOUSEFURNISHINGS | 35077 | 56859 | 23292 | 9131 | 31987 | 97575 |
| 1903 | FAB TEXTILE PROD | 25372 | 43795 | 16922 | 6267 | 25572 | 73019 |
| 2001 | LOGGING | 10395 | 50990 | 36536 | 2270 | 12693 | 63226 |
| 2002 | SAWMILLS | 16533 | 55392 | 30159 | 6068 | 23387 | 75819 |
| 2003 | HARDND FLOORING | 17769 | 43242 | 21345 | 5978 | $20 ¢ 2$ | 6449 ? |
| 2004 | SPEC PROD SAWMIL | 9833 | 33700 | 21059 | 3351 | 11583 | 45705 |
| 2005 | MILLWORK | 15528 | 36702 | 17194 | 4843 | 18243 | 55008 |
| 2006 | VENEER, PLYWOOD | 19318 | 54970 | 24340 | 6927 | 28188 | 78517 |
| 2007 | PREFAB WD STRUC | 19110 | 42414 | 21239 | 4726 | 19821 | 64108 |
| 2008 | WOOD PRESERVING | 24491 | 88075 | 31991 | 6128 | 53357 | 116675 |
| 2009 | WOOD PRODUCTS | 22862 | 55834 | 20965 | 7016 | 32643 | 82755 |
| 2100 | WOOD CONTAINERS | 15067 | 40742 | 19834 | 4633 | 19544 | 58691 |
| 2201 | WOOD H'HOLD FURN | 17279 | 34073 | 15979 | 4988 | 16969 | 54432 |
| 2202 | UPH H'HOLD FURN | 18351 | 34849 | 16029 | 4890 | 17805 | 56215 |
| 2203 | MET HPOLD FURN | 43147 | 56948 | 18015 | 8490 | 37089 | 105337 |
| 2204 | MATTRESSES | 27609 | 40137 | 15956 | 5240 | 22974 | 70968 |
| 2301 | WOOD OFC FURN | 20881 | 32898 | 15409 | 4488 | 16580 | 56500 |
| 2302 | METAL OFC FURN | 35007 | 39889 | 13354 | 5366 | 25327 | 78341 |
| 2303 | public bldg furn | 27116 | 41703 | 14271 | 5622 | 26136 | 72239 |
| 2304 | WOOD FIXTUAES | 17039 | 34689 | 13780 | 4585 | 19820 | 54407 |
| 2305 | MET FIXTURES | 44736 | 46641 | 15402 | 6272 | 29838 | 95478 |
| 2306 | BLINDS, SHADES | 35502 | 46816 | 16033 | 7204 | 29408 | 86813 |
| 2307 | FURN, FIXTURES | 27647 | 38537 | 14571 | 5540 | 22828 | 69610 |
| 2401 | PULP MILLS | 45325 | 166805 | 74094 | 14197 | 88340 | 220759 |
| 2402 | PAPER MILLS | 81674 | 130306 | 53855 | 15471 | 72801 | 221548 |
| 2403 | PAPERBOARD MILLS | 76656 | 157856 | 65617 | 11125 | 87585 | 241349 |
| 2404 | ENVELOPES | 31853 | 60378 | 25566 | 7142 | 32299 | 96571 |
| 2405 | SANIT PAPER PROD | 38925 | 69116 | 30529 | 8319 | 36649 | 113173 |
| 2406 | BUILDING PAPER | 68885 | 129559 | 43434 | 18019 | 81872 | 209545 |
| 2407 | CONV PAPER PROD | 36192 | 73816 | 31737 | 8273 | 39238 | 115097 |
| 2500 | PAPERBOARD CONT | 40766 | 88009 | 37138 | 7509 | 47647 | 133411 |
| 2601 | NEWSPAPERS | 21095 | 39168 | 17510 | 5153 | 20487 | 64290 |
| 2602 | PERIODICALS | 19305 | 39820 | 18884 | 4398 | 19607 | 51827 |
| 2603 | BCOK PUELISHING | 16957 | 34363 | 15679 | 4116 | 17513 | 53849 |
| 2604 | MISC PUBLISHING | 12518 | 26866 | 10216 | 3077 | 15746 | 41285 |
| 2605 | COMM PRINTING | 27579 | 51853 | 19651 | 6733 | 29941 | 83542 |
| 2606 | BUSINESS FORMS | 26611 | 49510 | 18932 | 5475 | 29025 | 79442 |
| 2607 | GREETING CARDS | 16372 | 30982 | 13806 | 3971 | 16307 | 49780 |
| 2608 | MISC PRINTING | 12863 | 29192 | 9098 | 3892 | 18935 | 44477 |
| 2701 | INORG-ORG CHEM | 85615 | 201556 | 27965 | 26145 | 167063 | 303231 |
| 2702 | FERTILIZERS | 45507 | 131516 | 29671 | 16095 | 99227 | 187051 |
| 2703 | AG CHEMICALS | 44393 | 127829 | 49296 | 13153 | 78235 | 180411 |


| 10 SECTOR | INDUSTRY | COAL | CRUDE | REFINED | ELECTRIC | GAS | PRIMARY |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2704 | MISC CHEM PROD | 44555 | 146231 | 51709 | 10339 | 63727 | 197303 |
| 2801 | PLASTICS | 65074 | 165855 | 60307 | 18040 | 101457 | 243130 |
| 2802 | SYN RUBBER | 63079 | 253557 | 118319 | 19345 | 129055 | 328882 |
| 2803 | MAN-MALE FIBERS | 134099 | 93210 | 23966 | 10781 | 66129 | ? 33443 |
| 2804 | ORGANIC FIBERS | 64847 | 86259 | 17842 | 12762 | 65283 | 158840 |
| 2901 | DRUCS | 19113 | 42736 | 16811 | 5232 | 24661 | 65055 |
| 2902 | CLEANING PREP | 33119 | 77812 | 22413 | 8564 | 52088 | 116207 |
| 2903 | TOILET PREP | 22530 | 51548 | 18123 | 6019 | 31434 | 77775 |
| 3000 | PAINT PRODUCTS | 35695 | 94450 | 33188 | 9838 | 58076 | 136215 |
| 3102 | Pavinc | 52477 | 521944 | 429021 | 7453 | 79481 | 578968 |
| 3103 | ASPHALT | 32420 | 457447 | 367564 | 8891 | 78457 | 496210 |
| 3201 | TIRES | 37864 | 61693 | 21900 | 9033 | 38895 | 101949 |
| 3202 | RUBEER FOOTWARE | 21006 | 44309 | 19841 | 6864 | 24003 | 66836 |
| 3203 | MISC RUBBER PROD | 33851 | 71240 | 29514 | 8893 | 39471 | 110544 |
| 3204 | MISC Pl.astics | 33382 | 76401 | 28218 | 10252 | 45900 | 116079 |
| 3300 | INDUST LEATHER | 18948 | 40141 | 17901 | 3771 | 20392 | 61417 |
| 3401 | FOOTWARE CUT STK | 22246 | 49692 | 18511 | 4840 | 29380 | 74920 |
| 3402 | FOOTWARE EXC RUB | 14472 | 29827 | 13557 | 3849 | 15239 | 46673 |
| 3403 | MISC LEATHER | 16855 | 34809 | 13693 | 4387 | 19952 | 54368 |
| 3501 | GLASS PRODUCTS | 23050 | 84620 | 13479 | 7680 | 68617 | 112214 |
| 3502 | GLASS CONTAINERS | 27689 | 132497 | 25316 | 10281 | 104087 | 166804 |
| 3601 | CEMENT | 251132 | 249907 | 37578 | 27534 | 203484 | 517502 |
| 3602 | BRICKS | 61666 | 298469 | 36275 | 10358 | 251219 | 367046 |
| 3603 | CERAMIC TILE | 19438 | 95193 | 17501 | 7656 | 74523 | 19463 |
| 3604 | CLAY REFRACT | 25775 | 162746 | 28517 | 8215 | 128770 | 193862 |
| 3605 | CLAY PRODUCTS | 54311 | 220814 | 21412 | 7592 | 190487 | 280166 |
| 3606 | PLUMBING FIXTURE | 20060 | 74569 | 15958 | 5921 | 56289 | 98348 |
| 3607 | FOOD UTENSILS | 23647 | 75602 | 11010 | 5545 | 61869 | 102732 |
| 3608 | PORCEL ELEC SUPP | 21931 | 54305 | 12360 | 6927 | 40289 | 80493 |
| 3609 | POTTERY PRCDUCTS | 15601 | 77660 | 29044 | 5785 | 47088 | 96921 |
| 3610 | CONCRETE BLOCKS | 47475 | 100872 | 36799 | 7652 | 62035 | 153097 |
| 3611 | CONCRETE PRODUCT | 42495 | 70851 | 23022 | 6349 | 46042 | 117234 |
| 3612 | READY-MIX CONCR | 69366 | 119475 | 45289 | 9554 | 71888 | 194712 |
| 3613 | LIME | 282463 | 255590 | 34129 | 14790 | 212204 | 546750 |
| 3614 | GYPSIM PRODUCTS | 34565 | 130151 | 38532 | 10630 | 88302 | 171385 |
| 3615 | STONE PRODUCTS | 18633 | 34347 | 18363 | 6581 | 15619 | 55981 |
| 3616 | ABRASIVE PRODUCT | 25640 | 45617 | 17556 | 8926 | 26583 | 76679 |
| 3617 | ASBESTOS PRODUCT | 29427 | 84900 | 40107 | 9075 | 42348 | 119140 |
| 3618 | GASKETS | 25830 | 61466 | 30430 | 6407 | 29421 | 91248 |
| 3619 | TREATED MINERALS | 29911 | 116787 | 41102 | 9661 | 73051 | 152759 |
| 3620 | MINERAL WOOL. | 44339 | 116586 | 19837 | 11663 | 91387 | 168242 |
| 3621 | NONCLAY REFRACT | 55123 | 101700 | 23525 | 9016. | 75110 | 162366 |
| 3622 | NONMET MIN PROD | 17982 | 79113 | 23126 | 6554 | 53591 | 101215 |
| 3701 | STEEL PROD | 164893 | 108580 | 30537 | 14004 | 75113 | 282390 |
| 3702 | IR,STL FOUNDRIES | 44811 | 54252 | 14696 | 8756 | 37853 | 103755 |
| 3703 | IR,STL FORGING | 85205 | 90181 | 29396 | 9660 | 58721 | 180458 |
| 3704 | PRIMARY MET PROD | 43220 | 104621 | 18796 | 19431 | 82165 | 157480 |
| 3801 | PRIMARY COPPER | 41229 | 104661 | 38609 | 14640 | 64727 | 154408 |
| 3802 | PRIMARY LEAD | 39732 | 76535 | 21147 | 9510 | 53469 | 121755 |
| 3803 | PRIMARY ZINC | 120495 | 168604 | 22385 | 24002 | 138978 | 303306 |
| 3804 | PRIM ALUMINUM | 168244 | 207733 | 39508 | 83212 | 160998 | 428437 |
| 3805 | PRIM NONFER MET | 55178 | 104158 | 24785 | 23369 | 76348 | 173590 |
| 3806 | SEC NONFERR MET | 18306 | 60982 | 20943 | 6354 | 39112 | 82812 |
| 3807 | COPPER ROLLING | 31782 | 73991 | 28435 | 11853 | 44816 | 112783 |
| 3808 | ALUM ROLLING | 99234 | 141412 | 28942 | 47615 | 107786 | 270424 |
| 3809 | NONFER ROLLING | 42065 | 76732 | 18340 | 15285 | 56124 | 128048 |
| 3810 | NONFER WIRE | 31114 | 63270 | 23471 | 11651 | 38970 | 101379 |
| 3811 | ALUM CASTINGS | 50715 | 88755 | 18201 | 22228 | 67554 | 153136 |
| 3812 | BRASS, OTHR CAST | 28760 | 61411 | 19756 | 10360 | 40980 | 96337 |
| 3813 | NONFER CASTING | 42889 | 68808 | 14513 | 13859 | 52039 | 120113 |
| 3814 | NONFER FORGING | 60661 | 92154 | 21856 | 18741 | 67483 | 164215 |
| 3901 | METAL CANS | 76553 | 70359 | 21651 | 10356 | 46650 | 153477 |
| 3902 | METAL BARRELS | 73406 | 74521 | 24108 | 9121 | 48315 | 153551 |
| 4001 | METAL SANIT WARE | 40260 | 64294 | 17294 | 6893 | 44744 | 108370 |
| 4002 | PLLM ${ }^{\text {FITTIINGS }}$ | 28323 | 49772 | 18290 | 7468 | 30134 | 82301 |
| 4003 | HEATING EQUIP | 32581 | 42193 | 15217 | 6233 | 25954 | 78488 |
| 4004 | FAB STRUC STEEL | 69149 | 62262 | 19621 | 8384 | 40952 | 136902 |
| 4005 | METAL DOORS | 48551 | 69575 | 17682 | 17540 | 49632 | 128524 |
| 4006 | FAB PLATE WORK | 55202 | 55612 | 17990 | 7466 | 36113 | 115544 |
| 4007 | SHEET METAL WORK | 57995 | 61364 | 19448 | 10134 | 40238 | 125682 |
| 4008 | ARCH METAL WORK | 61597 | 62359 | 18102 | 10341 | 42414 | 130473 |
| 4009 | MISC METAL WORK | 79388 | 67762 | 20238 | 10274 | 45584 | 153938 |
| 4101 | SCREW MACH PROD | 44323 | 45098 | 14524 | 6896 | 29364 | 93643 |
| 4702 | METAL STAMPINGS | 61130 | 54953 | 17270 | 8870 | 36078 | 121704 |
| 4201 | CUTLERY | 20182 | 32494 | 14094 | 4487 | 17654 | 55317 |
| 4202 | HANDTCOLS | 31910 | 38653 | 13291 | 5301 | 24273 | 33845 |
| 4203 | HARDWARE | 36331 | 41475 | 13370 | 6706 | 26805 | 82005 |
| 4204 | COAT, ENGRAV SER | 20015 | 62581 | 16604 | 7806 | 42784 | 86770 |
| 4205 | FAB WIRE PRODUCT | 90405 | 72645 | 22224 | 9385 | 48236 | 169489 |
| 4206 | SAFES, VALLTS | 35942 | 34093 | 12024 | 4982 | 21134 | 73283 |


| IO SECTOR | INDUSTRY | COAL | CRUDE | REFINED | ELECTRIC | GAS | PRIMARY |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 4207 | STEEL SPRINGS | 56313 | 68502 | 18047 | 7746 | 48321 | 139906 |
| 4208 | PIPE | 30108 | 48061 | 21372 | 5922 | 25720 | 81634 |
| 4209 | COLLAPSIBLE TUBE | 36882 | 67769 | 19412 | 17614 | 46286 | 115187 |
| 4210 | METAL FOIL, LEAF | 46321 | 84620 | 23665 | 20372 | 58124 | 143094 |
| 4211 | FAB METAL PROD | 54416 | 54381 | 17083 | 8847 | 35477 | 114477 |
| 4301 | STEAM ENGINES | 32968 | 42651 | 19024 | 5647 | 22675 | 78994 |
| 4302 | INT COMBUST ENG | 27684 | 38008 | 13512 | 6511 | 23360 | 69641 |
| 4400 | FARM MACHINERY | 35390 | 40414 | 13572 | 5600 | 25724 | 79183 |
| 4501 | COAST MACHINERY | 33481 | 37971 | 12624 | 5745 | 24272 | 74932 |
| 4502 | MINING MACHINERY | 35101 | 39908 | 13121 | 5944 | 25642 | 78606 |
| 4503 | OIL FIELD MACH: | 30365 | 45949 | 20039 | 6016 | 25041 | 79654 |
| 4601 | ELEVATORS | 27030 | 35026 | 13067 | 5197 | 21061 | 65163 |
| 4602 | CONVEYORS | 32469 | 36096 | 12181 | 5167 | 22909 | 71777 |
| 4603 | HOISTS, CRANES | 33000 | 37406 | 12474 | 5804 | 23863 | 73996 |
| 4604 | Industrial Truck | 28544 | 34632 | 12385 | 4713 | 21320 | 66033 |
| 4701 | MET CUTTING TOOL | 18533 | 25260 | 9546 | 4053 | 15071 | 46251 |
| 4702 | MET FORMING TOOL | 2764 ? | 33423 | 12290 | 5410 | 20273 | 64420 |
| 4703 | SPECIAL DIE TOOL | 25747 | 32309 | 10976 | 5456 | 20417 | 61418 |
| 4704 | MET'WORKING MACH | 24545 | 34722 | 11567 | 5642 | 22153 | 62669 |
| 4801 | FOOD PROD MACH | 23515 | 30884 | 11358 | 4239 | 18652 | 56981 |
| 4802 | TEXTILE MACH | 26204 | 36397 | 16496 | 5539 | 19076 | 65949 |
| 4803 | WOODWORKING MACH | 22683 | 29545 | 10216 | 4509 | 184.44 | 54987 |
| 4804 | PAPER IND MACH | 29652 | 35571 | 13234 | 4947 | 21348 | 68299 |
| 4805 | PRINTING MACH | 18282 | 26756 | 10281 | 4081 | 15693 | 47481 |
| 4806 | SPECIAL IND MACH | 26471 | 35744 | 13028 | 5635 | 21701 | 65641 |
| 4901 | PUMPS, COMPRESORS | 24506 | 33574 | 12235 | 5095 | 20382 | 01145 |
| 4902 | BEARINGS | 40811 | 43890 | 14809 | 6846 | 27885 | 89025 |
| 4903 | BLOWERS | 27466 | 38017 | 13273 | 5837 | 23717 | 68990 |
| 4904 | INDUST PATTERNS | 16032 | 29457 | 10834 | 5181 | 17846 | 48499 |
| 4905 | POWER TRANS EQ | 27188 | 35512 | 11830 | 5387 | 22681 | 65971 |
| 4906 | INDUS FURNACES | 33896 | 41944 | 14845 | 5458 | 25994 | 79178 |
| 4907 | GENERAL IND MACH | 28150 | 39616 | 14299 | 5818 | 24216 | 71245 |
| 5000 | MACH SHOP PROD | 24854 | 33295 | 11180 | 5726 | 21184 | 61673 |
| 5101 | COMPUTING MACH | 16073 | 28315 | 12563 | 4441 | 14972 | 47116 |
| 5102 | TYPEWRITERS | 1461 ? | 26132 | 9541 | 3728 | 15707 | 43016 |
| 5103 | SCALES | 31525 | 36485 | 13836 | 5905 | 21479 | 71854 |
| 5104 | OFC MACHINES | 22212 | 31818 | 12703 | 4516 | 18119 | 56859 |
| 5201 | MERCH'DISE MACH | 27912 | 38819 | 14496 | 5648 | 23301 | 70194 |
| 5202 | LAUNDRY EQUIP | 32839 | 41579 | 16704 | 5881 | 23904 | 78095 |
| 5203 | REFRIG MACH | 30504 | 42988 | 15377 | 6716 | 26383 | 77610 |
| 5204 | MEASURING PUMPS | 24549 | 33723 | 13184 | 4828 | 19736 | 61238 |
| 5205 | SERVICF IND MACH | 29716 | 41763 | 15010 | 5456 | 25613 | 74803 |
| 5301 | ELEC MEAS INSTR | 13382 | 23423 | 9524 | 4021 | 13339 | 39222 |
| 5302 | TRansformers | 35795 | 42310 | 16039 | 7258 | 25095 | 82671 |
| 5303 | SWITCHGEAR | 19356 | 29748 | 11425 | 5096 | 17600 | 52207 |
| 5304 | MOTORS, GENERATOR | 29002 | 37619 | 13384 | 6260 | 23244 | 70507 |
| 5305 | IND CONTROLS | 15875 | 24896 | 10056 | 4288 | 14226 | 43378 |
| 5306 | WELDING APPAKAT | 38922 | 50580 | 13739 | 6793 | 35142 | Y 3686 |
| 5307 | CARBON PRODUCTS | 59267 | 92364 | 18731 | 25479 | 70008 | 167435 |
| 5308 | ELEC IND APPARAT | 22490 | 40240 | 15450 | 6031 | 23666 | 66313 |
| 5401 | H'HOLD COOK EQ | 36885 | 48606 | 16189 | 6524 | 30771 | 89525 |
| 5402 | H'HOLD REFRIG EQ | 35702 | 45515 | 15285 | 7088 | 28779 | 85637 |
| 5403 | H'HOLD LaUndry | 39804 | 49156 | 16145 | 7508 | 31506 | 93668 |
| 5404 | ELECTRIC H'WARES | 29072 | 45420 | 16742 | 7117 | 27289 | 78791 |
| 5405 | H'HOLD VACUUMS | 22712 | 38196 | 13428 | 5669 | 23595 | 54285 |
| 5406 | SEWING MACHINES | 22336 | 33622 | 15797 | 8094 | 17264 | 60947 |
| 5407 | H Hold appliance | 38141 | 50942 | 16999 | 6783 | 32225 | 93265 |
| 5501 | Electric lamps | 12913 | 34590 | 9747 | 4462 | 23753 | 50113 |
| 5502 | Llghi flxiures | 29220 | 45694 | 14781 | 6932 | 29587 | 79174 |
| 5503 | WIRING DEVICES | 34680 | 42290 | 14521 | 6923 | 26597 | 81331 |
| 5601 | RADIO, TV SETS | 16613 | 30936 | 11941 | 4738 | 18056 | 50432 |
| 5602 | PHONO RECORDS | 16829 | 47227 | 19088 | 5536 | 26780 | 67276 |
| 5603 | PHONE, TELEGR EQ | 15931 | 24472 | 9000 | 4098 | 14684 | 42934 |
| 5604 | R-TV COMmIIN EQ | 13068 | 23162 | 9107 | 4196 | 12434 | 37787 |
| 5701 | ELECTRON THES | 18208 | 38670 | 10947 | 5945 | 25374 | 60509 |
| 5702 | SEMT $\because$ U O | 18851 | 35431 | 12284 | 6851 | 21935 | 58526 |
| 5703 | ELF $-\cdots \cdots$ M | 20186 | 35098 | 13491 | 6066 | 20590 | 59025 |
| 5801 | STEA OTERY | 31257 | 70292 | 20181 | 10509 | 47938 | 107873 |
| 5802 | PRIMEITY indTERY | 23924 | 41728 | 11693 | 7001 | 28692 | 69944 |
| 5803 | X-RAY Equifment | 13703 | 24653 | 11119 | 3286 | 13200 | 40340 |
| 5804 | ENGINE ELEC EQ | 27715 | 36835 | 12350 | 6302 | 23523 | 68472 |
| 5805 | ELECTRICAL EQUIP | 21584 | 46921 | 17250 | 6571 | 28602 | 72447 |
| 5901 | TRUCK, BUS BODIES | 36763 | 47682 | 16415 | 7102 | 29860 | 88717 |
| 5902 | TRUCK TRAILERS | 38535 | 51894 | 18766 | 8952 | 31687 | 95799 |
| 5903 | MOTOR VEH \& PART | 32525 | 40439 | 14462 | 6244 | 24809 | 76773 |
| 6001 | AIRCRAFT | 15464 | 25207 | 9318 | 4972 | 15171 | 43712 |
| 6002 | AIRCRAFT ENGINES | 20818 | 30371 | 12111 | 5702 | 17424 | 54702 |
| 5003 | AIRCRAFT PROPELL | 26011 | 41441 | 15921 | 6017 | 24375 | 71073 |
| 5004 | AIRCRAFT EQUIP | 19014 | 28553 | 10016 | 5733 | 17680 | 51100 |
| 6101 | SHIPBUILDING | 30463 | 37613 | 14538 | 6662 | 22072 | 72189 |


| IO SECTOR | INDUSTRY | COAL | CRUDE | REFINED | ELECTRIC | GAS | PRIMARY |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 6102 | BOATBUILDING | 22915 | 45663 | 17830 | 6635 | 26534 | 72254 |
| 6103 | LOCOMOTIVES | 28297 | 30443 | 12554 | 4622 | 17124 | 61691 |
| 6104 | RR, STREET CARS | 58911 | 59348 | 19398 | 9426 | 38099 | 124381 |
| 6105 | MOTOR, BICYCLES | 34778 | 43837 | 15042 | 6142 | 27413 | 82370 |
| 6106 | TRAILER COACHES | 27548 | 47620 | 19024 | 7643 | 27216 | 79561 |
| 6107 | TRANSPORT EQUIP | 49069 | 54582 | 18393 | 8719 | 34466 | 109165 |
| 6201 | SCIEN INSTR | 16607 | 32271 | 12660 | 4596 | 18698 | 51684 |
| 6202 | MECH MEAS DEVICE | 17562 | 30875 | 12405 | 4686 | 17616 | 51320 |
| 6203 | TEMP CONTROLS | 18087 | 29327 | 10859 | 4520 | 17598 | 50209 |
| 6204 | MEDICAL INSTK | 30103 | 38398 | 7.3619 | 5363 | 23580 | 71859 |
| 6205 | SURGICAL SUPPLY | 17525 | 37200 | 15358 | 4569 | 20504 | 57482 |
| 6206 | DENTAL EQUIPMENT | 21493 | 33105 | 11509 | 5248 | 20592 | 57853 |
| 6207 | WATCHES, CLOCKS | 18288 | 29060 | 11261 | 4520 | 16920 | 50146 |
| 6301 | OPTICAL INSTR | 16351 | 28874 | 10870 | 4750 | 17249 | 48123 |
| 6302 | OPHTHALMIC COODS | 14253 | 38765 | 16086 | 4682 | 21836 | 55956 |
| 6303 | PHOTOGRAPHIC EQ | 16933 | 36226 | 12347 | 5096 | 22458 | 56302 |
| 6401 | JEWELRY | 1744 | 33355 | 11467 | 5470 | 20729 | 54179 |
| 6402 | MUSICAL INSTR | 22913 | 38057 | 16491 | 4673 | 20537 | 63841 |
| 5403 | games | 24611 | 48019 | 19827 | 5985 | 26582 | 76296 |
| 5404 | ATHLETIC EQUI? | 24182 | 42257 | 16612 | 6201 | 24252 | 70267 |
| 6405 | PENS AND PENCILS | 22103 | 39502 | 16504 | 5364 | 21797 | 6496 ? |
| 6406 | ARTIFICAL FLOWER | 26549 | 61917 | 25488 | 7034 | 34633 | 92734 |
| 6407 | ClOTH FASTENERS | 28388 | 43352 | 17172 | 6633 | 24981 | 75851 |
| 6408 | BRUSHES | 22912 | 50013 | 21922 | 5610 | 26728 | 76337 |
| 6409 | HARD FLOOR COV | 28460 | 53295 | 20146 | 6608 | 31522 | 85804 |
| 6410 | MORTICIAN COODS | 28805 | 48149 | 17411 | 6133 | 29307 | 80726 |
| 6411 | SIGNS, ADS | 25470 | 42537 | 16592 | 5171 | 24708 | 71182 |
| 6412 | MISC MFG | 23538 | 39529 | 15852 | 5256 | 22135 | 66304 |
| 6501 | RAILROAD | 15178 | 80089 | 60847 | 3097 | 17066 | 97685 |
| 6502 | LOCAL TRANSPORT | 15335 | 66015 | 49307 | 7126 | 15246 | 84307 |
| 6503 | MOTOR FGT TRANSP | 7739 | 48458 | 36825 | 1993 | 10299 | 58149 |
| 6504 | WATER TRANSPORT | 26864 | 242461 | 192478 | 6910 | 39784 | 281490 |
| 6505 | AIR TRANSPORT | 11146 | 217038 | 177026 | 4081 | 28783 | 242174 |
| 6506 | PIPE LINE TRANSP | 41325 | 73872 | 32538 | 22172 | 49925 | 116798 |
| 6507 | TRANSP SERVICES | 4575 | 4776 | 2084 | 1074 | 3232 | 8730 |
| 6600 | COMMUN ICATIONS | 6290 | 15321 | 8290 | 2777 | 8100 | 21912 |
| 6700 | R-TV BROADCAST | 11109 | 25970 | 10736 | 4239 | 14530 | 39594 |
| 6803 | WATER, SANIT SER | 28458 | 87263 | 21888 | 7740 | 63165 | 120483 |
| 6901 | WhoLsale trade | 6877 | 31244 | 23812 | 2221 | 8517 | 39636 |
| 6902 | RETAIL TRade | 8627 | 28256 | 14607 | 4009 | 13823 | 39372 |
| 7001 | BANKING | 6531 | 15039 | 5854 | 2538 | 8805 | 23025 |
| 7002 | CREDIT AGENCIES | 26704 | 59072 | 23129 | 9616 | 34454 | 91177 |
| 7003 | SEC, COMMOD BROK | 3115 | 10960 | 6808 | 849 | 3817 | 14648 |
| 7004 | INSUR CARRIERS | 5271 | 19728 | 11688 | 1659 | 7442 | 26143 |
| 7005 | INSURANCE AGENTS | 4974 | 24345 | 16548 | 1540 | 7022 | 30546 |
| 7101 | OWNER-OCC DWLNG | 1736 | 5939 | 3370 | 481 | 2395 | 7971 |
| 7102 | RERL ESTATE | 5726 | 19291 | 9302 | 1807 | 9480 | 26120 |
| 7201 | HOTELS | 24104 | 62395 | 29964 | 8388 | 31089 | 91299 |
| 7202 | PERSONAL SERVICE | 13157 | 46573 | 28626 | 3495 | 15455 | 62055 |
| 7203 | BARB, BEAUT SHOPS | 5967 | 12844 | 4109 | 2267 | 8534 | 20039 |
| 7301 | MISC BUS SERVICE | 8905 | 23648 | 11089 | 2288 | 11890 | 33902 |
| 7302 | ADVERTISING | 18983 | 35163 | 15296 | 4830 | 18668 | 56443 |
| 7303 | MISC PROF SER | 3607 | 26477 | 13620 | 1176 | 12158 | 31384 |
| 7500 | AUTO REPAIR | 21569 | 52219 | 30548 | 5001 | 20175 | 76733 |
| 7601 | MOTION PICTURE | 11626 | 30776 | 14777 | 4454 | 15185 | 45046 |
| 7602 | AMUSMNT, REC SER | 7745 | 23967 | 12668 | 2534 | 10633 | 33306 |
| 7701 | DOCTORS, DENTISTS | 2983 | 15342 | 10316 | 942 | 4909 | 18953 |
| 7702 | HOSPITALS | 19864 | 40854 | 13911 | 8132 | 25562 | 65697 |
| 7703 | MFD, HEALTH SER | 13804 | 43222 | 12197 | 5769 | 29375 | 60675 |
| 7704 | EDUCATIONAL. SER | 22433 | 46477 | 20850 | 6834 | 24491 | 72947 |
| 7705 | NONPROFIT ORG | 19571 | 50050 | 21702 | 8573 | 27069 | 74978 |
| 7801 | POST OFFICE | 5530 | 34842 | 26086 | 1978 | 7551 | 41755 |
| 7804 | FED GOVT ENTERP | 8700 | 30086 | 8008 | 3612 | 22128 | 40484 |
| 7903 | ST,LOC GOVT ENTR | 19484 | 90105 | 22658 | 6855 | 65154 | 113787 |
| 8100 | BUSINESS TRAVEL | 15592 | 90951 | 67126 | 4552 | 21599 | 109025 |
| 8200 | OFFICE SUPPLIES | 26564 | 51197 | 20279 | 6042 | 28950 | 81485 |

TABLE A-V. MAJOR PRODUCTS OF COMMON BEA SECTORS

| $\begin{gathered} \text { BEA } \\ \text { Sector** } \end{gathered}$ | Sourc | Major Products*** |  | 1967 Implied Price |
| :---: | :---: | :---: | :---: | :---: |
| 9.00 | A | 1422 Crushed and Broken Limestone <br> 1429 Crushed and Broken Stone, n.c.c. <br> 1442 Construction Sand and Gravel | $\begin{array}{r} 28 \% \\ 8 \% \\ 27 \% \end{array}$ |  |
| 11.02 | B | New Construction Industrial Buildings New Construction Office Buildings New Construction Stores, Restaurants New Construction Education Buildings New Construction Hospital Buildings New Construction Other Non-farm | $\begin{array}{r} 24 \% \\ 14 \% \\ 10 \% \\ 24 \% \\ 7 \% \\ 12 \% \end{array}$ |  |
| 11.03 | B | New Construction Telephone, Telegraph <br> New Construction Electric Utilities <br> New Construction Gas Utilities <br> New Construction Water Supply <br> New Construction Sewers | $\begin{aligned} & 15 \% \\ & 42 \% \\ & 14 \% \\ & 12 \% \\ & 10 \% \end{aligned}$ |  |
| 11.05 | B | New Construction Farm Residential <br> New Construction Farm Service <br> New Construction Oil/Gas Wells <br> New Construction Military <br> New Construction Conservation \& Development <br> New Construction Other Non-building | $\begin{array}{r} 8 \% \\ 10 \% \\ 28 \% \\ 9 \% \\ 29 \% \\ 13 \% \end{array}$ |  |
| 12.02 | B | Maintenance Construction Other Non-farm <br> Maintenance Construction Railroads <br> Maintenance Construction Water Supply <br> Maintenance Construction Military <br> Maintenance Construction Highways | $\begin{array}{r} 42 \% \\ 6 \% \\ 6 \% \\ 5 \% \\ 17 \% \end{array}$ |  |
| 27.01 | C | 28151 Cyclic Intermediates <br> 28182 Miscellaneous Acyclic Chemicals and Chemical Products <br> 28191 Synthetic Ammonia, Nitric Acid and Ammonia Compounds <br> 28199 Other Inorganic Chemicals n.e.c. | $\begin{gathered} 7 \% \\ 30 \% \\ 6 \% \\ 7 \% \end{gathered}$ | 56.10 \$/short ton <br> 104.00 \$/short ton |
| 27.04 | C | 28911 Glues, Adhesives, and Sizes <br> 28921 Explosives (except government owned and contractor-operated plants) | $\begin{array}{r\|} 12 \% \\ 7 \% \end{array}$ | . 20 \$/1b. |

*Includes sectors providing more than $1 \%$ of the capital costs or more than $5 \%$ of the nonenergy operating costs for any of the six energy facilities in Just, et al.,
New Energy Technology Coefficients and Dynamic Energy Models.
**See Code at end of table.
***A major product is one accounting for $\geq 5 \%$ of the control total for the sector considered unless noted. See code for explanation of control total.
n.e.c. $=$ not elsewhere classified.
n.s.k. $=$ not specified by kind.

TABLE A-V. MAJOR PRODUCTS OF COMMON BEA SECTORS (continued)

| $\begin{gathered} \text { BEA } \\ \text { Sector } \end{gathered}$ | Source | Major Products | 1967 Implicd Price |
| :---: | :---: | :---: | :---: |
|  |  | 2893 Printing Ink $9 \%$ <br> 2895 Carbon Black $5 \%$  <br> 28993 Essential Oils, Fireworks, and   <br>  Pyrotechnics and Chemicals and Chemical <br> Preparation  <br>   $34 \%$ | $\begin{aligned} & .54 \$ / 1 b . \\ & .07 \$ / 1 b . \\ & .28 \$ / 1 b . \end{aligned}$ |
| 36.01 | c | 3241011 Portland Cement 94\% | $3.20 \$ / \mathrm{bbls}$. of 376 lbs. |
| 36.10 | C | 32710 13 Lightweight Aggregate Structural <br> Block  <br> 32710 16 Heavyweight Aggregate Structural    | . 20 \$/Block |
| 36.12 | C | 3273011 Ready-mix Concrete 100\% | $14.40 \$ / \mathrm{cu} . \mathrm{yd}$. |
| 36.17 | C | 32922 Asbestos Friction Materials 26\% <br> 32926 Vinyl Asbestos Floor Tile 27\% <br> 32927 Asbestos Textile and other Asbestos and Non-asbestos Cement Products | 1.07 / sq.yd. |
| 36.19 | C | 32950 11 Lightweight Aggregate <br> 32950 20 Dead-burned Magnesia or Magnesite <br> 32950 31 Crushed Slag $10 \%$ <br>  $14 \%$  | 1.78 /short ton |
| 36.20 | C | 32961 -- Mineral Wool for Structural Insulation <br> 32961273.0 to 4.4 inches thick Building Batts, Blankets and Rolls; <br> 32961332.0 to 2.9 inches thick Blankets (flexible including Fabricated pieces, rolls, and batts: <br> 3296231 Plain <br> 3296236 Faced and Metal Meshed <br> 3296251 Blocks and Boards <br> 3296261 Pipe Insulation <br> 3296271 Acoustical Pads and Boards <br> 3296298 Other Mineral Fibers for Industrial <br> Equipment, and Appliance Insulation such as loose fiber (shipped as such) granulated fiber felts, insulating and finishing cements, etc. | .04 \$/sq.ft. .04 \$/sq.ft. <br> $.05 \$ / b d . f t$. <br> . $31 \$ / 1 \mathrm{n} . \mathrm{ft}$. <br> .22 \$/sq.ft. |
| 36.21 | C | 3297015 Magnesite and Magnesite-chrome Brick  <br> and Shapes   <br> 3297021 $30 \%$  <br> Chrome and Chrome-magnesite Brick   <br> and Shapes   | $.96 \$ / 9^{\prime \prime}$ equiv. <br> $.85 \$ / 9^{\prime \prime}$ equiv. |

TABLE A-V. MAJOR PRODUCTS OF COMMON BEA SECTORS (continued)

| $\begin{aligned} & \text { BEA } \\ & \text { Scctor } \end{aligned}$ | Source | Major Products | 1067 Implicd Fricc |
| :---: | :---: | :---: | :---: |
|  |  | 3297035 Carbon refractories; brick, blocks and shapes, excluding those containing natural graphite <br> 3297065 Basic plastic refractories and ramming mixes, wet and dry types <br> 3297092 Nonclay gumming mixes | $1.62 \$ / 9^{\prime \prime}$ equiv. <br> $113 \$ /$ short ton $86.30 \$ /$ short ton |
| 37.01 | C | 33121 pt. Coke Oven and Blast Furnace Products, except Ferroalloys <br> 33122 Steel Ingot and Semi-finished Shapes $11 \%$ 33123 Tin Mill Products, Hot-rolled Sheet $\mathcal{G}$ Strip <br> 33124 Hot-rolled Bars and Barshapes; Plates $\quad 19 \%$ |  |
| 38.10 | C | 33571 Aluminum and Aluminum-base Alloy Wire <br> 33521 and Cable <br> 33572 Copper and Copper-base Alloy wire, including Strand and Cable, Bare and Tinncd for Dectrical Transmission | 714 \$/short ton <br> 1070 \$/short ton |
| 40.04 | C | 34410 Fabricated Structural Metal n.s.k. $9 \%$ <br> 34411 Fabricated Structural Metal for  <br> $\quad$ Buildings $48 \%$  <br> 34412 Fahricated Structural Metal for Bridges $11 \%$ <br> 34413 Other Fabricated Structural Metal $19 \%$ | 337 \$/short ton 363 \$/short ton $438 \$ /$ short ton |
| 40.06 | C | 34431 Heat Exchangers and Steam Condensers <br> 34432 Fabricated Steel Plate, including Stack and Weldments <br> 34433 Steel Power Boilers, Parts and Attachments (over 15 p.s.i. steam working pressure) <br> 34437 Metal Tanks, Complete at Factory (standard line, non-pressure) <br> 34438 Metal Tanks and Vessels, Custom Fabricated at the Factory <br> 34439 Metal Tanks and Vessels, Custom Fabricated and Field Erected | 45800 \$/unit <br> 231 \$/unit <br> 273 \$/unit |
| 41.01 | C | 3451- Serew Machine Products <br> 34521 Bolts, Nuts, and Other Standard Industrial Fasteners <br> 34533 Special Industrial Fasteners <br> 34523 Headed Products Other than Industrial Fasteners |  |

TABLE A-V. MAJOR PRODUCTS OF COMMON BEA SECTORS (continued)


TABLE A-V. MAJOR PRODUCTS OF COMMON BEA SECTORS (continued)

| $\begin{aligned} & \text { BEA } \\ & \text { Sectur } \end{aligned}$ | Source | Major Products | 1967 Implied Price |
| :---: | :---: | :---: | :---: |
|  |  | 35323 All Other Mining Machinery and Equipment |  |
| 45.03 | C | 35331 Rotary Oil and Gas Field Drilling Machinery and Equipment <br> 35352 Other Oil and Gas Field Drilling Machinery and Equipment <br> 35333 Oil and Gas Field Production Machinery and Equipment (except pumps) <br> 35334 Other Oil and Gas Field Machinery and Tools (except pumps) including Water Well <br> 35330 Oil Field Machinery n.s.k. |  |
| 46.02 | C | 35351 Conveyors and Conveying Equipment (except hoists and farm elevators) <br> 35352 Parts, Attachments, and Accessories for Conveyors and Conveying Systems Conveyors and Conveying Equipment n.s.k. |  |
| 46.03 | C | 35361 Hoists $38 \%$ <br> 35362 Overhead Traveling Cranes and  <br> Nonorai1 Systems $56 \%$ <br> 35360 Hoists, Cranes and Monorails n.s.k. $7 \%$ | 14 million \$/unit |
| 48.06 | C | 35591 Chemical Manufacturing Industries Machinery and Equipment and Parts <br> 35592 Foundry Machinery, and Equipment, Excluding patterns and molds <br> 35593 Plastics-working Machinery and Equipment excluding patterns and molds <br> 35594 Rubber-working Nachinery and Equipment excluding the molds <br> 35595 Other Special Industry Machinery and $\qquad$ Equipment | 20400 \$/unit |
| 49.01 | C | 35611 Industrial Pumps, except Hydraulic <br> Fluid Power Pumps <br> 35612 Hydraulic Fluid Power Pumps and Motors and Vacuum Pumps <br> 35613 Domestic Water Systems and Pumps, Including Pump Jackets and Cylinders | 91000 \$/unit |

TABLE A-V. MAJOR PRODUCTS OF CONAON BEA SECTORS (continued)


TABLE A-V. MAJOR PRODUCTS OF COMMON BEA SECTORS (continued)

| $\begin{aligned} & \text { BEA } \\ & \text { Sector } \end{aligned}$ | Source | Major Products | 1967 Mmplied Price |
| :---: | :---: | :---: | :---: |
| 53.03 | C | 36131 Switchgear, except Ducts and Relays $29 \%$ <br> 36132 Power Circuit Breakers, All Voltage $13 \%$ <br> 36133 Low Voltage Panelboards and Distribution   <br>  Boards and Other Switching the Inter-  <br> rupting Devices, 750 Volts and Under $24 \%$  <br> 36135 Molded Circuit Breakers, 750 Volts and  <br>  Under $11 \%$ <br> 36137 Relays, Control Circuit $12 \%$ |  |
| 53.04 | C | 36211 Fractional Horsepower Motors <br> 36212 Integral Horsepower Motors and Generators (except for land xpo equipment <br> 362.13 Land xpo Motors, Generators, and Control Equipment and Parts <br> 36214 Prime Mover Generator Sets, except Steam or Hydraulic Turbine <br> 36215 Motor-Generator Sets and Other Rotating Equipment <br> 36216 Parts and Supplies for Motors Generator Generators, Motor Generator Sets except for Land Transportation Equipment | 6600 \$/unit <br> 209 \$/unit <br> 1590 \$/unit <br> 3280 \$/unit |
| 53.05 |  | No Subclassifications $100 \%$ |  |
| 53.06 | c | $\begin{array}{llr}36231 & \text { Arc Welding Machines Components, and } & \\ \text { Accessories, except Electrodes } & & 32 \% \\ 36232 \text { Arc Welding Electrodes, Metal } & 38 \% \\ 36233 \text { Resistance Welders, Components, } & \\ 36230 \text { Accessuries and Electrodes } & 20 \% \\ 3 \text { Welding Apparatus n.s.k. } & 9 \%\end{array}$ | $\begin{aligned} & 338 \text { \$/unit } \\ & .22 \$ / 1 \mathrm{~b} \end{aligned}$ |
| 55.03 | C | 36430 Current Carrying Wiring Devices, Including Lightring Rods $\begin{array}{lll}36441 & \text { Pole Line and Transmission Hardware } & 10 \% \\ 36442 \text { Electrical Conduit and Conduit Fitting } & 23 \%\end{array}$ 36443 Other Non Current Carrying Wiring Devices and Supplies | 20 \$/1b. |
| 62.02 | r | 38211 Aircraft Fngine Instruments Except Flight <br> 38212 Integrating Meters, Nonelectric Type $14 \%$ <br> 38213 Industrial Process Instruments <br> 38214 Motor Vehicle Instruments except. Electric <br> 38216 Other Mechanical Measuring and Controlling Instruments | $55 \text { s/unit }$ $1600 \text { \$/unit }$ |

TABLE A-V. MAJOR PRODUCTS OF COMMON BEA SECTORS (continued)

| $\begin{gathered} \text { BEA } \\ \text { Sector } \end{gathered}$ | Source | Major Products | 1967 Implied Price |
| :---: | :---: | :---: | :---: |
| 65.01 | H | Railway Express $3 \%$  <br> Electric Railways $.2 \%$  <br> Pullman Companies $.3 \%$  <br> Class T Passenger Service 5 $\%$ <br> Other Class I Non-Freight Service (Baggage,   <br> Main, Switching, Express, etc. 5 $\%$ <br> Incidental Operating Revenue <br> $\quad$ (Dining, Hotel, Rents, Power, Storage, $2 \%$  <br> $\quad$ Misc.)   <br> Freight Service $83 \%$  |  |
| 68.03 |  | No Subclassification 100 \% |  |
| 69.01 | D | Motor Vehicles, Automotive Equipment <br> Groceries and Related Products <br> Farm Products, Raw Materials <br> Electrical Goods <br> Machinery, Equipment, Supplies <br> Metals, Minerals (except petroleum products, scrap) <br> Beer, Wine Distilled Alcoholic Beverages 5 $\%$ <br> Lumber, Construction Materials 5 $\%$ |  |
| 69.02 | E | Groceries and Other Foods Meals and Snacks <br> Cosmetics, Drugs, Cleaners <br> Men's, Boy's Clothing Excluding Footware <br> Women's, Girl's Clothing Excluding Footware <br> Major Appliances, Radio, TV, Musical <br> Inst rument <br> Furniture, Sleep Equipment, Floor Coverings <br> Lumber, Building Material <br> Automobiles and Trucks <br> Auto Fuels and Lubricants <br> Auto Tires, Batteries, and Accessories <br> All Other Merchanidse <br> Nonmerchandise Receipts |  |
| 70.04 |  | No Subclassification $100 \%$ |  |
| 71.02 |  | Nu Subclassification $100 \%$ |  |
| 73.01 | G | 734- Services to Dwellings and Other Buildings (window cleaning, pest control, etc.) <br> 7391 Comnercial R \& D Laboratories <br> 7392 Business and Consulting Services <br> 7394 Leasing, Rental of Heavy Construction and all other equipment <br> 7399 Other Business Services n,e.c. |  |

TABLE A-V. MAJOR PRODUCTS OF COMMON BEA SECTORS (continued)

| BEA Sector | Source | Major Products |  | 1967 Implied Prices |
| :---: | :---: | :---: | :---: | :---: |
| 73.02 | G | 7311 Advertising Agencies | 93\% |  |
| 73.03 |  | No Subclassification | 100\% |  |
| 75.00 | G | 751 Car, Truck Rental Leasing, Without Drivers <br> 752 Automobile Parking <br> 7531 Top and Body Repair Shops <br> 7534 Tire Retreading and Repair Shops <br> 7539 Automobile Repair Shops, n.e.c. <br> 754 Automobile Services, except repair | $\begin{array}{r} 29 \% \\ 7 \% \\ 12 \% \\ 6 \% \\ 10 \% \\ 5 \% \end{array}$ |  |

TABLE A-V. MAJOR PRODUCTS OF COMMON EEA SECTORS (continued)

CODE
A Census of Mineral Industries, reports for SIC sectors comprising BEA sector. Table 5 or 6 depending on aggregation level. Control table is

B Internal C.A.C. documentation. Control total is gross domestic output.

C Census of Manufacturers, reports for SIC sectors comprising BEA sector, Table $5 B$ or $6 A$ depending on aggregation. Control total is value of shipments.

D Census of Business, Vol. 3 Table D: Sales of Merchant Wholesalers, by kind of business.

E Census of Business, Vol. 1, Table 1: Sales of specified Merchandise Lines. NOTE: Major products here are defined as any line representing $\geq 3 \%$ of total sales.

F Total Insurance Written in 1967 is control total from Best's Insurance Reports - Life/Health 1975 p. vii and "Best's Insurance News," Property-Liability Edition, Vol. 69, No. 6, p. 38. Percentage breakdowns are made directly for property-liability from the latter reference and are based on "sales" for life from "Best's Insurance News," Life Ed., Vol. 68, No. 2, p. 2.

G Census of Business, Vol. 5, part 1. Table 2: Receipt of All Establishments is control total.

H Based on 1966 statistics from the Interstate Conmerce Commission. Control total is total operating revenue for the entire railroad system ( $\$ 11,163,422,895$ from Table 109, Transport Statistics 1966.) Major Products listed is a subjective list of identifiable classes of real service from various tables in Transport Statistics, 1966, Part 1.
table a-vi. error tolerances (of mean) for 90 energ intensities (1967)

| I/O CODE | SECTOR | COAL MINING | $\begin{aligned} & \text { CRUDE } \\ & \text { PETRO } \end{aligned}$ | $\begin{aligned} & \text { PETRO } \\ & \text { REFINED } \end{aligned}$ | ELECTRIC UTILITIES | GAS <br> UTILITIES | TOTAL PRIMARY | GROSS DOMESTIC OUTPUT |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 700 | Coal Mining | 0 | 17 | 10 | 21 | 28 | 0 | 1 |
| 800 | Crude.Petro, Gas | 7 | 0 | 10 | 7 | 5 | 0 | 1. |
| - 31010 | Petro Refin Prod | 4 | 3 | 0 | 5 | 4 | 3 | 2 |
| 6801 | Electric Utilities | 3 | 4 | 5 | 1 | 5 | 2 | 1 |
| 6802 | Gas Utilities | 7 | 4 | 12 | 8 | 0 | 4 | 1 |
| 100 | Livestock | 11 | 15 | 18 | 12 | 11 | 13 | 4 |
| $200^{-}$ | -misc.-Ag-- Products | 7 | 15 | 22 | 8 | 6 | 13 | ${ }^{5}$ |
| 300 | Forest Fish Products | 31 | 23 | 25 | 22 | 18 | 21 | 18 |
| 400 | Ag for. Fish Ser | 13 | 11 | 13 | 13 | 12 | 10 | 3 |
| 509 | Iron Ore Mining | 11. | 6 | 7 | 6 | 6. | 7. | 4. |
| 600 | Nonfert Mining | 8 | 6 | 7 | 7 | 6 | 6 | 9 |
| 900 | Stone Clay Min | 28 | 9 | 8 | 11 | 11 | 14 | 2 |
| 1000 | Chem Mineral Min | 23 | 6 | 11 | 8 | 5 | 8 | 3 |
| - -1100 | New.Construction. | - 3 | 9 | 15 | 3 | 3 | 7 | 0 |
| 1200 | Maint. Rep Const | 6 | 9 | 13 | 5 | 5 | 8 | 2 |
| 1300 | Oranance | 3 | 4 | 6 | 5 | 3 | 3 | 1 |
| 1400 | Food | 3 | 6 | 10 | 4 | 3 | 5 | 4 |
| -- 1500 | Tobacco | 4 | 10 | 16 | 6 | 5 | 8 | 13 |
| 1600 | Fabric ${ }^{\text {S Mills }}$ | 4 | 4 | 5 | 5 | 4 | 3 | 7 |
| 1700 | Textile Goods | 5 | 4 | 6 | 8 | 4 | 4 | 6 |
| 1800 | Apparel | 5 | 5 | 6 | 6 | 5 | 5 | 12 |
| 1900 | Fab Textile Prod | 6. | 5 | 6 | 6 | 6. | 5 | 6. |
| 2000 | Wood Products | 7 | 6 | 9 | 10 | 7 | 7 | 1 |
| 2100 | Wood Containers | 6 | 7 | 8 | 8 | 6 | 6 | 2 |
| 2200 | H'hold Furniture | 3 | 4 | 5 | 5 | 3 | 3 | 2 |
| - 2300 | -Furns Fixtures. | 4 | 3 | 4 | 7 | 3 | 3. | $\underline{1}$ |
| - 2400 | Paper Products | 4 | 4 | 7 | 5 | 3 | 3 | 2 |
| 2500 | Paperboard Cont | 5 | 5 | 6 | 5 | 4 | 5 | 2 |
| 2600 | Printing, Publ | 3 | 4 | 5 | 5 | 3 | 3 | 2 |
| _-2790 | Cherr-Products | 4. | 5 | 6 | -5 | 4 | 4 | 1 |
| --2800 | Plastics | 3 | 4 | 8 | 5 | 4 | 3 | 3 |
| 2900 | Drugs, Toil Prep | 3 | 4 | 5 | 4 | 4 | 3 | 4 |
| 3000 | Paints | 4 | 4 | 5 | 5 | 4 | 4 | 2 |
| - 3102 | Paving. | 19 | 15 | 15 | 7 | 8 | 13 | 1 |




Source: C. W. Bullard, D. L. Amado, D. E. Putnam and A. V. Sebald, 'Srochastic sensitivity Analysis of the
CAC Energy Input-Ontput Model," University of Illinois, Center for Advanced Computation, Urbana, IL. 61801 1976.

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[^1]:    'For the types of energy considered here, total enthalpy is approximately equal to Gibbs' free energy. The latter is viewed by many as the 'ultimate' measure of energy consumption because it is truly consumed and cannot be recycled. For practical purposes in these calculations, the two are equal.

[^2]:    ${ }^{2}$ The Batelle/Columbus Labs (1975) and Larry Teasley (1974) provide excellent examples of practical process analysis.

[^3]:    'Also called 'first round' energy cost.

[^4]:    ${ }^{4}$ This unit vector appears algebraically because $E \equiv X$ for the energy sectors; their output defined to equal what they extract from the earth.

[^5]:    ${ }^{5}$ Note that if we were to use purely physical units we could avoid the problems of dollar cost deflation. If physical quantities are known, these can often be energy-costed directly. The energy intensities in table A-4 can be converted to (Btu/physical unit) using the 1967 implied prices of many goods and services. For a few additional materials, energy costs/physical unit are given by Perry (1977).

[^6]:    ${ }^{6}$ Sectors listed are those producing major inputs to construction and operation of facilities for energy production, processing and transportation.

[^7]:    ${ }^{7}$ This correction is described by Putnam et al. (1975). Since capital data were only available at the 90 -sector level of detail, it was assumed that individual processes within those categories are equally capital-intensive.

[^8]:    "This is the cost of all purchased inputs to power plant construction materials, services, etc. Wages and taxes are excluded to be compatible with the system boundary of the 1 O model which corresponds to GNP [see Bullard (1976)]. Using this convention, energy to produce items bought with wages are charged to the wage earner, not the employer.

[^9]:    "If the energy GNP ratio for the appropriate year were not known, construction costs could be deflated to the year for which it is known. A construction cost index is given in table A-2.
    ${ }^{1 \prime}$ For convenience, a 90 -sector level of aggregation is used in this example. Generally, more accuracy (less aggregation error) can be achieved with the 368 -sector level of detail. Tables in the appendix are 368 -order, so the numbers in the example will differ slightly from the figures in those tables.

[^10]:    a The margins removed from all sectors are added to miscellaneous expenses.
    ${ }^{b}$ All inputs assumed typical except those in $45.00( \pm 24 \%)$.

[^11]:    ${ }^{11}$ These uncertainties apply to the energy intensity of goods in 1967. If we assume the power plant will be built in 1980, the total energy cost will be higher or lower, depending on trends in energy-related technological change throughout the U.S. economy during the 1967-80 period. This correction may be applied after the final result is obtained, and may be approximated by anticipated changes in the aggregate energy/GNP ratio.
    ${ }^{12}$ Note that for each input, the first-order budget and energy coefficient errors are tabulated. We assume errors on each input item are independent, and therefpre the total error in any approximation is the square root of the sum of the squares of each input error.

