

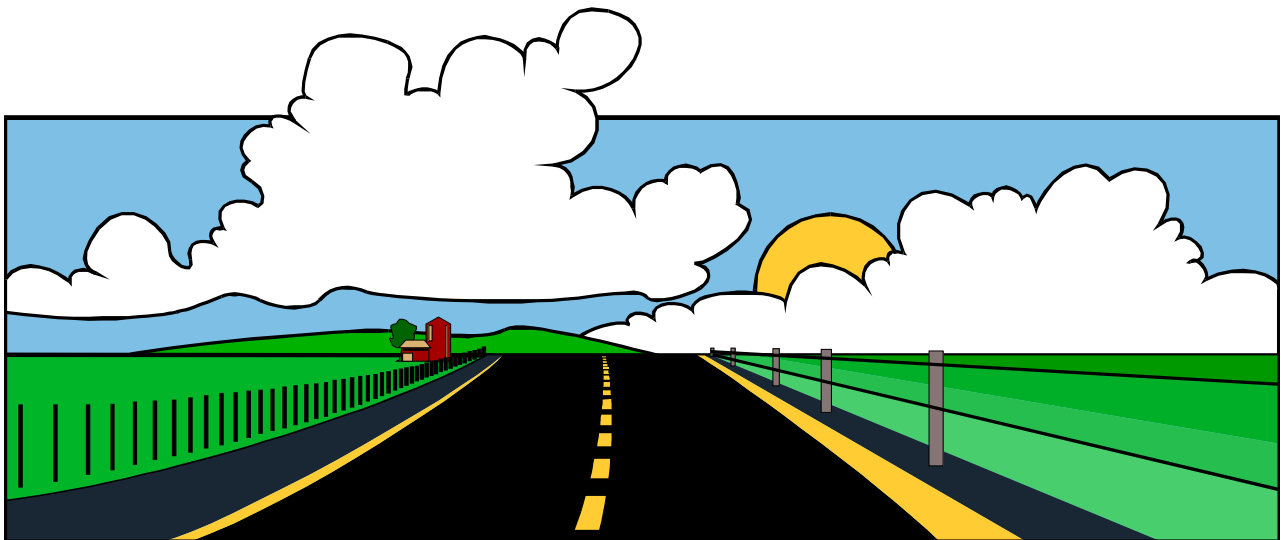
TP 13627E

Catalogue no. 53F0004XIE



Canadian Vehicle Survey

Quarter 4, 2000



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Transportation Division

Canadian Vehicle Survey

Quarter 4, 2000

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June 2001

Catalogue no. 53F0004-XIE

Frequency: Quarterly

ISSN 1496-3736

Ottawa

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 - amount too small to be expressed*
 - e estimated figures.*
 - p preliminary figures.*
 - r revised figures.*
 - x confidential to meet secrecy requirements of the Statistics Act.*
-

Acknowledgements

This publication was prepared in the Transportation Division under the direction of **Tricia Trépanier**, Director, and **John Ross**, Chief, Trucking Section.

The principal authors of this publication were **Adam Wroński** and **Wendy Christoff**.

Significant contributions to the collection and preparation of the data were made by the following people and organizations:

Transportation Division, Canadian Vehicle Survey Unit

Wendy Christoff, Mike Fahey, Sean Fagan, Linda Manolikakis

Transportation Division, Systems & Data Integration Section

Serge Robert, Shirley Wong

Business Surveys Methods Division

Adam Wroński, Benoit Allard, Peter Xiao, Steve Matthews

Operations and Integration Division

Jacques Beauchamp, Julie Gagnon, CATI unit

Operations Research and Development Division

Ghislaine Desgagné

Canadian Council of Motor Transport Administrators and Provincial and Territorial Registrars of Motor Vehicles

A special note of appreciation goes to Transport Canada whose vision and funding made this survey possible.

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HIGHLIGHTS

- Over 17.5 million vehicles were in-scope for the Canadian Vehicle Survey during this quarter.
- Between October 1 and December 31, 2000, these vehicles travelled an estimated 78.2 billion kilometres.
- Vehicles weighing less than 4 500 kilograms were driven an average of 4 207 kilometres while the largest of the trucks (trucks with gross weight 15 000 kilograms or more) were driven an average of 19 011 kilometres.

1. INTRODUCTION

Canadian transport activity statistics were inadequate due to the lack of any routine measurement of road vehicle activity. While road vehicles dominate passenger travel and freight traffic, no measures of total vehicle-kilometres or passenger-kilometres were available.

The Canadian Vehicle Survey (CVS) was developed at the request of Transport Canada to fill this data gap. The survey provides annual estimates of the amount of road travel, broken down by types of vehicles and characteristics, such as age and sex of driver, time of day and season. The results will be the prime source of road vehicle use information for researchers and interested members of the public.

Transport Canada plans to combine survey data with other data to use to improve road safety, monitor fuel consumption and deal with the impact of vehicle usage on the environment.

This document describes concepts, employed methods and discusses data quality. The reference period for all the information presented in this document is the fourth quarter of 2000.

2. SURVEY OVERVIEW

The CVS is a voluntary vehicle-based survey that provides annual estimates of road vehicle activity (vehicle-kilometres and passenger-kilometres) of vehicles registered in Canada. A quarterly sample of vehicles is drawn from vehicle registration lists provided by the provincial and territorial governments.

The provincial component of the survey consists of two stages. The first stage is a computer assisted telephone interview (CATI) with the registered owners of the sampled vehicles. This interview is used to collect some general information on the usage of the vehicle as well as to ask the respondent to complete a seven-day trip log. The trip log is then mailed out. If respondents cannot be contacted by phone, the trip log is mailed out with a short questionnaire to collect some of the information normally collected during the CATI.

The territorial component of the survey consists of two postcards. One is mailed to the respondents at the beginning of the quarter and the other is mailed at the end of the quarter. The first postcard asks respondents to record the odometer reading at the beginning of the first day of the quarter. All those returning the first postcards are mailed second postcards asking them to record the odometer reading at the beginning of the first day of the next quarter. These two odometer readings allow the calculation of the distance the vehicle was driven during the quarter.

Survey collection began on February 1, 1999. Only eight provincial / territorial vehicle registration lists were received in time to be included in the sample at that time, but over the remainder of 1999, the other lists were received. Starting October 1, 1999, vehicles from all provinces and territories were included in the survey.

The CVS provides annual and quarterly estimates of road activity for vehicles registered in Canada. The estimates are provided by type of vehicle and other variables, such as driver and vehicle characteristics, time of day and season.

Users who require additional information from Statistics Canada can obtain it from the Transportation Division upon request by phoning 613-951-2486, e-mailing laroque@statcan.ca, or faxing: 613-951-0579.

3. CONCEPTS AND DEFINITIONS

3.1 THE POPULATION OF INTEREST

The *in-scope vehicles* for the CVS include all motor vehicles except motorcycles, off road vehicles (e.g., snowmobiles, dune buggies, amphibious vehicles) and special equipment (e.g., cranes, street cleaners, snowplows and backhoes) registered in Canada anytime during the survey reference period that have not been scrapped or salvaged.

The *population of interest* consists of vehicle-days composed from the in-scope vehicles and the days within the survey reference period.

3.2 DEFINITIONS OF VARIABLES IN TABLES

Vehicle-kilometres is the distance traveled by vehicles on roads.

Passenger-kilometres is the sum of the distances traveled by individual passengers. Trucks with gross vehicle weight of 4.5 tonnes or more (see the *Vehicle type* definition below) and urban buses were not required to report passengers. Therefore, these passengers are not included in the estimates of passenger-kilometres. Also the number of passengers is calculated as the average of the number of passengers at the beginning of each trip and the number of passengers at the end of each trip (see the *Trip* definition below) plus the driver.

Fuel purchased is the amount of fuel purchased to operate vehicles. This includes purchases for the off-road operation of the vehicle. However, these purchases are considered negligible.

The number of vehicles on the registration lists is the average number of the registered vehicles in the registration lists at the beginning and at the end of the reference period.

The number of vehicles in scope is an estimate of the average number of vehicles registered during the quarter based on the lists from jurisdictions and the survey responses. This number slightly differs from the previous one because we incorporate into it all our findings from the survey. Note that this number includes vehicles used and not used on the roads during the reference period.

3.3 DEFINITIONS OF VEHICLE CHARACTERISTICS

Vehicle type is the classification created for CVS based on the information available on the vehicle registration lists. There are four vehicle types. *Buses* are identified first. The remaining vehicles are then divided into three weight types: *light vehicles* with gross vehicle weights below 4.5 tonnes, *trucks* with gross vehicle weights of *4.5 tonnes or more and less than 15 tonnes*, and *trucks* with gross vehicle weights of *15 tonnes or more*.

The respondent determines *vehicle body type*. The respondent is asked to choose among: car, station wagon, van, sport utility vehicle, pick-up, straight truck, truck-tractor, bus and other. Missing or unusual responses are verified against registration lists, if possible.

Fuel type is derived based on the information available on the registration lists. All vehicles are divided into three classes: vehicles powered by gasoline, vehicles powered by diesel fuel and vehicles powered by other energy source.

Vehicle model year is derived based on the information available on the registration lists.

3.4 DEFINITIONS OF VEHICLE USAGE CHARACTERISTICS

**

The CVS definition of a *Trip* determines the trip characteristics. The definition of what delimits a trip depends on the *vehicle type*:

For *buses*, if any of the following events happened:

- a stop of more than 30 minutes
- a change of driver
- a change in the type of bus service
- all the passengers have been dropped off and another passenger trip begins (does not apply to scheduled urban buses)

For *light vehicle*, if any of the following events happened:

- a stop of more than 30 minutes
- a change of driver
- a change in the main trip purpose

For *vehicles (trucks) weighing 4.5 tonnes or more* if any of the following events happened:

- a stop of more than 30 minutes
- a change of driver
- a change of purpose or use
- a change in the truck configuration
- a change in the status of the load from loaded to unloaded or the reverse

For each trip the respondent provides the following information:

- Beginning and end times and dates of the trip that are used to determine the *time of day* and *day of week* the trip takes place.
- *Driver age group* and *driver sex*.
- *The *trip purpose* determined by the respondent. If there were several purposes for the trip, the respondent is asked to indicate the main purpose of the trip. Multiple trip purposes are not allowed. The choice of purpose is specific to the vehicle type.
- If *dangerous goods* are carried (as defined by the Transportation of Dangerous Goods Act). Does not apply to buses.
- *Number of kilometres traveled on roads with posted speed limit of 80 km/h or more* (does not apply to trucks).
- *Age group (0 - 4, 5 - 14 and 15 years and over) of passengers and the number of passengers within each group* to calculate passenger-km (Applies to light vehicles and buses only with an exception of urban buses. Only light vehicles collect passenger age information. See 3.2).
- *Truck configuration* for vehicles (trucks) weighing 4.5 tonnes or more.
- Cost (for light vehicles and buses) or quantity (for trucks and buses) of *Fuel purchased*.

4. METHODS

CVS has been designed as a quarterly survey. The fourth quarter of 2000 is the fifth quarter the results for all Canadian provinces and territories are available. The survey design also allows the calculation of annual estimates based on the data collected during the four quarters.

4.1 SURVEY DESIGN

4.1.1 Survey Population

The survey population was derived from the 13 jurisdiction vehicle registration lists (ten Provincial and three Territorial Governments) created three months before the reference period. The sample for this quarter was drawn from lists of motor vehicles with valid registrations in any province or territory available in July 2000. Motorcycles, off road vehicles (e.g., snowmobiles, dune buggies, amphibious vehicles) and special equipment (e.g., cranes, street cleaners, snowplows and backhoes) are excluded from the survey. This population differs from the population of interest; e.g., vehicles that were registered after July 2000 are not included.

The incoming lists underwent thorough preparation procedure:

- First, out-of-scope vehicles are removed (trailers, motorcycles, construction equipment, parade vehicles, etc.).
- Second, vehicles with expired registration are removed.
- Then, records with duplicate Vehicle Identification Numbers (VIN) within each list are removed leaving the one updated most recently.
- Next, records with duplicate Vehicle Identification Numbers (VIN) among all lists are removed leaving the one with the most recent update.
- Last, records with irregular data are verified.

The last set of processed lists, before the beginning of the reference period consisted of twelve lists provided in July 2000 to Statistics Canada for the CVS. However, some of these lists were created earlier (in June 2000), that is for New Brunswick, Ontario, Saskatchewan, British Columbia, Yukon, Nunavut and the Northwest Territories. This set of prepared vehicle lists and the set of days within the fourth quarter of 2000 constitute the survey population.

4.1.2 Sample design

All vehicles from the survey population were stratified (grouped) into 104 strata. First, the vehicles were stratified into four vehicle types (buses, light vehicles, and two groups of trucks, see 3.3) and 13 jurisdictions (ten provinces and three territories). Then, for efficiency of estimates, they were further divided into two vehicle-age strata of newer and older vehicles.

Next, a sample of vehicles (first stage sample) was selected from the survey population. A sample from each stratum was selected. To minimize respondent burden, no vehicle is selected more than once during any consecutive four quarters for provinces (two consecutive quarters for territories) and the three characters of the postal code were used to spread the sample over all regions.

Subsequently, seven consecutive days starting within the quarter were randomly assigned (second stage) to each vehicle selected at the first stage. Within each stratum, the first reporting day was evenly spread over the quarter to ensure a uniform number of responses over time and for each day of the week. This step was not applied to the vehicles registered in the three territories since only odometer readings are collected (see 2.).

Since the sample was selected in two stages, the sampling weight (see 6. for definition) was also calculated in two steps. The first-stage sampling weight was calculated for each vehicle in the first-stage sample. Then the second-

stage sampling weight was calculated for each vehicle-day selected from all days within the reference period. Finally, these two weights were multiplied together to obtain the final weight for a vehicle-day. The weighted values are obtained by multiplying the final weights and the collected values. They were aggregated to produce the estimates.

4.1.3 Sample size

A total of 4,160 vehicles out of 17,742,186 from the survey population were drawn for the ten provinces. Another 2,466 vehicles out of 47,278 were included in the sample for the three territories.

4.2 DATA COLLECTION AND PROCESSING

4.2.1 Data Collection

The data collection for the vehicles sampled in the ten provinces is different from the one for the vehicles sampled in the territories.

Provincial collection

The registered owners of the sampled vehicles were telephoned and interviewed (Computer Assisted Telephone Interview, or CATI). During the CATI interview the following information is collected about each sampled vehicle: vehicle type, fuel type used, distance driven last week, some information about anticipated vehicle usage during the following six weeks, current odometer reading, and passenger capacity for buses. Then the respondent was asked to complete a seven-day trip log. If the respondent agreed to complete a trip log, personal information such as name and address were obtained in order to mail out a trip log for the vehicle.

The log type depended on the type of vehicle. There were three types of logs: a bus log, a light vehicle log and a log for the two remaining vehicle types (trucks). In all cases, the respondents were requested to record information about all the trips made in the selected vehicle over the assigned seven-day period. The collected data included information about each trip: time and date of the beginning and the end, length, purpose, number and age group of passengers, sex and age group of the driver, fuel purchases, if dangerous goods were carried, number of kilometres traveled on roads with posted speed limit of 80km/h or more, and for trucks, their configuration.

If the respondent could not be contacted by phone, a trip log with a short additional questionnaire (to collect some of the information normally collected during the CATI) was mailed out.

To increase the number of responses, respondents were contacted a second time, either by phone or by mail. On the first or second day of the log, an attempt was made to phone each vehicle owner, who agreed during the CATI to fill out the log, to answer any questions the respondent might have. Later, an attempt was made to contact by phone or mail everyone who did not return logs. Some of the large fleets of vehicles with several vehicles in the sample had special arrangements to lower their response burden.

Territorial collection

The registered owners of the selected vehicles were mailed postcards and asked to provide two odometer readings, one at the beginning of the quarter and another at the beginning of the next quarter and information about the vehicle status (owned, sold, scrapped).

4.2.2 Edit and Imputation

Once all necessary information for the survey was collected, a series of verifications took place to ensure that the records were consistent and that collection and capture of the data did not introduce errors. Reported data were examined for completeness and consistency using automated edits coupled with manual review. Outliers, i.e., respondents reporting extremely large values, were processed manually.

Missing values and data found in error were imputed by another automated system. The system imputed the data using different imputation rules depending on the vehicle, available information and the type of data to be imputed. For example, the data can be imputed based on other responses for the same vehicle or by using data from a similar vehicle. The imputed data were then again examined for completeness and consistency. At the end of this process, every vehicle had seven days of trips.

A complete description of the procedures applied to the survey data is available upon request from the Transportation Division of Statistics Canada.

4.2.3 Estimation

Since the survey population differs from the population of interest to assure that the estimates correspond (as closely as possible) to the population of interest several corrections were done. The sampling weights derived from the sample design were adjusted and improved using updated registration lists. This was possible because, during the passage of time since the sample was selected, a set of prepared vehicle lists was obtained for the beginning and for the end of the reference quarter. To improve the estimates for the vehicles registered in the ten provinces: all the days were further stratified into working days and holidays (or non-working days, including weekends). Second stage sampling weights were adjusted so that every day of vehicle activity within the same stratum contributed with equal weight to the total estimate. The final set of weights reflected as closely as possible the characteristics of the vehicle population during the reference period.

The following estimates of totals are available:

- vehicle counts by province and territory;
- vehicle-kilometres by province and territory;
- passenger-kilometres by province;
- fuel purchased, Canada level only;
- cross tabulations of vehicle-counts, vehicle-kilometers and passenger-kilometers by a number of variables (described in Concepts and Definitions), such as body type, truck configuration, driver characteristics, time of day, day of week, etc. by province.

5. DATA QUALITY

This section describes factors that affect the data quality and why they should be considered when using the CVS estimates.

5.1 SOURCES OF ERRORS

While considerable effort was made to ensure a high standard throughout all survey operations, the resulting estimates are inevitably subject to a certain degree of error. The total survey error is defined as the difference between the survey estimate and the true population value for which the survey estimate aims at. The total survey error consists of two types of errors: sampling and non-sampling errors.

5.2 SAMPLING ERROR

When a sample is selected from a population, estimates based on the sample data may not be exactly the same as what would be obtained from a census of that population. The two results will likely differ since only data for sampled units are used. In the case of a census, there is no sampling error.

The difference between the estimates from a sample survey and a census conducted under the same conditions is referred to as the sampling error of a survey estimate. Factors such as the sample size, the sample design, the variability of the population characteristic under study and the estimation method affect the sampling error. If the population is very heterogeneous like the population of registered motor vehicles, a large sample size is needed to obtain reliable estimates.

The sampling error is measured by a statistical quantity called the standard error. This quantity reflects the expected variability of the survey estimate of a particular population characteristic if repeated sampling is carried out. The true value of the standard error is, of course, not known but can be estimated from the sample. The estimated standard error is used, in this publication, in terms of a relative measure called the coefficient of variation (or CV). This measure is simply the estimated standard error expressed as a percentage of the value of the survey estimate. Therefore, a smaller CV indicates better reliability of the estimate.

5.3 NON-SAMPLING ERRORS

The sampling error is only one component of the total survey error. All other errors arising from all phases of a survey are called non-sampling errors. As the sample size becomes closer to the population size, the sampling error component of the total survey error is expected to decrease. However, this is not necessarily true for the non-sampling error component. For example, this type of error can arise when a respondent provides incorrect information or does not answer certain questions, when a unit in the population of interest is omitted or covered more than once, when a unit that is out-of-scope for the survey is included by mistake or when errors occur in data processing, such as coding and capture errors.

Some non-sampling errors will cancel over a large number of observations, but systematically occurring errors (i.e. those that do not tend to cancel) will contribute to a bias in the estimates. For example, in the case of CVS, if individuals that use their vehicles more than an average person consistently tend not to respond to the survey, then the resulting estimate of the total vehicle-kilometres will be below the true population total. Any such biases are not reflected in the estimates of standard error.

The non-sampling error as a whole is only one part of the total survey error but its contribution may be important. To minimize the effect of this type of error, a quality assurance program is carried out for each survey. For instance,

follow-ups of nonrespondents are conducted to obtain information from the total nonrespondents or to complete partially unanswered questionnaires for questions that are deemed essential. Various quality assurance procedures are exercised at the data capture step. The data editing procedures identify some inconsistencies in the data structure and the imputation procedures correct the identified inconsistencies.

In general, non-sampling errors are difficult to quantify. Special studies must be conducted to estimate them. However, certain measures such as response and imputation rates are easily obtained and can be used as indicators of the non-sampling errors. Different types of non-sampling errors are discussed below.

5.3.1 Coverage errors

Coverage errors arise when the survey population does not adequately cover the population of interest. As a result, certain units belonging to the population of interest are either excluded (undercoverage), or counted more than once (overcoverage). In addition, out of scope units may be present in the survey population (overcoverage).

The following sources of coverage errors for CVS were observed:

- Errors in the classification variables on the survey may result in either under- or overcoverage of the registered vehicles.
- The sample is drawn from the list created three months prior to the beginning of the reference period. Thus the vehicles registered after the list was created and before the end of the reference period cannot be drawn into the sample.
- A vehicle list from any jurisdiction that was not created on time or did not arrive at all results in even larger undercoverage since an older list has to be used for sampling.
- A vehicle list created early causes overcoverage.
- A vehicle that has been scrapped or salvaged and remained on the list causes overcoverage.
- A vehicle that was registered and subsequently unregistered between two consecutive registration lists causes undercoverage.

Thus CVS is subject to some degree of under and over coverage. The estimation procedure is designed to compensate for the part of the under- and over coverage that has been determined. The rates of out-of-scope vehicles among all units sampled for the reference period is in the table in section 5.4.1.

Since we assume that respondent is right (unless we have hard evidence that is not) the corrections at the estimation stage are mostly based on the respondent statements.

5.3.2 Response errors

Response errors occur when a respondent provides incorrect information due to a misinterpretation of the survey questions or lack of correct information, gives wrong information by mistake, or is reluctant to disclose the correct information. Large response errors are likely to be caught during editing. However, others may simply go through undetected.

Few response errors were discovered during editing of the data.

5.3.3 Nonresponse errors

Nonresponse errors can occur when a respondent does not respond at all (total nonresponse) or responds only to some questions (partial nonresponse). These errors can have a serious effect if the nonrespondents are systematically different in survey characteristics from the respondents and/or the nonresponse rate is high. See the response rate table in section 5.4.1.

5.3.4 Processing errors

Apart from coverage, response and nonresponse errors described above, errors that occur during the processing of the data constitute another component of the non-sampling error. Processing errors can arise in data capture, coding, transcription, editing, imputation, outlier detection and treatment, and other types of data handling.

A coding error occurs when a field is coded erroneously because of a misinterpretation of the coding procedures or a bad judgment (e.g. errors in commodity coding). A data capture error occurs when the data are misinterpreted or keyed incorrectly.

Once data are coded and captured, they are subject to editing and imputation of missing or erroneous values. The quality of the data used in the estimation depends on the amount of imputation and the difference between the imputed and the true, but unknown, values. The imputation system could result in bias of the estimates. This can happen due to wrong assumptions or due to inability to impute. For example in the CVS it is impossible to detect missing or entered in error fuel purchases for vehicles that travel only a small distance during the reported week.

5.4 MEASURING QUALITY

This section presents some indicators of the data quality of the CVS estimates.

5.4.1 Response rates

The response rate is a function of the number of vehicles that responded to the survey. Several response rates are provided in the table below. This rate is defined as the number of vehicle-days for which respondents gave complete or partial (vehicle-kilometers only) answers to the survey divided by the total number of in-sample and in-scope vehicle-days.

PROVINCES	Vehicle-kilometres and trip characteristics reported			Only vehicle-kilometres reported (trip characteristics imputed)			Vehicles out of scope	Contact made but no data
	All	0 km	Non 0 km	All	0 km	Non 0 km		
Light vehicles	37%	14%	23%	33%	4%	28%	3%	5%
Trucks 4.5t – 15t	37%	27%	10%	16%	4%	12%	7%	9%
Trucks 15t or more	38%	25%	14%	22%	5%	17%	7%	14%
Buses	39%	23%	16%	3%	0%	3%	5%	30%

TERRITORIES	Vehicle-kilometres and trip characteristics reported			Vehicle-kilometres reported			Vehicles out of scope	Contact made but no data
	All	0 km	Non 0 km	All	0 km	Non 0 km		
Light vehicles	N/A	N/A	N/A	14%	0%	14%	11%	8%
Trucks 4.5t – 15t	N/A	N/A	N/A	10%	1%	9%	24%	8%
Trucks 15t or more	N/A	N/A	N/A	10%	1%	10%	17%	7%
Buses	N/A	N/A	N/A	4%	0%	4%	29%	6%

The low level of response may lead to biased results if the characteristics of interest of the nonrespondents are different than those of the respondents.

5.4.2 Relative imputation rates and percentage of vehicle days imputed

The relative imputation rate is defined as the proportion of the corresponding published estimate that is accounted for by imputed data. For example, if the total published estimate is 25 million, composed of 20 million from non-

imputed data and 5 million from imputed data, then the relative imputation rate is .2 (5 million divided by 25 million) or 20%. The lower the relative imputation rates are, the more reliable the published estimates are.

With the data collected during the CATI interview (past vehicle usage), the relative imputation rate of the data coming out of the imputation process was lower for vehicle-km, and much higher for other vehicle usage characteristics.

The relative imputation rates were calculated for each of the estimates and used to establish a quality indicator for each estimate. The relative imputation rates for estimates could be obtained from the Transportation Division of Statistics Canada upon request.

The relative imputation rate is usually directly linked to the response rates and the quality of estimates. A high imputation rate usually leads to the underestimation of sampling error and may also cause a bias.

The percentage of vehicle-days imputed (reported) is defined as the proportion of vehicle-days that are imputed (reported) to total number of vehicle days:

PROVINCES	Vehicle days reported			Vehicle days imputed		
	All	0 km	Non 0 km	All	0 km	Non 0 km
Light vehicles	53%	20%	33%	47%	6%	41%
Trucks 4.5t – 15t	69%	51%	18%	31%	7%	23%
Trucks 15t or more	63%	41%	22%	37%	9%	28%
Buses	93%	55%	37%	7%	0%	7%

TERRITORIES	Vehicle km reported			Vehicle km imputed		
	All	0 km	Non 0 km	All	0 km	Non 0 km
Light vehicles	100%	3%	97%	N/A	N/A	N/A
Trucks 4.5t – 15t	100%	14%	86%	N/A	N/A	N/A
Trucks 15t or more	100%	6%	94%	N/A	N/A	N/A
Buses	100%	0%	100%	N/A	N/A	N/A

5.4.3 Coefficient of variation

As a measure of the sampling error of the estimates, the estimated coefficients of variation (CV) were calculated. CV's for estimates may be obtained from the Transportation Division of Statistics Canada upon request. Note that the calculated CV estimates compensate partially for the fact that some of the data were imputed.

5.4.4 Quality indicator

The CV and the relative imputation rate should be considered simultaneously to make an assessment of the reliability of an estimate. To assist the user in evaluating the potential effect of nonresponse, imputation and sampling error, an all-embracing quality indicator accompanies every estimate. The quality indicator takes into account simultaneously the CV and the relative imputation rate.

Quality Indicator	C.V. equivalent	Explanation of estimate quality
A	Less than 5 %	Excellent
B	5 % to 10 %	Very good
C	10 % to 15 %	Good
D	15 % to 20 %	Acceptable
E	20 % to 35 %	Use with caution
...	35 % or more	Figures not appropriate or not applicable
--	N / A	Amount too small to be expressed
N	N / A	Administrative data

5.5 NOTES FOR HISTORICAL COMPARISON

The following change was made in the third quarter of 2000 and may affect comparability with previous quarterly results:

- Owners of buses and trucks registered in the territories are now sent two postcards to record odometer readings at the start and end of the quarter. This process was always used for light vehicles in the territories and replaces the previous method of sending only one postcard at the end of the quarter and requesting that bus and truck owners rely on maintenance records to provide odometer readings for the start of the quarter.

The following changes were made in the first quarter of 2000 to improve the quality of the survey by diminishing non-sampling errors.

- The changes that affect comparability with 1999 results:
 - The trip purpose choices (for all types) were changed. The purpose is now based on the destination of the trip. Thus the results from 2000 and 1999 are not comparable for this item.
 - Passenger-kilometers were not collected for trucks in 2000.
- The changes that may affect comparability with the 1999 results:
 - A new log was developed for survey year 2000 for all trucks. In 1999 trucks with gross vehicle weights of 4.5 tonnes or more and less than 15 tonnes had a different log than trucks with gross vehicle weights of 15 tonnes or more.
 - The fuel purchased question was attached to each trip for the 2000 survey year for trucks. Previously it was recorded separately from the trips.

6. GLOSSARY

Population of interest: the collection of all units (e.g., vehicle-days) for which the information is required.

Survey Population: the collection of all units (e.g., vehicle-days) for which the information can be realistically provided to the survey. The survey population may differ from the population of interest due to the operational difficulty of identifying all the units that belong to the population of interest. A list of all units in the survey population with their classification information (e.g., geographical, vehicle characteristics, date) is used for sample design, selection and estimation.

Stratification: a non-overlapping partition of the survey population into relatively homogeneous groups with respect to certain characteristics such as geographical classification, size, etc. These groups are called strata and are used for sample allocation and selection.

Sampling weight: a raising factor is attached to each sampled unit (vehicle-day) to obtain estimates for the population from a sample. The basic concept of the sampling weight can be explained by using the representation rate. For example, if 2 units are selected out of 10 population units at random, then each selected unit represents 5 units in the population including itself, and is given the sampling weight of 5. A survey with a complex sample design like CVS requires a more complicated way of calculating the sampling weight. However, the sampling weight is still equal to the number of units in the registration lists the sampled unit represents.

Editing: the application of checks that identify missing, invalid or inconsistent entries or that point to data records that are potentially in error. Some of these checks involve logical relationships that follow directly from the concepts and definitions. Others are more empirical in nature or are obtained as a result of the application of statistical tests or procedures.

Imputation: the process used to resolve problems of missing, invalid or inconsistent responses identified during editing. This is done by changing some of the responses or missing values on the record being edited to ensure that a plausible, internally coherent record is created. Some problems are eliminated earlier through contact with the respondent or through manual study of the questionnaire. It is generally impossible to resolve all problems at these early stages due to concerns of response burden, cost and timeliness. Imputation is then used to handle remaining edit failures, since it is desirable to produce a complete and consistent file containing imputed data. Although, imputation can improve the quality of the final data by correcting for missing, invalid or inconsistent responses, some methods of imputation do not preserve the relationships between variables or can actually distort underlying distributions.

Jurisdiction: Canada

Number of vehicles on the registration lists by vehicle type and jurisdiction

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Jurisdiction:										
Newfoundland	245,315	N	4,098	N	2,797	N	1,369	N	253,579	N
Prince Edward Island	73,158	N	2,049	N	2,600	N	57	N	77,864	N
Nova Scotia	515,147	N	9,773	N	7,357	N	1,862	N	534,139	N
New Brunswick	433,359	N	10,606	N	4,490	N	2,659	N	451,114	N
Quebec	3,916,891	N	55,816	N	35,384	N	16,596	N	4,024,687	N
Ontario	6,432,977	N	81,294	N	106,552	N	27,404	N	6,648,227	N
Manitoba	587,192	N	9,959	N	11,022	N	3,579	N	611,752	N
Saskatchewan	620,865	N	49,521	N	25,620	N	3,851	N	699,857	N
Alberta	1,952,977	N	110,957	N	68,308	N	12,147	N	2,144,389	N
British Columbia	2,221,103	N	60,576	N	14,133	N	8,678	N	2,304,490	N
Yukon Territory	19,194	N	1,070	N	753	N	187	N	21,204	N
Northwest Territories	18,127	N	604	N	842	N	65	N	19,638	N
Nunavut	2,601	N	292	N	140	N	18	N	3,051	N
Canada total	17,038,906	N	396,615	N	279,998	N	78,472	N	17,793,991	N

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A - EXCELLENT, B - VERY GOOD, C - GOOD, D - ACCEPTABLE, E - USE WITH CAUTION, ... - FIGURES NOT APPROPRIATE OR NOT APPLICABLE.
- DUE TO ROUNDING THE NUMBERS MAY NOT ADD UP AND DIFFER SLIGHTLY AMONG THE TABLES.

Jurisdiction: Canada

Number of vehicles in scope by vehicle type and jurisdiction

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Jurisdiction:										
Newfoundland	242,455	A	3,967	A	2,699	A	1,369	A	250,490	A
Prince Edward Island	72,567	A	1,708	C	2,494	A	67	B	76,835	A
Nova Scotia	506,191	A	8,171	B	7,187	A	1,772	B	523,321	A
New Brunswick	424,378	A	8,534	B	4,490	A	1,887	C	439,289	A
Quebec	3,907,017	A	47,081	B	34,832	A	15,699	A	4,004,630	A
Ontario	6,358,681	A	67,888	A	102,197	A	26,372	A	6,555,139	A
Manitoba	583,862	A	9,497	A	10,777	A	3,307	B	607,443	A
Saskatchewan	616,976	A	43,702	A	21,901	B	3,851	A	686,429	A
Alberta	1,929,359	A	83,656	B	61,433	A	11,243	A	2,085,690	A
British Columbia	2,218,387	A	49,782	B	12,527	B	7,869	B	2,288,566	A
Yukon Territory	20,530	A	1,128	A	787	A	187	A	22,632	A
Northwest Territories	18,383	A	672	B	1,221	A		--	20,276	A
Nunavut	2,740	A	239	C	140	A		--	3,118	A
Canada total	16,901,524	A	326,026	A	262,684	A	73,624	A	17,563,858	A

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Jurisdiction: Canada

Passenger-km ('000 000) by vehicle type and jurisdiction

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Jurisdiction:										
Newfoundland	1 886.7	E	--	--	--	--	104.8	E	1 991.5	D
Prince Edward Island	425.2	E	--	--	--	--	...	...	431.3	E
Nova Scotia	3 726.5	D	--	--	--	--	...	...	4 127.1	C
New Brunswick	3 406.6	D	--	--	--	--	118.6	D	3 525.2	C
Quebec	24 186.2	C	--	--	--	--	2 293.7	E	26 479.9	C
Ontario	49 095.9	D	--	--	--	--	2 185.0	E	51 280.9	D
Manitoba	3 329.1	C	--	--	--	--	141.9	E	3 471.0	C
Saskatchewan	4 099.3	E	--	--	--	--	327.1	D	4 426.4	E
Alberta	11 976.0	C	--	--	--	--	1 239.0	E	13 214.9	C
British Columbia		...	--	--	--	--	318.1	E	15 354.3	D
All provinces	117 167.7	B	--	--	--	--	7 134.8	C	124 302.6	B

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Jurisdiction: Canada

Vehicle-km ('000 000) by vehicle type and jurisdiction

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Jurisdiction:										
Newfoundland	1 124.2	B	15.9	E	24.1	E	4.4	E	1 168.6	B
Prince Edward Island	268.0	B	1.6	E	13.2	E	...	...	282.9	B
Nova Scotia	2 205.0	B	38.2	C	155.5	C	14.6	E	2 413.2	B
New Brunswick	1 926.8	B	51.5	E	52.5	D	5.8	D	2 036.6	B
Quebec	15 025.0	B	364.5	D	840.6	C	129.8	C	16 359.9	B
Ontario	29 061.6	B	394.0	D	1 971.0	C	159.7	C	31 586.5	B
Manitoba	2 143.7	B	70.8	E	238.3	C	10.8	E	2 463.7	B
Saskatchewan	2 185.3	C	93.4	E	194.2	E	24.0	D	2 496.9	B
Alberta	7 836.0	B	343.5	E	1 282.3	B	93.6	C	9 555.5	B
British Columbia	9 170.7	B	188.9	D	166.3	D	38.7	B	9 564.6	B
Yukon Territory	84.7	B	...	...	19.3	E	...	...	112.0	B
Northwest Territories	65.6	D	34.8	E	...	--	102.3	C
Nunavut	6.4	E	--	8.4	E
Canada total	71 103.0	A	1 570.9	B	4 993.8	B	483.4	B	78 151.1	A

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Jurisdiction: Canada

Number of vehicles on the registration lists by vehicle type and fuel type

Fuel type	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Gasoline	16,633,411	N	206,462	N	32,755	N	20,133	N	16,892,761	N
Diesel	336,846	N	178,814	N	246,243	N	53,871	N	815,774	N
Other	55,697	N	10,565	N	739	N	4,359	N	71,360	N
Unknown	12,965	N	785	N	272	N	122	N	14,144	N
Total	17,038,919	N	396,626	N	280,009	N	78,485	N	17,794,039	N

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Jurisdiction: All provinces

Passenger-km ('000 000) by vehicle type and vehicle model year

Vehicle model year	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
1998 and later		...		--		--	1 362.6	E		...
1995 - 1997	25 100.7	C		--		--	1 476.7	E	26 577.5	C
1991 - 1994	27 812.0	C		--		--	2 012.3	E	29 824.2	B
1987 - 1990		...		--		--	1 558.2	E		...
1986 and earlier		...		--		--	
Total	117 167.7	B		--		--	7 134.8	C	124 302.6	B

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- ALL PASSENGER-KM ESTIMATES EXCLUDE BUS URBAN TRANSIT.
- FOR THE REFERENCE YEAR 2000 ALL TRUCKS ARE EXCLUDED FROM PASSENGER-KM ESTIMATES.

Jurisdiction: All provinces

Vehicle-km ('000 000) by vehicle type and vehicle model year

Vehicle model year	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
1998 and later	19 574.4	B	434.4	D	2 708.5	B	128.4	D	22 845.7	B
1995 - 1997	15 241.9	B	366.5	D	1 188.7	C	100.7	E	16 897.9	B
1991 - 1994	16 870.0	B	328.6	E	411.5	E	111.3	D	17 721.3	B
1987 - 1990	13 646.7	C	295.1	E	421.1	E	88.4	D	14 451.3	C
1986 and earlier	5 613.2	C	138.0	E	208.3	E	52.8	E	6 012.3	C
Total	70 946.2	A	1 562.5	B	4 938.0	B	481.7	B	77 928.4	A

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Jurisdiction: All provinces

Passenger-km ('000 000) by vehicle type and vehicle body type

Vehicle body type	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Car	...		--		--		--			...
Station wagon	...		--		--		--			...
Van	16 580.3	D	--		--		...		16 776.3	D
Sport utility vehicle	11 627.2	E	--		--		--		11 627.2	E
Pickup	...		--		--		--			...
Straight truck	...		--		--		...			...
Tractor trailer	--		--		--		--			--
Bus	--		--		--		6 933.9	C	6 933.9	C
Other	...		--		--	
Total	117 167.7	B	--		--		7 134.8	C	124 302.6	B

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Jurisdiction: All provinces

Vehicle-km ('000 000) by vehicle type and vehicle body type

Vehicle body type	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Car	42 020.5	B	...	...	--	...	...	42 025.2	B
Station wagon	2 653.0	E	--	--	--	--	--	2 653.0	E	
Van	8 497.5	B	...	...	--	...	...	8 565.4	B
Sport utility vehicle	6 587.3	D	...	...	--	...	--	6 613.8	D
Pickup	10 819.0	C	331.2	E	...	...	--	11 157.2	C
Straight truck	...	...	724.4	C	790.0	C	...	1 787.9	D
Tractor trailer	...	--	...	...	4 107.4	B	...	4 147.9	B
Bus	...	--	...	--	...	--	450.4	B	450.4	B
Other	396.5	D	527.5	E	
Total	70 946.2	A	1 562.5	B	4 938.0	B	481.7	B	77 928.4	A

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Jurisdiction: All provinces

Number of vehicles in scope by vehicle type and vehicle body type

Vehicle body type	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Car	10,223,360	A	...	...	..	..	..	..	10,225,297	A
Station wagon	438,571	D	..	..	..	..	..	..	438,571	D
Van	1,998,078	B	..	..	..	..	5,108	E	2,009,485	B
Sport utility vehicle	1,274,724	B	..	..	..	..	..	..	1,276,842	B
Pickup	2,850,778	B	65,969	C	..	..	..	..	2,919,883	B
Straight truck	..	..	167,026	B	127,927	B	..	..	318,356	B
Tractor trailer	..	..	6,753	E	121,791	B	..	..	128,544	B
Bus	..	..	..	..	..	..	68,248	A	68,248	A
Other	69,020	C	132,606	E
Total	16,865,235	A	318,910	A	259,489	A	74,199	A	17,517,832	A

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Jurisdiction: All provinces

Passenger-km ('000 000) by vehicle type and fuel type

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Fuel type										
Gasoline	110 540.8	B	--	--	--	--	1 174.0	E	111 714.8	B
Diesel		...	--	--	--	--	5 777.0	D	12 064.4	E
Other		...	--	--	--	--	
Total	117 167.7	B	--	--	--	--	7 134.8	C	124 302.6	B

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- FOR THE REFERENCE YEAR 2000 ALL TRUCKS ARE EXCLUDED FROM PASSENGER-KM ESTIMATES.

Jurisdiction: All provinces

Vehicle-km ('000 000) by vehicle type and fuel type

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Fuel type										
Gasoline	66 443.2	A	260.1	D	...		106.9	D	66 839.7	A
Diesel	4 309.2	E	1 212.1	B	4 905.4	B	350.7	B	10 777.4	B
Other	
Total	70 946.2	A	1 562.5	B	4 938.0	B	481.7	B	77 928.4	A

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Jurisdiction: All provinces

Passenger-km ('000 000) by vehicle type and day of week

Day of the week	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Sunday	18 700.6	C		--		--		...	19 139.1	C
Monday		...		--		--	1 203.1	C	18 684.4	D
Tuesday	14 646.4	B		--		--	1 305.0	D	15 951.4	B
Wednesday	15 916.9	B		--		--	1 352.3	C	17 269.2	B
Thursday	15 986.4	B		--		--	1 404.9	C	17 391.3	B
Friday	19 117.5	B		--		--	1 128.9	D	20 246.3	B
Saturday	15 318.6	B		--		--		...	15 620.9	B
Total	117 167.7	B		--		--	7 134.8	C	124 302.6	B

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Jurisdiction: All provinces

Vehicle-km ('000 000) by vehicle type and day of week

Day of the week	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Sunday	10 077.0	B	74.4	E	345.4	E	16.9	E	10 513.7	B
Monday	10 307.9	B	248.5	C	873.8	B	78.1	B	11 508.2	B
Tuesday	9 558.4	A	323.7	C	909.5	B	90.6	B	10 882.1	A
Wednesday	10 135.8	B	307.8	C	864.5	B	97.8	B	11 405.9	A
Thursday	10 182.5	B	269.8	C	839.8	B	100.3	B	11 392.4	A
Friday	12 012.9	B	275.1	D	821.0	B	84.0	B	13 193.0	B
Saturday	8 671.8	B	63.3	E	284.1	E	13.9	E	9 033.1	B
Total	70 946.2	A	1 562.5	B	4 938.0	B	481.7	B	77 928.4	A

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Jurisdiction: All provinces

Passenger-km ('000 000) by vehicle type and driver age group

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Driver age										
Under 20 years		...		--		--		--		...
20 - 24 years		...		--		--		...		...
25 - 34 years	16 050.1	C		--		--		...	16 638.1	C
35 - 44 years	40 572.4	C		--		--	2 024.5	E	42 596.8	C
45 - 54 years	27 482.2	C		--		--	2 691.1	E	30 173.3	C
55 - 64 years		...		--		--	1 388.7	E		...
65 - 74 years	9 386.8	D		--		--		...	9 798.6	D
75 - 84 years	2 282.5	E		--		--		--	2 282.5	E
85 years and over		...		--		--		--		...
Total	117 167.7	B		--		--	7 134.8	C	124 302.6	B

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Jurisdiction: All provinces

Vehicle-km ('000 000) by vehicle type and driver age group

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Driver age										
Under 20 years		...		...		--		--		...
20 - 24 years		...		...		...		...	3 962.4	E
25 - 34 years	9 915.1	C	431.7	E	1 599.5	D	34.3	E	11 980.6	B
35 - 44 years	23 449.8	C	437.3	D	1 063.5	E	172.9	C	25 123.5	B
45 - 54 years	17 751.2	B	318.6	E	1 580.2	E	141.9	C	19 791.9	B
55 - 64 years	7 450.8	E		...	581.6	E	100.5	D	8 367.6	D
65 - 74 years	5 787.8	D		...		...		...	5 875.3	D
75 - 84 years	1 637.6	E		...		--		--	1 661.7	E
85 years and over		...		--		--		--		...
Total	70 946.2	A	1 562.5	B	4 938.0	B	481.7	B	77 928.4	A

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Jurisdiction: All provinces

Vehicles up to 4.5t: Passenger-km ('000 000) by vehicle type and trip purpose (specific to vehicle type)

	Vehicle type	
	Vehicles up to 4.5t	
Trip purpose		
To go home	31 597.8	B
To go to work or school	13 666.5	B
To do shopping or errands	24 233.4	B
To go to a recreational or social activity	20 580.4	C
To go somewhere else		...
(Job) picking up or delivering goods		...
(Job) to or from service call	1 016.8	E
(Job) other work purpose		...
Total	117 167.7	B

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Jurisdiction: All provinces

Vehicles up to 4.5t: Vehicle-km ('000 000) by vehicle type and trip purpose (specific to vehicle type)

	Vehicle type	
	Vehicles up to 4.5t	
Trip purpose		
To go home	20 066.0	B
To go to work or school	10 806.0	B
To do shopping or errands	13 729.9	A
To go to a recreational or social activity	10 029.7	C
To go somewhere else	11 879.3	C
(Job) picking up or delivering goods		...
(Job) to or from service call	838.3	E
(Job) other work purpose		...
Total	70 946.2	A

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Jurisdiction: All provinces

Trucks 4.5t or more: Vehicle-km ('000 000) by vehicle type and trip purpose (specific to vehicle type)

	Vehicle type			
	Trucks 4.5t - 15t		Trucks 15t or more	
Trip purpose				
Driving to or from service call	210.6	E	...	...
Carrying goods or equipment	770.7	C	3 803.8	B
Empty		...	630.4	E
Other work purpose	
Non-work purpose	378.4	E	221.4	E
Total	1 562.5	B	4 938.0	B

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Jurisdiction: All provinces

Buses: Passenger-km ('000 000) by vehicle type and trip purpose (specific to vehicle type)

	Vehicle type	
	Buses	
Trip purpose		
Scheduled intercity		...
School	5 375.4	C
Charter		...
Other		...
Total	7 134.8	C

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Jurisdiction: All provinces

Buses: Vehicle-km ('000 000) by vehicle type and trip purpose (specific to vehicle type)

	Vehicle type	
	Buses	
Trip purpose		
Scheduled urban	106.7	E
Scheduled intercity		...
School	288.3	B
Charter		...
Other	29.8	E
Total	481.7	B

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Jurisdiction: All provinces

Passenger-km ('000 000) by vehicle type and driver sex

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Driver sex										
Male	80 954.0	B	--	--	--	--	5 286.1	D	86 240.1	B
Female	36 213.8	B	--	--	--	--	1 848.7	D	38 062.5	B
Total	117 167.7	B	--	--	--	--	7 134.8	C	124 302.6	B

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Jurisdiction: All provinces

Vehicle-km ('000 000) by vehicle type and driver sex

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Driver sex										
Male	47 907.3	B	1 515.0	C	4 770.7	B	340.2	B	54 533.3	A
Female	23 038.9	B	141.4	C	23 395.1	B
Total	70 946.2	A	1 562.5	B	4 938.0	B	481.7	B	77 928.4	A

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Jurisdiction: All provinces

Passenger-km ('000 000) by vehicle type and time of day

Time of day	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
00:00 - 05:59		...		--		--		...		...
06:00 - 11:59	32 438.2	B		--		--	3 099.1	C	35 537.3	B
12:00 - 17:59	55 645.4	B		--		--	3 069.4	C	58 714.8	B
18:00 - 23:59	25 315.2	B		--		--		...	25 931.5	B
Total	117 167.7	B		--		--	7 134.8	C	124 302.6	B

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Jurisdiction: All provinces

Vehicle-km ('000 000) by vehicle type and time of day

Time of day	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
00:00 - 05:59	...		...		584.0	D		...	3 061.7	E
06:00 - 11:59	20 959.4	A	645.6	B	1 761.2	B	213.6	B	23 579.8	A
12:00 - 17:59	32 985.4	A	688.4	C	1 721.0	B	215.0	B	35 609.8	A
18:00 - 23:59	14 600.5	B	166.2	E	871.8	C	38.6	D	15 677.0	B
Total	70 946.2	A	1 562.5	B	4 938.0	B	481.7	B	77 928.4	A

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Jurisdiction: All provinces

Passenger-km ('000 000) by vehicle type and carrying dangerous goods

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Carrying dangerous goods										
Yes		...		--		--		--		...
No	117 139.8	B		--		--	7 134.8	C	124 274.7	B
Total	117 167.7	B		--		--	7 134.8	C	124 302.6	B

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Jurisdiction: All provinces

Vehicle-km ('000 000) by vehicle type and carrying dangerous goods

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Carrying dangerous goods										
Yes		...		...		...		--	451.2	E
No	70 932.3	A	1 435.4	C	4 627.8	B	481.7	B	77 477.2	A
Total	70 946.2	A	1 562.5	B	4 938.0	B	481.7	B	77 928.4	A

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Jurisdiction: All provinces

Passenger-km ('000 000) by vehicle type and day type

Day type	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Non-working days	38 630.8	B	--	--	--	--	...	39 492.9	B	
Working days	78 537.0	B	--	--	--	--	6 272.7	C	84 809.7	B
Total	117 167.7	B	--	--	--	--	7 134.8	C	124 302.6	B

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Jurisdiction: All provinces

Vehicle-km ('000 000) by vehicle type and day type

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Day type										
Non-working days	20 965.3	B	150.2	E	739.2	D	35.5	E	21 890.2	A
Working days	49 981.0	A	1 412.3	B	4 198.8	B	446.2	B	56 038.3	A
Total	70 946.2	A	1 562.5	B	4 938.0	B	481.7	B	77 928.4	A

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Jurisdiction: All provinces

Passenger-km ('000 000) by vehicle type and road type

Road type	Vehicle type			
	Vehicles up to 4.5t		Buses	
Road with posted maximum speed of 80km/h or more	63 774.3	C	2 719.5	D
Other roads	53 393.4	A	4 415.3	D
Total	117 167.7	B	7 134.8	C

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Jurisdiction: All provinces

Vehicle-km ('000 000) by vehicle type and road type

Road type	Vehicle type			
	Vehicles up to 4.5t		Buses	
Road with posted maximum speed of 80km/h or more	37 474.8	B	145.4	C
Other roads	33 471.4	A	336.3	B
Total	70 946.2	A	481.7	B

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Jurisdiction: All provinces

Passenger-km ('000 000) by vehicle type and passenger age group

	Vehicle type	
	Vehicles up to 4.5t	
Passenger age		
Under 5 years		...
5-14 years	8 665.0	E
15 years and over	104 745.0	B
Total	117 167.7	B

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Vehicles up to 4.5t: Passenger-km ('000 000) by vehicle type, vehicle group and trip purpose

Jurisdiction: All provinces

		Vehicle type	
		Vehicles up to 4.5t	
Vehicle group	Trip purpose		
Car and Station wagon	To go home		...
	To go to work or school	8 248.7	C
	To do shopping or errands	15 723.8	B
	To go to a recreational or social activity		...
	To go somewhere else		...
	(Job) picking up or delivering goods		...
	(Job) to or from service call		...
	(Job) other work purpose		...
	Total		...
Other below 4.5t	To go home	10 948.6	C
	To go to work or school	5 417.8	D
	To do shopping or errands	8 509.7	D
	To go to a recreational or social activity	6 835.4	D
	To go somewhere else		...
	(Job) picking up or delivering goods		...
	(Job) to or from service call		...
	(Job) other work purpose		...
	Total	43 879.3	C

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Vehicles up to 4.5t: Vehicle-km ('000 000) by vehicle type, vehicle group and trip purpose

Jurisdiction: All provinces

		Vehicle type	
		Vehicles up to 4.5t	
Vehicle group	Trip purpose		
Car and Station wagon	To go home		...
	To go to work or school	6 716.7	C
	To do shopping or errands	9 282.2	B
	To go to a recreational or social activity		...
	To go somewhere else		...
	(Job) picking up or delivering goods		...
	(Job) to or from service call		...
	(Job) other work purpose		...
	Total	44 673.5	B
Other below 4.5t	To go home	6 883.1	C
	To go to work or school	4 089.3	C
	To do shopping or errands	4 447.6	C
	To go to a recreational or social activity	3 092.2	D
	To go somewhere else		...
	(Job) picking up or delivering goods		...
	(Job) to or from service call		...
	(Job) other work purpose		...
	Total	26 272.8	B

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Passenger-km ('000 000) by vehicle type, day type and time of day

Jurisdiction: All provinces

		Vehicle type								
		Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total
Day type	Time of day									
Non-working days	00:00 - 05:59	...		--		--			...	
	06:00 - 11:59	9 990.0	B		--		--		...	10 209.5 B
	12:00 - 17:59	18 790.5	B		--		--		...	19 145.5 B
	18:00 - 23:59	8 405.4	C		--		--		...	8 612.7 C
	Total	38 630.8	B		--		--		...	39 492.9 B
Working days	00:00 - 05:59		...		--		--		...	...
	06:00 - 11:59	22 448.2	B		--		--	2 879.7	C	25 327.9 B
	12:00 - 17:59		...		--		--	2 714.4	C	39 569.3 B
	18:00 - 23:59	16 909.8	C		--		--		...	17 318.8 B
	Total	78 537.0	B		--		--	6 272.7	C	84 809.7 B
Total	00:00 - 05:59		...		--		--		...	...
	06:00 - 11:59	32 438.2	B		--		--	3 099.1	C	35 537.3 B
	12:00 - 17:59	55 645.4	B		--		--	3 069.4	C	58 714.8 B
	18:00 - 23:59	25 315.2	B		--		--		...	25 931.5 B
	Total	117 167.7	B		--		--	7 134.8	C	124 302.6 B

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- ALL PASSENGER-KM ESTIMATES EXCLUDE BUS URBAN TRANSIT.
- FOR THE REFERENCE YEAR 2000 ALL TRUCKS ARE EXCLUDED FROM PASSENGER-KM ESTIMATES.

Vehicle-km ('000 000) by vehicle type, day type and time of day

Jurisdiction: All provinces

		Vehicle type									
		Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Day type	Time of day										
Non-working days	00:00 - 05:59	852.2	E	...	...	96.4	E	...	...	954.4	E
	06:00 - 11:59	5 938.2	B	56.1	E	229.3	E	...	...	6 232.6	B
	12:00 - 17:59	9 820.0	B	75.0	E	237.0	E	16.5	E	10 148.5	B
	18:00 - 23:59	4 354.9	B	...	...	176.5	E	7.1	E	4 554.7	B
	Total	20 965.3	B	150.2	E	739.2	D	35.5	E	21 890.2	A
Working days	00:00 - 05:59	1 548.7	E	59.3	E	487.6	D	11.8	E	2 107.4	D
	06:00 - 11:59	15 021.2	A	589.5	B	1 531.9	B	204.6	B	17 347.2	A
	12:00 - 17:59	23 165.4	A	613.5	C	1 484.0	B	198.5	B	25 461.3	A
	18:00 - 23:59	10 245.6	B	150.0	E	695.3	C	31.4	E	11 122.4	B
	Total	49 981.0	A	1 412.3	B	4 198.8	B	446.2	B	56 038.3	A
Total	00:00 - 05:59	...	...	...	...	584.0	D	...	...	3 061.7	E
	06:00 - 11:59	20 959.4	A	645.6	B	1 761.2	B	213.6	B	23 579.8	A
	12:00 - 17:59	32 985.4	A	688.4	C	1 721.0	B	215.0	B	35 609.8	A
	18:00 - 23:59	14 600.5	B	166.2	E	871.8	C	38.6	D	15 677.0	B
	Total	70 946.2	A	1 562.5	B	4 938.0	B	481.7	B	77 928.4	A

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Passenger-km ('000 000) by vehicle type, driver age group and driver sex

Jurisdiction: All provinces

		Vehicle type									
		Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Driver age group	Driver sex										
Under 25 years	Male	...		--		--		...		...
	Female	...		--		--		...		...
	Total	...		--		--		...		...
25 - 55 years	Male	56 673.6	B	--		--		3 609.3	E	60 282.9	B
	Female	27 431.0	C	--		--		1 694.2	E	29 125.3	B
	Total	84 104.6	B	--		--		5 303.6	D	89 408.2	A
55 years and over	Male	20 068.1	E	--		--		1 657.6	E	21 725.7	E
	Female	4 713.9	D	--		--		...		4 856.8	D
	Total	24 782.0	E	--		--		1 800.5	E	26 582.5	D
Total	Male	80 954.0	B	--		--		5 286.1	D	86 240.1	B
	Female	36 213.8	B	--		--		1 848.7	D	38 062.5	B
	Total	117 167.7	B	--		--		7 134.8	C	124 302.6	B

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Vehicle-km ('000 000) by vehicle type, driver age group and driver sex

Jurisdiction: All provinces

		Vehicle type									
		Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Driver age group	Driver sex										
Under 25 years	Male	...		...		...		...		...
	Female	...		--		...		...		...
	Total	...		...		...		...		...
25 - 55 years	Male	34 179.5	B	1 144.1	C	4 105.3	B	218.3	C	39 647.3	B
	Female	16 936.6	B	...		...		130.8	C	17 248.7	B
	Total	51 116.1	A	1 187.5	C	4 243.2	B	349.1	B	56 896.0	A
55 years and over	Male	11 557.7	D	296.2	E	579.7	E	117.7	D	12 551.2	C
	Female	3 376.8	D	...		...		...		3 411.7	D
	Total	14 934.4	C	300.2	E	600.4	E	127.9	D	15 962.9	C
Total	Male	47 907.3	B	1 515.0	C	4 770.7	B	340.2	B	54 533.3	A
	Female	23 038.9	B		141.4	C	23 395.1	B
	Total	70 946.2	A	1 562.5	B	4 938.0	B	481.7	B	77 928.4	A

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Jurisdiction: All provinces

Fuel ('000 000 litres) purchased by vehicle type and fuel type

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Fuel type										
Gasoline	7 558.1	A	67.4	E	...		43.3	E	7 677.0	A
Diesel		...	289.0	C	2 336.8	B	108.4	C	3 174.4	B

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Vehicle type: Vehicles up to 4.5t

Vehicle model year	Jurisdiction													TOTAL
	Newfound-land	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche-wan	Alberta	British Columbia	Yukon Territory	Northwest Territor-ies	Nunavut	
1981 or earlier	3,874	2,389	16,297	10,603	68,366	178,858	36,666	67,765	173,621	172,091	2,199	1,376	111	734,216
1982	620	285	2,155	1,565	7,653	23,186	6,127	11,756	26,600	25,776	290	267	26	106,306
1983	973	696	3,526	3,213	13,922	36,778	7,877	13,240	29,188	32,096	336	243	22	142,110
1984	2,025	1,383	7,552	6,841	40,846	80,245	14,253	19,857	47,999	53,795	571	415	49	275,831
1985	3,159	1,911	10,440	9,516	66,628	120,883	18,887	23,062	61,952	68,216	637	525	77	385,893
1986	4,809	2,508	15,076	13,136	102,078	190,226	26,195	30,262	84,360	97,979	946	646	77	568,298
1987	6,850	3,493	19,513	17,243	145,538	234,561	25,288	26,103	74,717	99,924	964	568	123	654,885
1988	13,183	5,189	28,168	25,473	216,109	348,571	31,458	31,733	97,414	119,359	1,198	834	151	918,840
1989	15,678	5,499	30,809	27,804	229,791	378,881	31,807	31,884	103,421	131,592	1,213	927	151	989,457
1990	15,613	5,786	32,182	28,207	242,813	389,453	34,630	33,160	109,063	143,213	1,232	947	153	1,036,452
1991	16,145	5,081	31,321	27,495	251,183	378,854	35,873	34,205	108,784	138,720	1,099	896	180	1,029,836
1992	16,851	5,590	34,154	30,187	282,252	411,018	36,651	34,446	105,432	139,868	1,086	799	158	1,098,492
1993	17,698	5,281	33,001	27,035	254,932	387,974	33,043	31,444	96,303	128,930	1,060	806	161	1,017,668
1994	17,685	5,180	33,748	27,193	242,093	387,299	32,122	33,292	100,497	122,242	1,042	977	161	1,003,531
1995	16,386	5,194	34,288	27,742	257,441	413,843	34,758	35,284	106,387	125,005	1,088	1,004	179	1,058,599
1996	12,430	4,091	28,441	22,439	205,751	342,937	30,082	29,238	89,502	98,810	794	815	136	865,466
1997	16,554	4,371	34,741	27,201	257,997	434,328	38,852	37,683	121,634	125,903	1,134	1,265	173	1,101,836
1998	20,688	3,417	38,410	31,697	304,437	483,936	39,567	36,798	135,969	126,620	1,011	1,345	168	1,224,063
1999	21,065	2,590	36,590	29,987	310,600	502,640	34,855	27,729	119,926	117,638	948	1,508	146	1,206,222
2000	21,542	2,854	40,042	34,494	359,943	596,855	34,034	27,509	133,299	131,502	346	1,694	165	1,384,279
2001	1,474	374	4,697	4,283	56,483	111,654	4,172	4,419	26,912	21,829	3	274	37	236,611
2002	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Unknown	17	0	0	9	40	0	0	1	0	0	0	0	0	67
TOTAL	245,319	73,162	515,152	433,363	3,916,897	6,432,980	587,197	620,870	1,952,980	2,221,108	19,197	18,131	2,604	17,038,960

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Vehicle type: Trucks 4.5t - 15t

Vehicle model year	Jurisdiction													TOTAL
	Newfound-land	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche-wan	Alberta	British Columbia	Yukon Territory	Northwest Territor-ies	Nunavut	
1981 or earlier	579	939	2,159	848	9,610	5,788	2,242	31,577	35,832	10,971	356	86	41	101,028
1982	55	62	172	84	762	695	208	955	1,895	797	27	13	5	5,730
1983	74	56	159	73	519	677	152	763	1,389	596	15	8	3	4,484
1984	124	70	262	132	1,512	1,179	244	737	1,941	1,051	33	26	4	7,315
1985	169	89	333	214	2,261	1,990	353	765	2,634	1,378	46	24	12	10,268
1986	192	97	381	272	2,462	2,644	444	907	3,152	1,930	34	25	14	12,554
1987	201	86	451	271	3,125	3,148	389	710	2,043	1,800	29	13	21	12,287
1988	322	98	549	364	3,927	4,660	459	804	3,840	2,618	48	27	19	17,735
1989	241	101	527	324	3,020	4,206	444	694	3,659	2,871	52	31	18	16,188
1990	250	71	537	332	3,131	4,571	548	795	3,999	3,275	55	39	20	17,623
1991	221	48	358	326	2,147	2,950	444	656	3,848	2,425	38	26	9	13,496
1992	175	34	332	394	1,815	2,960	380	661	3,461	2,436	40	26	11	12,725
1993	201	43	365	578	1,973	3,674	412	976	3,822	2,891	25	20	11	14,991
1994	213	46	356	629	2,437	4,420	402	919	4,750	3,170	45	22	13	17,422
1995	256	54	548	721	3,223	5,500	573	1,116	5,205	3,761	42	41	32	21,072
1996	146	25	332	622	2,009	4,053	424	730	3,944	2,715	29	23	10	15,062
1997	168	33	404	741	2,134	5,416	490	1,034	6,166	3,650	45	36	16	20,333
1998	128	18	486	1,047	2,745	5,674	423	1,099	5,796	3,138	37	27	11	20,629
1999	204	43	569	1,368	3,683	8,486	516	1,705	5,984	4,458	61	46	12	27,135
2000	157	32	432	978	2,547	7,141	338	1,619	5,593	3,710	15	37	9	22,608
2001	21	8	69	294	777	1,466	79	303	2,009	940	1	9	1	5,977
2002	0	0	0	1	0	0	0	0	1	1	0	0	0	3
Unknown	5	0	0	1	3	0	0	0	0	0	0	0	0	9
TOTAL	4,102	2,053	9,781	10,614	55,822	81,298	9,964	49,525	110,963	60,582	1,073	605	292	396,674

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Vehicle type: Trucks 15t or more

Vehicle model year	Jurisdiction													TOTAL
	Newfound-land	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche-wan	Alberta	British Columbia	Yukon Territory	Northwest Territor-ies	Nunavut	
1981 or earlier	280	827	793	496	753	4,373	1,212	7,232	15,824	2,459	145	125	13	34,532
1982	26	63	86	52	87	568	102	392	1,119	164	11	13	0	2,683
1983	20	41	36	27	51	409	54	155	328	50	4	5	5	1,185
1984	82	144	136	163	294	1,302	234	516	1,004	267	8	18	2	4,170
1985	114	144	226	194	486	2,107	327	718	1,682	340	23	19	0	6,380
1986	117	187	225	200	598	2,901	376	811	1,939	462	21	14	1	7,852
1987	146	213	316	307	948	3,955	424	807	1,709	542	17	10	4	9,398
1988	199	180	364	277	1,230	4,256	448	908	2,354	617	27	26	2	10,888
1989	192	125	336	230	959	4,479	419	740	2,202	566	28	31	2	10,309
1990	124	106	233	249	936	4,192	368	750	2,407	951	31	35	4	10,386
1991	125	61	145	149	544	2,632	215	503	1,866	517	18	28	8	6,811
1992	93	34	169	109	743	2,654	284	469	1,570	694	38	23	8	6,888
1993	92	47	248	195	1,253	3,966	444	683	2,138	657	25	23	2	9,773
1994	148	63	373	215	2,268	5,766	676	861	3,299	814	29	47	6	14,565
1995	183	97	559	320	3,273	9,468	786	1,022	4,053	874	35	74	15	20,759
1996	143	56	441	206	2,329	6,691	706	773	3,245	802	52	73	9	15,526
1997	125	26	333	201	2,429	6,605	677	814	3,798	856	54	62	7	15,987
1998	188	48	629	230	4,482	10,980	976	1,707	5,685	797	77	74	14	25,887
1999	173	65	680	312	4,828	12,230	1,032	2,649	5,098	762	61	66	26	27,982
2000	181	60	806	266	5,152	12,949	995	2,667	4,975	653	50	60	8	28,822
2001	49	16	226	94	1,735	4,075	272	444	2,018	295	3	19	4	9,250
2002	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Unknown	3	0	0	0	12	0	0	0	0	0	0	0	0	15
TOTAL	2,803	2,603	7,360	4,493	35,390	106,558	11,027	25,621	68,313	14,139	757	845	140	280,049

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Vehicle type: Buses

Vehicle model year	Jurisdiction													TOTAL
	Newfound-land	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche-wan	Alberta	British Columbia	Yukon Territory	Northwest Territor-ies	Nunavut	
1981 or earlier	28	17	71	497	390	948	237	352	1,975	661	20	8	4	5,208
1982	13	0	16	122	91	157	48	113	398	237	7	1	1	1,204
1983	3	2	21	92	106	287	58	84	157	204	18	0	0	1,032
1984	4	1	26	140	194	189	75	155	243	146	5	4	0	1,182
1985	7	2	38	110	224	393	244	215	325	143	2	1	4	1,708
1986	25	4	67	125	237	444	174	220	376	207	5	1	1	1,886
1987	211	4	84	130	269	808	183	367	449	251	4	5	0	2,765
1988	218	2	121	162	503	1,271	264	234	562	365	14	2	1	3,719
1989	182	2	101	119	947	1,689	188	255	670	477	8	1	0	4,639
1990	135	1	136	189	1,125	2,138	141	281	682	490	14	2	0	5,334
1991	118	1	133	77	1,185	1,901	203	217	581	591	10	1	2	5,020
1992	115	3	76	82	1,162	1,848	184	172	601	483	4	0	0	4,730
1993	50	0	102	97	976	1,541	181	180	564	390	3	2	0	4,086
1994	24	0	54	39	1,493	1,314	264	111	413	444	10	1	0	4,167
1995	28	1	184	160	983	1,879	179	122	539	574	13	0	1	4,663
1996	21	2	75	21	1,229	1,945	177	147	437	627	14	0	0	4,695
1997	45	0	106	125	1,202	1,604	157	144	703	412	18	2	1	4,519
1998	34	0	189	185	1,121	1,994	200	170	722	736	9	2	0	5,362
1999	58	0	99	91	1,469	2,417	232	207	808	591	4	20	1	5,997
2000	52	18	169	94	1,277	2,237	182	103	798	572	8	6	2	5,518
2001	0	1	0	5	418	407	13	7	147	83	0	6	0	1,087
2002	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	2	0	0	0	0	0	0	0	0	0	2
TOTAL	1,371	61	1,868	2,664	16,601	27,411	3,584	3,856	12,150	8,684	190	65	18	78,523

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FOR FURTHER READING

Selected Publications from Statistics Canada

	Catalogue
Surface and Marine Transport - Service Bulletin - Eight issues a year. Bilingual.	50-002-XIB
Aviation - Service Bulletin - Bilingual. Monthly.	51-004-XIB
Air Carrier Traffic at Canadian Airports - Annual. Bilingual.	51-203-XIB
Air Passenger Origin and Destination: Domestic Report - Annual. Bilingual.	51-204-XIB
Canadian Civil Aviation - Annual. Bilingual.	51-206-XIB
Air Charter Statistics - Annual. Bilingual.	51-207-XIB
Railway Carloadings – Monthly. English.	52-001-XIE
French.	52-001-XIF
Rail in Canada - Annual. Bilingual.	52-216-XIB
Passenger Bus and Urban Transit Statistics - Annual. Bilingual.	53-215-XIB
Road Motor Vehicles - Fuel Sales - Annual. Bilingual.	53-218-XIB
Road Motor Vehicles - Registrations - Annual. Bilingual.	53-219-XIB
Trucking in Canada - Annual. Bilingual.	53-222-XIB
Shipping in Canada - Annual. Bilingual.	54-205-XIB
International Travel, Advance Information (Touriscope) - Monthly. Bilingual.	66-001-PPB
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Tricia Trépanier, Director
Transportation Division
Statistics Canada
Main Building, Room 1506
Tunney's Pasture
Ottawa, Ontario
K1A 0T6

Telephone: (613) 951-8704
Facsimile: (613) 951-0009
Internet: Tricia.Trepanier@statcan.ca

Gord Baldwin, Assistant Director
Transportation Division
Telephone: (613) 951-0407
Facsimile: (613) 951-0009
Internet: Gord.Baldwin@statcan.ca

John Ross
Chief
Trucking Section
Telephone: (613) 951-1922
Facsimile: (613) 951-0579
Internet: John.Ross@statcan.ca

Doug O'Keefe
Chief
Multimodal Transport Section
Telephone: (613) 951-0291
Facsimile: (613) 951-0009
Internet: Doug.O'Keefe@statcan.ca

Andrea Mathieson
Chief
Aviation Statistics Centre
Telephone: (613) 951-8699
Facsimile: (613) 951-0010
Internet: Andrea.Mathieson@statcan.ca

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