

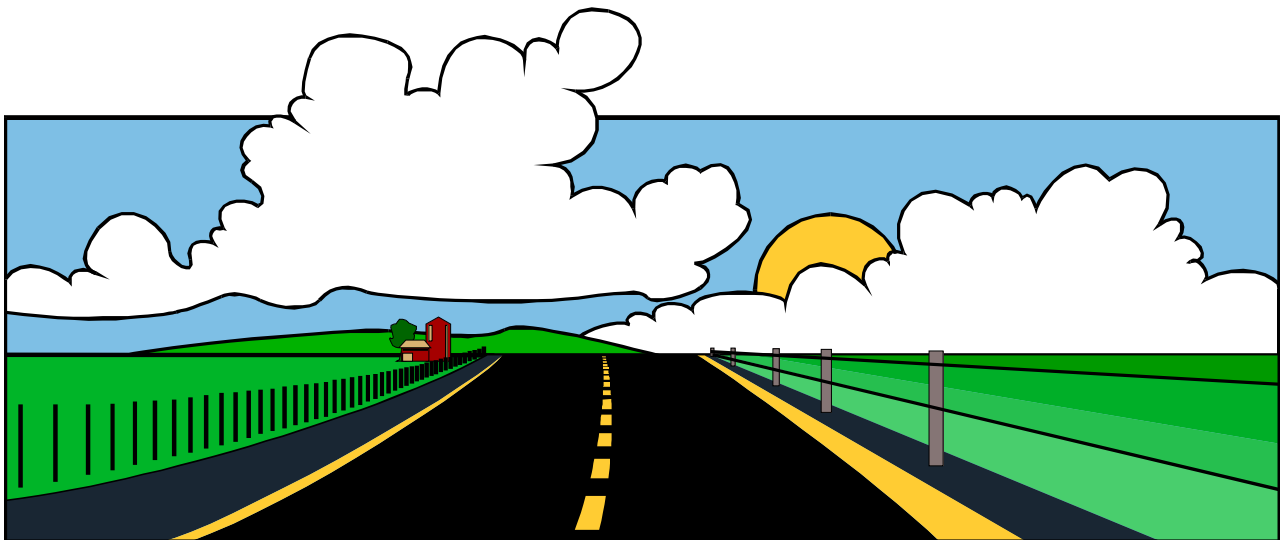
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Canadian Vehicle Survey

Quarter 4, 2001



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Transportation Division

Canadian Vehicle Survey

Quarter 4, 2001

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Note of appreciation

Canada owes the success of its statistical system to a long-standing partnership between Statistics Canada, the citizens of Canada, its businesses and governments. Accurate and timely statistical information could not be produced without their continued cooperation and goodwill.

Symbols

The following symbols are used to indicate the quality of the estimates in this publication:

.	<i>not available for any reference period.</i>
..	<i>not available for a specific reference period.</i>
...	<i>not applicable</i>
<i>p</i>	<i>preliminary</i>
<i>r</i>	<i>revised</i>
<i>x</i>	<i>suppressed to meet confidentiality requirements</i>
<i>A</i>	<i>excellent</i>
<i>B</i>	<i>very good</i>
<i>C</i>	<i>good</i>
<i>D</i>	<i>acceptable</i>
<i>E</i>	<i>use with caution</i>
<i>F</i>	<i>too unreliable to be published</i>

The quality of estimates not accompanied by a quality symbol is "good or better".

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HIGHLIGHTS

- Over 17.6 million vehicles were in-scope for the Canadian Vehicle Survey during this quarter.
- Between October 1 and December 31, 2001, these vehicles travelled an estimated 76.6 billion kilometres.
- Vehicles weighing less than 4 500 kilograms were driven an average of 4 100 kilometres while the largest of the trucks (trucks with gross weight 15 000 kilograms or more) were driven an average of 18 000 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 quarterly and 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 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 2001.

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*
- *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 (urban buses are excluded). Passenger age information is collected only for light vehicles. See 3.2. For all other vehicles we collect only the total number of passengers.
- *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 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 2001. 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 2001 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.
- Last, records with irregular data are verified.

The last set of processed lists, before the beginning of the reference period, consisted of the twelve lists provided in July 2001 to Statistics Canada for CVS and the most recent list available for Nunavut, created in December, 2000. This set of prepared vehicle lists and the set of days within the fourth quarter of 2001 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 5,000 vehicles out of 17,929,336 from the survey population were drawn for the ten provinces. Another 2,538 vehicles out of 42,633 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, several corrections were done to assure that the estimates correspond (as closely as possible) to the population of interest. 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 of 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.
- The survey population (see 4.1.1) can contain vehicles with the same Vehicle Identification Number (VIN) in more than one province. Since every vehicle has a unique VIN this is likely to cause some overcoverage and consequently overestimation.
- 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 the respondent is right (unless we have hard evidence to the contrary) 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 CVS, it is impossible to detect, for vehicles that travel only a small distance during the reported week, fuel purchases that are missing or entered in error.

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-kilometres 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	38%	14%	24%	35%	6%	29%	3%	5%
Trucks 4.5t – 15t	32%	23%	10%	18%	5%	13%	6%	9%
Trucks 15t or more	42%	27%	15%	21%	6%	15%	6%	13%
Buses	29%	17%	12%	3%	0%	3%	8%	32%

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	15%	1%	14%	7%	11%
Trucks 4.5t – 15t	N/A	N/A	N/A	15%	4%	11%	8%	8%
Trucks 15t or more	N/A	N/A	N/A	16%	2%	14%	8%	5%
Buses	N/A	N/A	N/A	12%	2%	11%	6%	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	52%	19%	33%	48%	8%	40%
Trucks 4.5t – 15t	64%	45%	19%	36%	10%	26%
Trucks 15t or more	66%	43%	24%	34%	10%	24%
Buses	91%	53%	38%	9%	0%	9%

TERRITORIES	Vehicle km reported			Vehicle km imputed		
	All	0 km	Non 0 km	All	0 km	Non 0 km
Light vehicles	100%	5%	95%	N/A	N/A	N/A
Trucks 4.5t – 15t	100%	25%	75%	N/A	N/A	N/A
Trucks 15t or more	100%	13%	87%	N/A	N/A	N/A
Buses	100%	13%	88%	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 Symbol	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
F	35% or more	Too unreliable to be published

The quality of counts (direct from registration lists) not accompanied by a quality symbol is good or better.

5.5 NOTES FOR HISTORICAL COMPARISON

Beginning with Quarter 4, 2001, vehicles that were registered but did not have license plates were removed from the registration lists for Quebec. As a result, some estimates for Quebec may be lower than the estimates from previous quarters.

Beginning with Quarter 1, 2001, the following changes were made and may affect comparability with previous quarters:

- Duplicate records were previously removed from within and among registration lists. Starting in this quarter, duplicate records were removed from within each list only. This is likely to cause some overcoverage and consequently overestimation.
- Type of fuel used and body type are collected for the territories. Consequently, the four tables (pages: 27, 28, 34, 36) include the territories.
- The truck logs were changed in 2001 in order to collect passenger information for trucks. This change means that passenger-kilometres are now estimated for all vehicles except urban transit buses for all the provinces (but not for territories).
- The truck logs were also changed in 2001 in order to collect distance travelled on roads with posted speeds of 80 kilometres per hour or more. This change means that this information is now estimated for all vehicle types in all provinces (but not for the territories).

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 vehicle 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.

Number of Vehicles on the Registration Lists by Type of Vehicle and Jurisdiction

	Vehicle Type				
	Vehicles up to 4.5t	Trucks 4.5t - 15t	Trucks 15t or more	Buses	Total
Jurisdiction					
Newfoundland and Labrador	248 419	4 001	2 776	1 373	256 569
Prince Edward Island	73 370	1 918	2 601	49	77 938
Nova Scotia	518 961	9 624	7 346	1 867	537 798
New Brunswick	435 671	10 830	3 723	2 750	452 974
Quebec	3 822 669	56 363	35 542	13 245	3 927 819
Ontario	6 491 747	80 619	102 352	27 754	6 702 472
Manitoba	597 118	9 955	12 552	3 570	623 195
Saskatchewan	629 633	43 342	24 514	3 871	701 360
Alberta	2 041 020	94 749	68 355	12 504	2 216 628
British Columbia	2 261 216	62 697	14 110	8 818	2 346 841
Yukon Territory	16 933	942	652	149	18 676
Northwest Territories	18 594	558	876	80	20 108
Nunavut	2 932	270	142	17	3 361
Total - Canada	17 158 283	375 868	275 541	76 047	17 885 739

DUE TO ROUNDING THE NUMBERS MAY NOT ADD UP AND MAY DIFFER SLIGHTLY AMONG THE TABLES.

Number of Vehicles on Registration Lists by Jurisdiction and Vehicle Model Year for

Vehicles up to 4.5t

Vehicle Model Year	Jurisdiction													TOTAL
	Newfound-land and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche-wan	Alberta	British Columbia	Yukon Territory	Northwest Territor-ies	Nunavut	
Earlier than 1984	4 635	2 862	19 196	12 792	76 773	207 693	44 631	82 111	198 674	201 080	2 222	1 535	144	854 348
1984	1 579	1 088	5 897	5 268	30 397	55 452	12 019	17 607	42 087	47 555	458	345	45	219 797
1985	2 429	1 489	8 085	7 247	49 319	92 397	16 020	20 464	54 975	60 706	536	468	80	314 215
1986	3 600	1 934	11 593	10 103	75 943	134 977	22 386	27 356	76 356	88 797	823	554	65	454 487
1987	5 136	2 729	15 426	13 702	110 855	187 349	22 179	23 804	68 548	92 364	844	501	101	543 538
1988	10 136	4 209	23 077	21 142	172 769	276 762	28 455	29 349	91 795	112 168	1 047	790	138	771 837
1989	12 583	4 778	26 322	24 102	192 078	329 842	29 519	30 086	99 158	125 183	1 108	843	151	875 753
1990	13 265	5 223	28 829	25 779	212 981	345 066	32 816	31 925	106 806	138 386	1 132	871	148	943 227
1991	14 605	4 783	29 270	26 005	227 049	355 029	34 592	33 195	107 875	135 441	996	851	177	969 868
1992	15 771	5 436	32 719	29 289	259 798	389 348	35 838	33 803	105 430	137 692	998	751	174	1 047 047
1993	17 020	5 265	32 068	26 555	237 551	377 378	32 629	30 948	96 882	126 803	991	777	175	985 042
1994	17 273	5 222	33 234	27 018	226 801	377 317	31 971	32 967	101 649	120 807	968	909	193	976 329
1995	16 091	5 318	33 806	27 719	241 208	408 641	34 736	34 914	107 514	123 823	1 009	969	181	1 035 929
1996	12 286	4 275	28 383	22 594	193 092	338 976	30 262	28 944	90 760	98 096	738	799	149	849 354
1997	16 453	4 964	34 942	27 319	241 547	435 965	39 329	37 915	123 518	125 143	1 056	1 224	209	1 089 584
1998	18 763	4 631	37 744	30 400	264 133	467 999	39 795	37 286	136 381	123 238	905	1 254	197	1 162 726
1999	20 700	3 120	35 505	29 240	282 446	479 679	34 057	28 392	117 411	113 557	823	1 433	181	1 146 544
2000	24 190	3 325	42 202	35 988	348 499	597 505	38 461	32 827	138 951	132 950	272	1 711	196	1 397 077
2001	19 873	2 275	34 716	28 077	317 735	522 519	32 454	29 474	144 669	130 305	3	1 750	189	1 264 039
2002	2 013	441	5 947	5 327	61 651	111 843	4 971	6 266	31 584	27 116	0	260	38	257 457
2003	0	0	0	0	0	7	0	0	0	2	0	0	0	9
Unknown	14	0	0	5	44	0	0	1	0	1	0	0	0	65
TOTAL	248 415	73 367	518 961	435 671	3 822 669	6 491 744	597 120	629 634	2 041 023	2 261 213	16 929	18 595	2 931	17 158 272

DUE TO ROUNDING THE NUMBERS MAY NOT ADD UP TO THE TOTALS AND MAY DIFFER SLIGHTLY AMONG TABLES.

Number of Vehicles on Registration Lists by Jurisdiction and Vehicle Model Year for

Trucks 4.5t - 15t

Vehicle Model Year	Jurisdiction													TOTAL
	Newfound-land and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche-wan	Alberta	British Columbia	Yukon Territory	Northwest Territor-ies	Nunavut	
Earlier than 1984	653	916	2 294	912	9 820	5 783	2 477	30 232	35 482	11 497	337	87	40	100 530
1984	109	74	239	115	1 397	985	231	575	1 359	982	29	22	4	6 121
1985	147	78	311	184	2 085	1 618	331	600	1 895	1 300	35	21	5	8 610
1986	172	89	355	227	2 325	2 221	416	710	2 258	1 831	31	19	13	10 667
1987	177	87	415	234	2 929	2 691	357	543	1 516	1 693	26	12	19	10 699
1988	261	92	477	297	3 752	3 624	407	583	2 620	2 386	46	19	20	14 584
1989	218	98	492	288	2 945	3 474	398	508	2 657	2 704	48	28	15	13 873
1990	240	69	485	291	3 086	3 827	505	622	2 956	3 005	50	38	17	15 191
1991	209	49	340	305	2 066	2 704	446	565	2 840	2 363	36	19	11	11 953
1992	171	37	309	363	1 799	2 791	386	539	2 511	2 370	34	22	11	11 343
1993	173	46	352	528	1 989	3 392	390	706	2 689	2 798	23	17	13	13 116
1994	203	52	340	582	2 466	4 251	401	703	3 403	3 141	42	21	15	15 620
1995	267	54	541	680	3 223	5 315	568	865	3 906	3 710	38	38	29	19 234
1996	143	25	329	583	1 996	3 827	409	548	2 852	2 622	30	18	9	13 391
1997	177	34	411	700	2 144	5 265	493	805	4 668	3 524	40	33	16	18 310
1998	131	20	482	884	2 743	5 453	420	795	4 262	3 035	29	22	13	18 289
1999	204	47	565	1 232	3 737	8 261	501	997	4 669	4 179	52	39	9	24 492
2000	188	25	487	989	3 033	7 182	355	1 031	4 473	3 796	13	39	7	21 618
2001	133	21	355	1 195	2 119	6 776	395	1 213	6 608	4 742	1	34	3	23 595
2002	20	3	46	238	704	1 180	67	201	1 125	1 018	0	9	1	4 612
2003	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	4	0	0	0	3	0	0	0	0	0	0	0	0	7
TOTAL	4 000	1 916	9 625	10 827	56 361	80 620	9 953	43 341	94 749	62 696	940	557	270	375 855

DUE TO ROUNDING THE NUMBERS MAY NOT ADD UP TO THE TOTALS AND MAY DIFFER SLIGHTLY AMONG TABLES.

Number of Vehicles on Registration Lists by Jurisdiction and Vehicle Model Year for

Trucks 15t or more

Vehicle Model Year	Jurisdiction													TOTAL
	Newfound-land and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche-wan	Alberta	British Columbia	Yukon Territory	Northwest Territor-ies	Nunavut	
Earlier than 1984	270	853	842	463	727	4 216	1 296	6 849	16 542	2 417	137	142	18	34 772
1984	69	140	127	126	233	1 045	204	527	963	233	7	20	2	3 696
1985	90	143	196	146	397	1 736	302	716	1 641	304	21	22	1	5 715
1986	105	181	201	175	487	2 412	359	829	1 883	441	18	20	1	7 112
1987	132	201	293	263	782	3 296	401	847	1 639	507	14	15	3	8 393
1988	168	190	322	240	1 029	3 541	396	926	2 270	583	24	26	1	9 716
1989	178	129	327	198	851	3 740	390	783	2 138	537	24	34	1	9 330
1990	109	111	215	223	818	3 549	358	748	2 328	909	30	27	4	9 429
1991	110	64	144	128	482	2 308	213	508	1 783	491	17	29	10	6 287
1992	97	36	158	93	679	2 328	272	494	1 503	669	33	24	7	6 393
1993	88	51	233	149	1 100	3 439	472	755	2 040	643	19	24	1	9 014
1994	143	73	365	168	2 081	4 997	697	972	3 149	788	28	48	7	13 516
1995	189	106	546	242	3 046	8 322	824	1 208	3 978	850	30	63	16	19 420
1996	154	60	400	155	2 189	6 133	811	911	3 098	783	45	59	8	14 806
1997	134	29	325	150	2 275	6 206	711	927	3 664	830	42	51	6	15 350
1998	202	54	589	188	4 154	10 246	1 181	1 473	5 194	791	60	66	13	24 211
1999	184	73	679	229	4 648	11 685	1 258	1 794	4 277	762	51	63	25	25 728
2000	216	73	856	213	5 505	13 269	1 424	1 976	4 504	711	49	68	10	28 874
2001	101	28	403	123	3 129	7 557	776	1 055	4 234	621	2	58	7	18 094
2002	33	6	123	50	927	2 328	208	217	1 530	240	0	16	1	5 679
2003	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	4	0	1	0	6	0	0	0	0	0	0	0	0	11
TOTAL	2 776	2 601	7 345	3 722	35 545	102 353	12 553	24 515	68 358	14 110	651	875	142	275 546

DUE TO ROUNDING THE NUMBERS MAY NOT ADD UP TO THE TOTALS AND MAY DIFFER SLIGHTLY AMONG TABLES.

Number of Vehicles on Registration Lists by Jurisdiction and Vehicle Model Year for

Buses

Vehicle Model Year	Jurisdiction													TOTAL
	Newfound-land and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche-wan	Alberta	British Columbia	Yukon Territory	Northwest Territor-ies	Nunavut	
Earlier than 1984	34	15	128	710	497	1 314	275	459	2 235	938	35	6	4	6 650
1984	3	0	23	138	170	159	62	130	205	126	5	3	0	1 024
1985	4	1	30	108	199	347	212	155	284	128	2	1	4	1 475
1986	7	3	58	122	206	359	147	163	351	183	3	1	0	1 603
1987	36	4	64	130	166	642	162	333	438	225	2	4	0	2 206
1988	193	0	98	157	248	991	246	220	552	333	9	2	0	3 049
1989	205	1	76	116	463	1 214	172	233	642	463	6	3	0	3 594
1990	192	1	122	189	678	1 859	134	267	679	475	8	2	1	4 607
1991	165	0	127	76	804	1 759	201	215	579	571	5	1	0	4 503
1992	147	3	76	83	816	1 733	196	176	604	429	3	0	0	4 266
1993	57	0	101	99	700	1 480	183	181	555	363	2	2	0	3 723
1994	29	0	50	38	1 166	1 296	244	113	406	414	9	2	0	3 767
1995	27	1	183	157	742	1 850	177	127	537	556	12	0	0	4 369
1996	23	2	69	18	992	1 912	170	148	440	608	14	0	0	4 396
1997	47	0	105	125	913	1 572	161	152	692	389	17	3	1	4 177
1998	36	0	191	191	836	1 970	192	173	717	704	7	3	0	5 020
1999	63	0	98	90	1 114	2 373	228	212	792	576	4	18	3	5 571
2000	58	2	185	99	1 021	2 648	209	172	821	671	5	10	3	5 904
2001	47	16	79	100	1 152	1 974	91	158	872	594	0	18	0	5 101
2002	0	0	2	2	361	299	108	82	100	72	0	2	0	1 028
2003	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	1 373	49	1 865	2 750	13 244	27 751	3 570	3 869	12 501	8 818	148	81	16	76 035

DUE TO ROUNDING THE NUMBERS MAY NOT ADD UP TO THE TOTALS AND MAY DIFFER SLIGHTLY AMONG TABLES.

Estimates of the

Number of Vehicles in Scope by Type of Vehicle and Jurisdiction

Jurisdiction	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Newfoundland and Labrador	237 960	A	3 949	A	2 776	A	1 373	A	246 058	A
Prince Edward Island	76 068	A	1 812	B	2 501	A	62	A	80 443	A
Nova Scotia	517 163	A	8 763	B	7 613	A	1 867	A	535 406	A
New Brunswick	432 068	A	9 001	B	3 675	A	1 620	C	446 364	A
Quebec	3 790 740	A	51 759	A	34 708	A	12 621	A	3 889 827	A
Ontario	6 412 188	A	70 943	A	100 542	A	27 430	A	6 611 103	A
Manitoba	587 879	A	8 224	B	12 294	A	3 413	A	611 810	A
Saskatchewan	626 487	A	43 342	A	22 451	B	3 544	B	695 824	A
Alberta	1 999 741	A	86 674	A	62 922	A	11 947	A	2 161 284	A
British Columbia	2 238 638	A	57 613	A	13 446	A	8 818	A	2 318 515	A
Yukon Territory	16 514	A	699	B	665	A	149	A	18 027	A
Northwest Territories	18 432	A	514	B	1 093	A	80	A	20 118	A
Nunavut	3 245	A	142	E	142	A	17	A	3 546	A
Total - Canada	16 957 123	A	343 433	A	264 827	A	72 942	A	17 638 324	A

THE SYMBOL BESIDE EACH ESTIMATE CLASSIFIES ITS QUALITY: A - EXCELLENT, B - VERY GOOD, C - GOOD, D - ACCEPTABLE, E - USE WITH CAUTION, F - TOO UNRELIABLE TO BE PUBLISHED, ... - NOT APPLICABLE, . - NOT AVAILABLE FOR ANY REFERENCE PERIOD. DUE TO ROUNDING THE NUMBERS MAY NOT ADD UP AND MAY DIFFER SLIGHTLY AMONG THE TABLES.

Estimates for Canada of the

Number of Vehicles in Scope by Type of Vehicle and Vehicle Model Year

Vehicle Model Year	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Later than 1998	3 606 586	A	67 206	B	69 935	B	11 929	D	3 755 656	A
1996 - 1998	3 461 816	A	49 428	B	54 164	B	17 555	C	3 582 962	A
1992 - 1995	4 308 661	A	54 562	C	51 034	B	15 382	C	4 429 639	A
1988 - 1991	3 393 439	A	43 255	C	25 684	D	16 146	B	3 478 524	A
Earlier than 1988	2 186 621	B	128 982	B	64 010	B	11 930	C	2 391 543	B
Total	16 957 123	A	343 433	A	264 827	A	72 942	A	17 638 324	A

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Estimates for Canada of the

Number of Vehicles in Scope by Type of Vehicle 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	9 929 858	A	...	...	F	...	...	9 930 517	A
Station wagon	215 462	E	...	...	...	...	...	215 462	E
Van	2 742 232	B	22 021	D	...	3 450	E	2 767 703	B	
Sport utility vehicle	1 364 904	B	F	...	...	...	...	1 368 381	B
Pickup	2 572 725	B	82 501	B	F	F	F	2 661 240	B	
Straight truck	115 363	E	222 216	A	110 816	B	...	448 395	B	
Tractor trailer	...	...	9 831	E	147 219	A	...	157 050	A
Bus	F	F	69 144	A	74 783	B	
Other	F	F	F	F	F	F		
Total	16 957 123	A	343 433	A	264 827	A	72 942	A	17 638 324	A

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Estimates for Canada of the

Number of Vehicles in Scope by Type of Vehicle and Type of Fuel

Fuel Type	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Gasoline	16 307 537	A	156 833	B	11 963	E	10 247	C	16 486 581	A
Diesel	541 766	C	175 679	A	252 551	A	56 582	A	1 026 578	B
Other	107 819	E	10 921	E		F	6 112	E	125 166	E
Total	16 957 123	A	343 433	A	264 827	A	72 942	A	17 638 324	A

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Estimates of

Vehicle-km ('000 000) by Type of Vehicle and Jurisdiction

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Jurisdiction										
Newfoundland and Labrador	953.9	B	17.9	E	46.9	E	6.1	E	1 024.8	B
Prince Edward Island	326.7	B	5.7	E	19.3	E		F	352.3	B
Nova Scotia	2 079.9	B	47.8	E	143.9	C		F	2 283.0	B
New Brunswick	1 650.1	B	43.8	D	26.4	E	14.3	D	1 734.6	B
Quebec	14 087.7	B	316.1	C	891.6	B	82.7	D	15 378.0	A
Ontario	27 162.5	B	453.0	C	1 910.6	C	294.8	C	29 820.9	B
Manitoba	2 659.1	C	41.3	E	352.9	C	21.6	C	3 075.0	C
Saskatchewan	2 688.3	B	72.3	E	286.9	E	17.2	D	3 064.7	B
Alberta	9 421.3	B	385.0	D	942.2	C	71.5	C	10 819.9	B
British Columbia	8 419.9	B	272.5	C	131.0	D	33.0	E	8 856.4	B
Yukon Territory	64.7	C	2.7	E	9.2	D		F	77.2	C
Northwest Territories	98.9	D	1.1	E	26.5	E		F	127.2	D
Nunavut	11.2	C		F		F		F	11.3	C
Total - Canada	69 624.2	A	1 659.1	B	4 787.5	B	554.5	B	76 625.4	A

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Estimates of

Passenger-km ('000 000) by Type of Vehicle and Jurisdiction

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Jurisdiction										
Newfoundland and Labrador	1 779.4	C		F		F		F	1 924.6	C
Prince Edward Island	491.2	C		F		F		F	536.7	D
Nova Scotia	3 250.0	C		F	148.9	E	240.0	C	3 697.7	C
New Brunswick	2 557.9	C		F		F	198.5	D	2 865.3	C
Quebec	22 160.3	B	401.9	E	928.2	C		F	24 061.8	B
Ontario	44 154.9	C		F	1 997.6	C	3 704.3	E	50 448.7	B
Manitoba	4 171.4	D	51.9	E	393.4	D	311.4	D	4 928.1	D
Saskatchewan		F		F		F	249.7	E	5 013.7	C
Alberta		F	505.9	E	1 072.5	E	757.5	D	15 740.4	C
British Columbia	12 936.5	C		F	132.3	E	488.8	E	13 897.8	C
Total - Provinces	109 237.8	B	2 188.0	C	5 075.6	B	6 613.5	D	123 114.9	B

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Estimates for Canada of

Vehicle-km ('000 000) by Type of Vehicle and Vehicle Model Year

Vehicle Model Year	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Later than 1998	20 911.3	B	582.5	C	2 435.7	B	94.0	E	24 023.6	B
1996 - 1998	16 031.0	B	421.4	D	1 177.5	C	171.7	D	17 801.6	B
1992 - 1995	15 869.7	B	284.1	D	786.6	D	121.6	E	17 062.0	B
1988 - 1991	10 935.0	B	172.6	E		F	103.6	D	11 417.8	B
Earlier than 1988	5 877.2	C	198.5	E	181.0	E	63.7	E	6 320.4	C
Total	69 624.2	A	1 659.1	B	4 787.5	B	554.5	B	76 625.4	A

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Estimates of the Provincial Total of

Passenger-km ('000 000) by Type of Vehicle and Vehicle Model Year

Vehicle model year	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Later than 1998	32 722.2	C		F	2 613.8	D	881.8	E	36 984.3	B
1996 - 1998	25 251.9	C	544.5	E	1 261.4	E	2 454.2	E	29 511.9	C
1992 - 1995	24 355.4	C		F	808.8	E		F	27 645.6	C
1988 - 1991		F		F		F	1 075.6	E	19 705.8	D
Earlier than 1988		F		F		F		F		F
Total	109 237.8	B	2 188.0	C	5 075.6	B	6 613.5	D	123 114.9	B

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Estimates for Canada of

Vehicle-km ('000 000) by Type of Vehicle 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	36 957.7	A	...	...	F	...	...	36 961.8	A
Station wagon	978.7	E	...	...	...	...	...	978.7	E
Van	12 507.5	B	183.5	E	...	...	F	12 695.9	B
Sport utility vehicle	6 866.0	C	...	F	...	...	...	6 870.5	C
Pickup	11 529.8	B	417.5	D	F	...	...	12 011.5	B
Straight truck	...	F	924.9	C	850.9	C	...	2 428.3	C	
Tractor trailer	106.4	E	3 868.3	B	...	3 974.8	B	
Bus	549.6	B	549.6	B	
Other	...	F	...	F	...	F	F	
Total	69 624.2	A	1 659.1	B	4 787.5	B	554.5	B	76 625.4	A

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Estimates of the Provincial Total of

Passenger-km ('000 000) by Type of Vehicle 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	57 655.4	B	...	...	F	...	...	57 659.5	B
Station wagon		F	...	...	...	...	...		F
Van	21 540.3	C		F	...		F	21 828.2	C	
Sport utility vehicle		F		F	...		...		F
Pickup	16 951.4	D		F	F		...	17 635.8	C	
Straight truck		F	1 171.4	E	961.6	E	...		F	
Tractor trailer		...		F	4 045.7	C	...	4 175.2	C	
Bus			6 556.3	D	D	
Other		F		F	F		...		F	
Total	109 237.8	B	2 188.0	C	5 075.6	B	6 613.5	D	123 114.9	B

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Estimates for Canada of

Vehicle-km ('000 000) by Type of Vehicle and Type of Fuel

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Fuel Type										
Gasoline	65 240.9	A	397.5	C		F	28.7	E	65 711.4	A
Diesel	3 713.3	D	1 222.6	B	4 743.0	B	477.0	B	10 155.9	B
Other		F		F		F		F		F
Total	69 624.2	A	1 659.1	B	4 787.5	B	554.5	B	76 625.4	A

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Estimates of the Provincial Total of

Passenger-km ('000 000) by Type of Vehicle and Type of Fuel

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Fuel Type										
Gasoline	102 682.5	B	576.5	E		F	262.8	E	103 567.3	B
Diesel		F	1 558.2	D	5 030.0	C	6 026.8	D	18 039.3	C
Other		F		F		F		F		F
Total	109 237.8	B	2 188.0	C	5 075.6	B	6 613.5	D	123 114.9	B

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Estimates of the Provincial Total of

Vehicle-km ('000 000) by Type of Vehicle 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	8 697.1	B	41.7	E	246.5	E	17.2	E	9 002.6	B
Monday	10 575.0	B	353.4	D	777.8	D	90.8	C	11 797.1	B
Tuesday	10 260.7	B	287.9	D	968.0	C	101.6	B	11 618.3	B
Wednesday	9 864.5	B	301.6	C	980.1	C	97.6	B	11 243.8	A
Thursday	11 368.9	B	302.2	C	878.2	B	107.8	B	12 657.1	B
Friday	10 536.4	B	317.8	D	652.6	B	107.6	B	11 614.4	A
Saturday	8 146.6	B	50.6	E	248.5	D	30.5	E	8 476.4	B
Total	69 449.3	A	1 655.3	B	4 751.8	B	553.2	B	76 409.6	A

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Estimates of the Provincial Total of

Passenger-km ('000 000) by Type of Vehicle 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	14 875.2	C		F	261.5	E		F	15 308.4	C
Monday	15 865.5	C		F	808.9	D	1 021.2	E	18 169.5	B
Tuesday		F	383.3	D	1 038.8	C	1 448.8	E	18 209.4	C
Wednesday	14 732.1	B	400.1	D	1 081.7	C	988.1	E	17 202.1	B
Thursday	16 669.0	B	388.4	D	932.0	C	1 409.6	D	19 399.0	B
Friday	16 867.9	B	398.1	D	678.1	C	1 400.2	E	19 344.3	B
Saturday	14 889.6	C	82.8	E	274.6	E		F	15 482.2	C
Total	109 237.8	B	2 188.0	C	5 075.6	B	6 613.5	D	123 114.9	B

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Estimates of the Provincial Total of

Vehicle-km ('000 000) by Type of Vehicle and Driver Age Group

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Age of Driver										
Under 20 years	1 259.2	E		F		F		F	1 268.5	E
20 - 24 years		F	112.6	E		F		F		F
25 - 34 years	7 817.7	C	475.1	E	740.4	D	105.1	D	9 138.3	C
35 - 44 years	19 693.4	B	493.5	E	2 038.0	D	140.5	C	22 365.4	B
45 - 54 years	18 938.7	B	450.8	D	1 055.5	D	189.4	C	20 634.5	B
55 - 64 years	10 273.8	C	96.5	E	706.1	E	107.6	C	11 184.0	C
65 years and over	7 583.8	C		F		F		F	7 686.2	C
Total	69 449.3	A	1 655.3	B	4 751.8	B	553.2	B	76 409.6	A

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Estimates of the Provincial Total of

Passenger-km ('000 000) by Type of Vehicle and Driver Age Group

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Age of Driver										
Under 20 years		F		F		F		F		F
20 - 24 years		F	144.2	E		F		F		F
25 - 34 years	12 129.4	C	657.3	E	778.9	E		F	15 172.2	C
35 - 44 years	31 017.1	B	669.5	E	2 200.1	D	1 008.8	E	34 895.6	B
45 - 54 years	27 980.3	C	555.1	D	1 111.5	D	2 038.2	E	31 685.1	B
55 - 64 years	17 109.5	D		F	771.9	E	1 780.1	E	19 789.3	C
65 years and over	13 807.6	D		F		F		F	14 055.4	D
Total	109 237.8	B	2 188.0	C	5 075.6	B	6 613.5	D	123 114.9	B

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Estimates of the Provincial Total of

Vehicle-km ('000 000) by Type of Vehicle and Sex of Driver

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Sex of Driver										
Male	47 635.0	B	1 585.2	C	4 691.1	B	420.1	C	54 331.4	B
Female	21 814.4	B		F		F	133.1	C	22 078.3	B
Total	69 449.3	A	1 655.3	B	4 751.8	B	553.2	B	76 409.6	A

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Estimates of the Provincial Total of

Passenger-km ('000 000) by Type of Vehicle and Sex of Driver

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Sex of Driver										
Male	77 109.9	B	2 090.7	C	5 013.3	C	4 507.0	E	88 720.9	B
Female	32 127.9	B		F		F	2 106.4	E	34 394.0	B
Total	109 237.8	B	2 188.0	C	5 075.6	B	6 613.5	D	123 114.9	B

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Estimates of the Provincial Total of

Vehicle-km ('000 000) by Type of Vehicle 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	2 002.3	C	49.9	E	551.5	C		F	2 631.6	C
06:00 - 11:59	22 954.6	B	785.7	D	1 663.0	B	224.5	B	25 627.9	B
12:00 - 17:59	31 269.3	B	714.4	C	1 699.7	B	234.3	B	33 917.7	B
18:00 - 23:59	13 223.1	B	105.4	E	837.6	C	66.4	D	14 232.5	B
Total	69 449.3	A	1 655.3	B	4 751.8	B	553.2	B	76 409.6	A

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Estimates of the Provincial Total of

Passenger-km ('000 000) by Type of Vehicle 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		F	69.0	E	585.5	C		F		F
06:00 - 11:59	33 989.9	B	1 014.1	D	1 773.1	B	2 712.9	C	39 490.0	B
12:00 - 17:59	50 014.0	B	951.8	C	1 808.9	C	3 191.5	D	55 966.1	B
18:00 - 23:59	22 347.8	B		F	908.1	C		F	23 835.9	B
Total	109 237.8	B	2 188.0	C	5 075.6	B	6 613.5	D	123 114.9	B

THE SYMBOL BESIDE EACH ESTIMATE CLASSIFIES ITS QUALITY: A - EXCELLENT, B - VERY GOOD, C - GOOD, D - ACCEPTABLE, E - USE WITH CAUTION,
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Estimates of the Provincial Total of

Vehicle-km ('000 000) by Type of Vehicle and Carrying Dangerous Goods

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Carrying Dangerous Goods										
Declared - yes		F		F		F		...	513.6	E
Declared - no	69 445.5	B	1 579.2	C	4 318.2	B	553.2	B	75 896.1	B
Total	69 449.3	A	1 655.3	B	4 751.8	B	553.2	B	76 409.6	A

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Estimates of the Provincial Total of

Passenger-km ('000 000) by Type of Vehicle and Carrying Dangerous Goods

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Carrying Dangerous Goods										
Declared - yes		F		F		F		...	539.7	E
Declared - no	109 231.9	B	2 097.3	C	4 632.5	C	6 613.5	D	122 575.2	B
Total	109 237.8	B	2 188.0	C	5 075.6	B	6 613.5	D	123 114.9	B

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Estimates of the Provincial Total of

Vehicle-km ('000 000) by Type of Vehicle and Type of Day

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Type of Day										
Weekends and Holidays	18 936.4	B	127.8	D	597.9	D	50.1	E	19 712.3	B
Weekdays	50 512.9	A	1 527.6	C	4 153.9	B	503.1	B	56 697.4	A
Total	69 449.3	A	1 655.3	B	4 751.8	B	553.2	B	76 409.6	A

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Estimates of the Provincial Total of

Passenger-km ('000 000) by Type of Vehicle and Type of Day

Type of Day	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Weekends and Holidays	33 256.2	B	194.9	E	642.0	E		F	34 466.2	B
Weekdays	75 981.6	B	1 993.1	C	4 433.7	B	6 240.3	C	88 648.6	B
Total	109 237.8	B	2 188.0	C	5 075.6	B	6 613.5	D	123 114.9	B

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Estimates of the Provincial Total of

Vehicle-km ('000 000) by Type of Vehicle and Road Type

Road Type	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Road with posted maximum speed of 80km/h or more	36 673.4	B	968.7	D	3 300.8	C	146.5	D	41 089.3	B
Other roads	32 775.9	B	686.7	C	1 451.0	C	406.7	B	35 320.3	B
Total	69 449.3	A	1 655.3	B	4 751.8	B	553.2	B	76 409.6	A

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Estimates of the Provincial Total of

Passenger-km ('000 000) by Type of Vehicle and Road Type

Road Type	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Road with posted maximum speed of 80km/h or more	57 702.0	B	1 280.5	D	3 507.0	C	2 630.3	E	65 119.9	B
Other roads	51 535.7	B	907.5	C	1 568.6	C	3 983.1	E	57 995.0	B
Total	109 237.8	B	2 188.0	C	5 075.6	B	6 613.5	D	123 114.9	B

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Estimates of Provincial Total for

Vehicles up to 4.5t: Passenger-km ('000 000) by Passenger Age Group

	Estimates for	
	Vehicles up to 4.5t	
Passenger Age		
Under 5 years	2 808.6	C
5-14 years	6 774.0	C
15 years and over	99 655.2	B
Total	109 237.8	B

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Estimates of the Provincial Total of

Passenger-km and Vehicle-km for Buses by Trip Purpose

Trip Purpose	Estimates of			
	Passenger-km ('000 000)		Vehicle-km ('000 000)	
Scheduled urban	.		262.1	D
Scheduled intercity		F		F
School	4 238.4	C	213.4	B
Charter		F		F
Other		F		F
Total	6 613.5	D	553.2	B

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Estimates of Provincial Total for

Vehicles up to 4.5t: Vehicle-km ('000 000) by Vehicle Group and Trip Purpose

Trip Purpose	Vehicle Group					
	Car and Station wagon		Other below 4.5t		Total	
To go home	11 577.4	B	7 958.6	C	19 536.1	B
To go to work or school	7 240.7	B	6 153.3	D	13 394.0	B
To do shopping or errands	7 809.5	B	5 630.2	C	13 439.7	B
To go to a recreational or social activity	4 620.3	C	3 339.9	C	7 960.3	B
To go somewhere else	4 833.7	D		F		F
(Job) picking up or delivering goods		F		F		F
(Job) to or from service call		F	1 342.0	E	1 676.7	E
(Job) other work purpose		F		F	2 893.9	D
Total	37 878.7	A	31 570.6	B	69 449.3	A

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Estimates of Provincial Total for

Vehicles up to 4.5t: Passenger-km ('000 000) by Vehicle Group and Trip Purpose

Trip Purpose	Vehicle Group					
	Car and Station wagon		Other below 4.5t		Total	
To go home	18 017.4	B	12 218.4	C	30 235.7	B
To go to work or school	8 701.7	C	7 895.2	D	16 596.9	B
To do shopping or errands	12 755.1	B	9 371.0	C	22 126.2	B
To go to a recreational or social activity	9 023.9	C	6 794.6	C	15 818.5	C
To go somewhere else		F		F		F
(Job) picking up or delivering goods		F		F		F
(Job) to or from service call		F	1 557.1	E	1 922.5	E
(Job) other work purpose		F		F		F
Total	59 228.1	B	50 009.6	B	109 237.8	B

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Estimates of Provincial Total for

Trucks 4.5t or more: Vehicle-km ('000 000) by Vehicle Group and Trip Purpose

		Vehicle Type			
		Trucks 4.5t - 15t		Trucks 15t or more	
Vehicle Group	Trip Purpose				
Straight truck	Driving to or from service call		F		F
	Carrying goods or equipment		F	666.5	E
	Empty		F		F
	Other work purpose		F		F
	Non work purpose		F		F
	Total		1 548.9	B	919.1	C
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	2 875.9	C
	Empty		F	807.1	E
	Other work purpose		F		F
	Non work purpose		F		F
	Total		106.4	E	3 832.7	B
Total	Driving to or from service call	277.8	E		F
	Carrying goods or equipment	784.4	D	3 542.4	C
	Empty	118.3	E	962.9	D
	Other work purpose		F		F
	Non work purpose	366.4	D		F
	Total	1 655.3	B	4 751.8	B

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Estimates of Provincial Total for

Trucks 4.5t or more: Passenger-km ('000 000) by Vehicle Group and Trip Purpose

		Vehicle Type			
		Trucks 4.5t - 15t		Trucks 15t or more	
Vehicle Group	Trip Purpose				
Straight truck	Driving to or from service call		F		F
	Carrying goods or equipment		F	754.9	E
	Empty		F		F
	Other work purpose		F		F
	Non work purpose	528.6	E		F
	Total		F	1 029.8	E
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	3 031.2	C
	Empty		F	858.7	E
	Other work purpose		F		F
	Non work purpose		F		F
	Total		F	4 045.8	C
Total	Driving to or from service call	387.0	E		F
	Carrying goods or equipment	913.0	D	3 786.2	C
	Empty		F	1 016.2	D
	Other work purpose		F		F
	Non work purpose	573.1	E		F
	Total	2 188.0	C	5 075.6	B

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Estimates of Provincial Total for

Vehicle-km ('000 000) by Type of Vehicle, Type of Day and Time of Day

		Vehicle Type									
		Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Type of Day	Time of Day										
Weekends and Holidays	00:00 - 05:59	539.9	D		F	62.2	E		F	619.3	D
	06:00 - 11:59	5 779.9	B	59.7	E	194.4	D	18.7	E	6 052.7	B
	12:00 - 17:59	8 702.9	B	52.8	E	204.4	D	16.2	E	8 976.2	B
	18:00 - 23:59	3 913.8	B		F	137.0	D	8.0	E	4 064.0	B
	Total	18 936.4	B	127.8	D	597.9	D	50.1	E	19 712.3	B
Weekdays	00:00 - 05:59	1 462.3	C	39.8	E	489.3	C		F	2 012.2	B
	06:00 - 11:59	17 174.8	B	726.0	D	1 468.6	B	205.8	B	19 575.1	A
	12:00 - 17:59	22 566.5	B	661.6	C	1 495.3	B	218.1	B	24 941.5	A
	18:00 - 23:59	9 309.3	B	100.1	E	700.6	C	58.4	D	10 168.5	B
	Total	50 512.9	A	1 527.6	C	4 153.9	B	503.1	B	56 697.4	A
Total	00:00 - 05:59	2 002.3	C	49.9	E	551.5	C		F	2 631.6	C
	06:00 - 11:59	22 954.6	B	785.7	D	1 663.0	B	224.5	B	25 627.9	B
	12:00 - 17:59	31 269.3	B	714.4	C	1 699.7	B	234.3	B	33 917.7	B
	18:00 - 23:59	13 223.1	B	105.4	E	837.6	C	66.4	D	14 232.5	B
	Total	69 449.3	A	1 655.3	B	4 751.8	B	553.2	B	76 409.6	A

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Estimates of the Provincial Total of

Passenger-km ('000 000) by Type of Vehicle, Type of Day and Time of Day

		Vehicle Type									
		Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Type of Day	Time of Day										
Weekends and Holidays	00:00 - 05:59		F		F		F		F		F
	06:00 - 11:59	9 642.4	B	86.3	E	212.1	E		F	10 187.1	B
	12:00 - 17:59	15 703.9	B		F	219.5	E		F	16 075.2	B
	18:00 - 23:59	6 910.1	B		F	146.6	E		F	7 077.5	B
	Total	33 256.2	B	194.9	E	642.0	E		F	34 466.2	B
Weekdays	00:00 - 05:59	1 886.4	D	47.7	E	521.7	C		F	2 696.3	E
	06:00 - 11:59	24 347.5	B	927.7	D	1 561.0	B	2 466.7	C	29 302.9	B
	12:00 - 17:59	34 310.0	B	873.9	C	1 589.4	B	3 117.7	D	39 891.0	B
	18:00 - 23:59	15 437.7	B		F	761.6	C		F	16 758.4	B
	Total	75 981.6	B	1 993.1	C	4 433.7	B	6 240.3	C	88 648.6	B
Total	00:00 - 05:59		F	69.0	E	585.5	C		F		F
	06:00 - 11:59	33 989.9	B	1 014.1	D	1 773.1	B	2 712.9	C	39 490.0	B
	12:00 - 17:59	50 014.0	B	951.8	C	1 808.9	C	3 191.5	D	55 966.1	B
	18:00 - 23:59	22 347.8	B		F	908.1	C		F	23 835.9	B
	Total	109 237.8	B	2 188.0	C	5 075.6	B	6 613.5	D	123 114.9	B

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Estimates of the Provincial Total of

Vehicle-km ('000 000) by Type of Vehicle, Driver Age Group and Sex of Driver

		Vehicle Type									
		Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Age of Driver	Sex of Driver										
Under 25 years	Male		F	114.5	E		F		F		F
	Female	2 090.3	D		F		F		F	2 095.1	D
	Total		F	114.9	E		F		F		F
25 - 55 years	Male	30 760.9	B	1 353.9	D	3 773.2	C	314.7	C	36 202.7	B
	Female	15 689.0	B		F		F	120.3	D	15 935.6	B
	Total	46 449.9	B	1 419.4	D	3 834.0	C	435.0	B	52 138.2	B
55 years and over	Male	13 822.6	C	116.9	E	779.0	E	104.1	D	14 822.5	C
	Female	4 035.1	C		F		F	8.5	E	4 047.6	C
	Total	17 857.6	C	121.0	E	779.0	E	112.6	C	18 870.2	B
Total	Male	47 635.0	B	1 585.2	C	4 691.1	B	420.1	C	54 331.4	B
	Female	21 814.4	B		F		F	133.1	C	22 078.3	B
	Total	69 449.3	A	1 655.3	B	4 751.8	B	553.2	B	76 409.6	A

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Estimates of the Provincial Total of

Passenger-km ('000 000) by Type of Vehicle, Driver Age Group and Sex of Driver

		Vehicle Type									
		Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Age of Driver	Sex of Driver										
Under 25 years	Male		F	147.2	E		F		F		F
	Female	2 923.6	D		F		F		F	2 932.8	D
	Total		F	147.6	E		F		F		F
25 - 55 years	Male	48 060.3	B	1 789.6	D	4 028.3	C	2 643.8	E	56 522.0	B
	Female	23 066.5	B		F		F	2 009.8	E	25 230.9	B
	Total	71 126.8	B	1 881.9	D	4 090.6	C	4 653.6	D	81 752.9	B
55 years and over	Male	24 779.3	D		F	844.8	E	1 836.3	E	27 614.3	C
	Female	6 137.8	D		F		F		F	6 230.3	D
	Total	30 917.1	C		F	844.8	E	1 924.2	E	33 844.6	C
Total	Male	77 109.9	B	2 090.7	C	5 013.3	C	4 507.0	E	88 720.9	B
	Female	32 127.9	B		F		F	2 106.4	E	34 394.0	B
	Total	109 237.8	B	2 188.0	C	5 075.6	B	6 613.5	D	123 114.9	B

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Estimates of the Provincial Total of

Fuel ('000 000 litres) Purchased by Type of Vehicle and Type of Fuel

Fuel Type	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Gasoline	7 362.2	B	82.9	E		F		F	7 474.9	B
Diesel	389.2	E	369.7	D	1 947.1	B	204.8	C	2 910.8	B

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FOR FURTHER READING

Selected Publications from Statistics Canada

Catalogue

53-223-XIE	Canadian Vehicle Survey – Annual. English.
53-223-XIF	Canadian Vehicle Survey – Annual. French.
50-002-XIB	Surface and Marine Transport - Service Bulletin. Bilingual.
51-004-XIB	Aviation - Service Bulletin - Monthly. Bilingual.
51-203-XIB	Air Carrier Traffic at Canadian Airports - Annual. Bilingual.
51-204-XIE	Air Passenger Origin and Destination: Domestic Report - Annual. English.
51-204-XIF	Air Passenger Origin and Destination: Domestic Report - Annual. French.
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