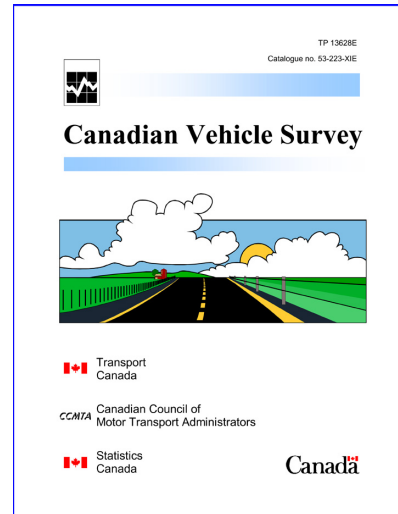




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Canadian Vehicle Survey

Annual, 2002



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Canadian Vehicle Survey

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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

- On average, 18.0 million vehicles were in-scope for the Canadian Vehicle Survey during the year.
- Between January 1 and December 31, 2002, these vehicles travelled an estimated 315.8 billion kilometres.
- Vehicles with gross weight less than 4 500 kilograms were driven an average of 16 800 kilometres while the largest of the trucks (trucks with gross weight 15 000 kilograms or more) were driven an average of 67 700 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 year 2002.

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 1 866 500-8400 or e-mailing transportationstatistics@statcan.ca.

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 each quarter of 2002 was drawn from lists of motor vehicles with valid registrations in any province or territory available three months before the beginning of each quarter. Motorcycles, off-road vehicles (e.g., snowmobiles, dune buggies, amphibious vehicles) and special equipment (e.g., cranes, street cleaners, snowplows and backhoes) were excluded from the survey. This population differs from the population of interest; e.g., vehicles that were registered less than three months before the quarter began (or during the quarter) were not included in that quarter's sample.

The incoming lists underwent thorough preparation procedure:

- First, out-of-scope vehicles are removed (trailers, motorcycles, construction equipment, parade vehicles, motor homes, 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 most recent set of prepared lists was used to select the sample for each quarter of 2002. These sets of vehicle lists and the days within the respective quarter 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 sample of 19,996 vehicles was drawn for the ten provinces. Another 10,397 vehicles 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-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%	15%	21%	32%	5%	27%	5%	5%
Trucks 4.5t – 15t	31%	23%	7%	15%	5%	10%	6%	10%
Trucks 15t or more	38%	26%	12%	19%	5%	13%	6%	14%
Buses	35%	21%	13%	3%	0%	3%	8%	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	15%	1%	15%	7%	8%
Trucks 4.5t – 15t	N/A	N/A	N/A	12%	3%	9%	8%	8%
Trucks 15t or more	N/A	N/A	N/A	16%	2%	14%	12%	7%
Buses	N/A	N/A	N/A	11%	1%	10%	5%	7%

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%	22%	31%	47%	8%	39%
Trucks 4.5t – 15t	67%	51%	16%	33%	11%	22%
Trucks 15t or more	67%	45%	22%	33%	9%	24%
Buses	92%	57%	35%	8%	0%	8%

TERRITORIES	Vehicle km reported			Vehicle km imputed		
	All	0 km	Non 0 km	All	0 km	Non 0 km
Light vehicles	100%	6%	94%	N/A	N/A	N/A
Trucks 4.5t – 15t	100%	26%	74%	N/A	N/A	N/A
Trucks 15t or more	100%	11%	89%	N/A	N/A	N/A
Buses	100%	11%	89%	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

The following changes may affect comparability with previous annual estimates:

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 decrease.

Beginning with Quarter 1, 2001:

- Duplicate records were previously removed from within and between registration lists. Starting in this quarter, duplicate records were removed from within each list only. This change may cause some overcoverage and consequently overestimation.
- Type of fuel used and body type are collected for the territories. Consequently, the four tables (pages: 28, 29, 34, 36) now 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).

Beginning with Quarter 3, 2000:

- 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.

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	249 640	4 039	2 867	1 314	257 859
Prince Edward Island	73 391	1 831	2 561	54	77 837
Nova Scotia	519 876	9 331	7 314	1 836	538 356
New Brunswick	442 704	7 592	3 588	2 795	456 679
Quebec	4 056 126	56 350	35 679	16 724	4 164 878
Ontario	6 559 353	81 279	105 489	27 880	6 774 001
Manitoba	601 943	9 912	12 860	3 605	628 320
Saskatchewan	634 981	39 720	23 502	3 832	702 035
Alberta	2 089 421	86 635	67 364	12 579	2 255 998
British Columbia	2 271 268	68 002	13 807	8 380	2 361 457
Yukon Territory	22 908	1 406	1 154	262	25 729
Northwest Territories	19 261	603	1 021	95	20 980
Nunavut	2 794	272	143	16	3 225
Total - Canada	17 543 664	366 969	277 347	79 371	18 267 351

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
	Newfoundland and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory	Northwest Territories	Nunavut	
Earlier than 1985	5 579,	3 452,	22 974,	16 026,	100 514,	242 339,	50 706,	90 943,	220 837,	224 623,	3 409,	1 730,	160,	983 297,
, 1985	2 063,	1 250,	7 242,	6 132,	43 636,	75 642,	14 288,	18 626,	49 384,	54 940,	627,	436,	66,	274 336,
, 1986	3 051,	1 645,	10 452,	8 595,	67 384,	117 413,	19 935,	25 093,	69 442,	81 634,	932,	517,	61,	406 159,
, 1987	4 320,	2 350,	13 890,	11 832,	99 237,	156 283,	20 109,	22 070,	63 097,	85 840,	970,	472,	83,	480 559,
, 1988	8 562,	3 671,	21 094,	18 612,	157 747,	247 393,	26 199,	27 563,	86 069,	105 412,	1 182,	752,	124,	704 383,
, 1989	10 801,	4 279,	24 418,	21 697,	180 310,	290 882,	27 586,	28 708,	94 544,	119 027,	1 244,	806,	117,	804 423,
, 1990	11 577,	4 833,	27 305,	23 928,	206 952,	322 809,	31 208,	30 777,	103 196,	133 293,	1 263,	836,	132,	898 113,
, 1991	13 298,	4 532,	28 151,	24 736,	225 973,	332 575,	33 379,	32 369,	105 847,	131 590,	1 157,	828,	155,	934 595,
, 1992	14 822,	5 300,	31 910,	28 482,	263 071,	377 149,	35 078,	33 222,	104 327,	134 270,	1 114,	758,	156,	1 029 664,
, 1993	16 385,	5 170,	31 514,	26 217,	242 687,	365 467,	32 093,	30 683,	96 339,	124 406,	1 112,	755,	157,	972 991,
, 1994	16 822,	5 183,	32 797,	26 987,	233 200,	372 255,	31 740,	32 787,	101 752,	118 827,	1 106,	886,	173,	974 521,
, 1995	15 781,	5 346,	33 551,	27 884,	248 170,	402 208,	34 547,	34 914,	107 846,	122 376,	1 163,	946,	167,	1 034 906,
, 1996	12 074,	4 326,	28 176,	22 845,	198 998,	337 024,	30 274,	29 012,	91 240,	97 055,	866,	767,	131,	852 793,
, 1997	16 350,	5 068,	34 850,	27 698,	249 219,	432 972,	39 384,	38 089,	124 161,	124 392,	1 226,	1 183,	193,	1 094 790,
, 1998	18 654,	4 992,	37 939,	30 939,	271 335,	470 190,	40 826,	38 248,	138 027,	123 059,	1 077,	1 255,	174,	1 176 719,
, 1999	19 187,	3 804,	34 781,	28 687,	270 826,	455 409,	33 742,	29 812,	116 276,	110 136,	997,	1 373,	173,	1 105 208,
, 2000	23 817,	3 632,	41 780,	35 894,	352 930,	582 621,	37 953,	33 701,	136 867,	129 946,	998,	1 676,	178,	1 381 999,
, 2001	21 522,	2 439,	34 183,	29 208,	330 969,	522 819,	35 046,	32 735,	144 824,	128 626,	1 234,	1 815,	204,	1 285 631,
, 2002	14 289,	1 938,	21 397,	24 280,	286 211,	409 852,	26 423,	24 026,	124 666,	112 242,	1 147,	1 375,	174,	1 048 026,
, 2003	660,	172,	1 464,	2 011,	26 089,	46 043,	1 418,	1 594,	10 671,	9 563,	74,	86,	7,	99 856,
, 2004	0,	0,	0,	0,	0,	0,	0,	0,	0,	0,	0,	0,	0,	0,
, Unknown	15,	0,	0,	5,	658,	0,	0,	0,	0,	0,	0,	0,	0,	679,
, TOTAL	249 639,	73 390,	519 875,	442 703,	4 056 125,	6 559 352,	601 942,	634 980,	2 089 420,	2 271 267,	22 907,	19 260,	2 793,	17 543 659,

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
	Newfoundland and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory	Northwest Territories	Nunavut	
Earlier than 1985	717	902	2 280	854	10 116	6 022	2 582	30 361	35 665	12 360	475	118	44	102 501
1985	134	77	268	163	1 974	1 483	314	559	1 889	1 344	43	16	4	8 272
1986	168	88	324	191	2 198	2 016	393	632	2 166	1 863	35	18	11	10 110
1987	159	84	396	199	2 810	2 434	338	448	1 763	1 704	37	12	18	10 408
1988	252	90	453	245	3 602	3 327	385	463	2 531	2 475	56	17	16	13 917
1989	202	96	466	240	2 874	3 269	378	405	2 606	2 764	59	26	14	13 404
1990	234	62	458	246	3 000	3 600	497	532	2 657	3 068	63	35	14	14 473
1991	206	48	317	248	2 008	2 556	433	489	2 153	2 439	44	21	9	10 977
1992	167	36	298	287	1 795	2 658	377	439	1 995	2 473	38	20	12	10 601
1993	170	43	348	373	1 983	3 240	391	501	2 154	2 997	32	18	16	12 271
1994	205	55	328	441	2 487	4 073	404	506	2 518	3 277	49	21	14	14 384
1995	268	54	534	507	3 241	5 181	567	655	2 981	3 939	41	40	30	18 045
1996	141	26	328	395	1 996	3 718	392	397	2 057	2 738	35	18	8	12 254
1997	183	34	421	475	2 147	5 147	504	620	3 472	3 644	50	33	12	16 747
1998	143	18	476	513	2 708	5 280	401	575	3 167	3 144	43	24	12	16 509
1999	214	47	568	675	3 759	7 993	500	529	3 780	4 209	69	41	11	22 399
2000	192	26	499	522	3 104	7 098	341	445	3 399	3 879	89	42	10	19 653
2001	160	23	386	594	2 359	7 067	413	633	5 626	4 822	69	37	4	22 197
2002	105	10	161	369	1 670	4 613	261	486	3 698	4 368	68	36	3	15 854
2003	5	1	10	44	417	495	30	36	349	486	3	1	0	1 884
2004	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	3	0	0	0	90	0	0	0	0	0	0	0	0	94
TOTAL	4 037	1 830	9 330	7 591	56 349	81 278	9 911	39 719	86 634	68 001	1 405	602	271	366 962

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
	Newfoundland and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory	Northwest Territories	Nunavut	
Earlier than 1985	300	934	839	541	829	4 983	1 397	7 436	16 720	2 424	213	150	22	36 794
1985	88	137	177	138	354	1 655	281	760	1 511	286	25	23	0	5 441
1986	94	172	189	168	431	2 364	334	887	1 785	405	25	19	0	6 878
1987	122	198	272	256	689	3 218	377	926	1 547	475	21	19	5	8 131
1988	165	189	301	225	919	3 464	380	1 006	2 174	551	31	27	1	9 438
1989	171	138	301	195	781	3 666	373	826	2 015	530	27	40	2	9 069
1990	112	115	212	216	735	3 502	351	788	2 234	874	39	28	4	9 214
1991	109	68	142	119	443	2 257	211	531	1 675	482	23	30	9	6 104
1992	94	38	151	95	631	2 262	271	523	1 411	648	35	24	6	6 195
1993	90	50	232	150	1 006	3 364	448	801	1 905	605	32	25	1	8 715
1994	147	74	362	157	1 944	4 937	677	1 015	2 976	754	42	59	6	13 155
1995	196	107	545	229	2 934	8 228	810	1 328	3 777	810	58	68	15	19 112
1996	169	62	404	149	2 063	5 987	797	947	2 972	750	66	56	7	14 433
1997	145	30	326	136	2 160	6 069	716	975	3 537	794	66	67	4	15 031
1998	218	52	603	180	3 896	10 314	1 167	1 256	5 008	771	83	80	11	23 646
1999	204	68	686	210	4 462	11 733	1 251	1 067	4 188	742	88	76	22	24 804
2000	224	68	884	198	5 512	13 425	1 471	1 116	4 318	681	112	92	8	28 114
2001	114	32	427	110	3 228	7 950	842	810	4 208	638	98	77	7	18 546
2002	76	11	199	75	1 896	4 385	480	405	2 807	478	50	45	2	10 914
2003	17	8	52	28	752	1 716	216	91	590	97	10	6	2	3 592
2004	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	3	0	0	0	4	0	0	0	0	0	0	0	0	7
TOTAL	2 866	2 560	7 313	3 587	35 678	105 488	12 859	23 501	67 363	13 806	1 153	1 019	142	277 339

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													
	Newfoundland and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory	Northwest Territories	Nunavut	TOTAL
Earlier than 1985	39	15	146	841	565	1 403	292	525	2 212	886	44	11	4	6 989
1985	1	1	29	98	181	310	185	143	259	113	4	0	3	1 332
1986	7	2	50	115	189	324	131	141	328	157	3	0	0	1 452
1987	25	2	57	114	157	545	149	315	422	198	1	3	0	1 993
1988	107	0	85	147	241	801	225	210	533	296	6	1	0	2 658
1989	179	1	69	106	451	989	163	226	624	417	6	2	0	3 238
1990	197	1	114	187	800	1 592	131	258	673	439	5	1	0	4 404
1991	174	0	125	75	1 022	1 630	199	212	575	518	7	0	0	4 541
1992	158	3	74	83	1 056	1 642	198	171	592	394	12	0	0	4 388
1993	60	0	101	98	913	1 424	183	181	546	340	5	0	0	3 856
1994	35	0	48	35	1 426	1 261	243	114	401	390	9	1	0	3 969
1995	31	1	179	160	947	1 816	174	127	529	506	11	0	0	4 486
1996	23	2	67	19	1 206	1 902	169	148	444	592	16	0	0	4 593
1997	48	0	100	123	1 151	1 560	160	155	687	376	21	2	1	4 391
1998	35	0	190	192	1 088	1 960	192	178	717	641	8	1	0	5 205
1999	66	0	98	90	1 414	2 352	228	215	787	549	7	19	0	5 830
2000	56	2	184	99	1 322	2 643	206	171	816	663	17	9	4	6 194
2001	51	9	79	107	1 433	2 230	115	181	844	587	60	22	1	5 724
2002	11	9	28	90	932	1 063	249	126	514	293	11	13	0	3 344
2003	0	0	3	5	211	424	3	26	64	16	0	0	0	756
2004	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	1	9	0	0	0	0	0	0	0	0	10
TOTAL	1 313	53	1 835	2 794	16 723	27 880	3 604	3 831	12 577	8 379	261	94	15	79 364

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	246 460	A	3 515	A	2 820	A	1 294	A	254 089	A
Prince Edward Island	72 028	A	1 637	A	2 525	A	49	A	76 239	A
Nova Scotia	514 035	A	7 269	A	6 924	A	1 729	A	529 957	A
New Brunswick	437 292	A	5 618	B	3 344	A	1 682	B	447 935	A
Quebec	4 000 233	A	50 543	A	35 054	A	16 194	A	4 102 023	A
Ontario	6 457 801	A	68 718	A	102 206	A	28 303	A	6 657 028	A
Manitoba	598 139	A	9 239	A	12 612	A	3 431	A	623 421	A
Saskatchewan	624 286	A	37 036	A	22 206	A	3 749	A	687 277	A
Alberta	2 045 154	A	77 892	A	64 809	A	11 607	A	2 199 462	A
British Columbia	2 259 047	A	52 346	A	13 459	A	8 096	A	2 332 948	A
Yukon Territory	22 899	A	927	A	1 133	A	279	A	25 238	A
Northwest Territories	19 203	A	490	A	1 124	A	101	A	20 918	A
Nunavut	2 846	A	194	C	195	B	4	C	3 239	A
Total - Canada	17 299 423	A	315 424	A	268 411	A	76 517	A	17 959 775	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 1999	3 271 946	A	45 671	A	56 716	A	13 005	A	3 387 338	A
1997 - 1999	3 630 904	A	53 375	A	62 741	A	17 012	A	3 764 032	A
1993 - 1996	4 189 598	A	45 853	B	55 557	B	17 701	B	4 308 710	A
1989 - 1992	3 598 465	A	42 466	B	27 545	B	14 130	B	3 682 605	A
Earlier than 1989	2 608 511	A	128 059	A	65 852	A	14 668	B	2 817 091	A
Total	17 299 423	A	315 424	A	268 411	A	76 517	A	17 959 775	A

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 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	10 007 281	A	...	...	F	F	10 008 408	A		
Station wagon	415 420	B	...	...	...	...	415 420	B		
Van	2 460 228	A	19 861	C	F	3 962	D	2 484 161	A	
Sport utility vehicle	1 291 314	A	F	...	...	...	1 292 517	A		
Pickup	3 010 101	A	70 995	B	2 997	E	F	3 084 375	A	
Straight truck	81 709	D	198 484	A	103 259	A	F	383 766	A	
Tractor trailer		F	12 881	C	159 459	A	F	175 579	A	
Bus		F	F	F	...	71 211	A	87 983	B	
Other		F	9 082	D	F	F	F		F	
Total	17 299 423	A	315 424	A	268 411	A	76 517	A	17 959 775	A

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Estimates for Canada of the

Number of Vehicles in Scope 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	16 820 534	A	135 193	A	15 012	C	14 316	B	16 985 055	A
Diesel	428 033	B	170 135	A	253 301	A	58 870	A	910 339	A
Other	50 857	E	10 096	D		F	3 331	C	64 382	D
Total	17 299 423	A	315 424	A	268 411	A	76 517	A	17 959 775	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	3 571.1	A	57.8	C	157.6	C	21.4	C	3 807.9	A
Prince Edward Island	1 286.3	B	8.5	E	31.6	E		F	1 327.0	A
Nova Scotia	9 747.0	A	139.4	C	445.9	B	32.2	C	10 364.6	A
New Brunswick	8 259.6	A	112.7	C	97.2	D	37.7	C	8 507.1	A
Quebec	65 706.2	A	1 167.6	B	3 942.3	A	454.0	B	71 270.1	A
Ontario	113 430.4	A	1 623.6	B	7 924.5	B	704.0	B	123 682.5	A
Manitoba	8 691.1	B	165.8	B	1 127.9	B	62.0	B	10 046.7	A
Saskatchewan	9 927.1	A	161.1	C	1 005.3	C	56.1	B	11 149.7	A
Alberta	32 625.0	A	1 130.9	C	2 905.3	B	335.6	B	36 996.7	A
British Columbia	36 416.0	A	853.8	B	349.2	B	170.3	C	37 789.4	A
Yukon Territory	360.9	B	11.7	C	94.2	C	8.2	E	475.0	B
Northwest Territories	264.5	B	6.4	E	81.1	B	5.6	E	357.6	A
Nunavut	35.0	B		F		F		F	40.9	C
Total - Canada	290 320.1	A	5 439.9	A	18 167.0	A	1 888.0	A	315 815.0	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	6 603.5	B		F	178.7	D	239.7	D	7 108.1	B
Prince Edward Island	2 250.9	B	13.1	E		F	23.4	E	2 322.9	B
Nova Scotia	16 349.0	B	186.9	D	510.2	C	603.9	E	17 650.1	B
New Brunswick	14 384.3	B	152.8	E		F	760.7	D	15 419.2	B
Quebec	101 761.6	B	1 423.2	C	4 560.7	C	6 241.6	E	113 987.0	B
Ontario	180 011.4	B	2 195.5	C	8 822.8	B	8 122.4	C	199 152.0	B
Manitoba	15 188.2	B	246.6	C	1 354.8	C	812.3	C	17 601.9	B
Saskatchewan	18 443.9	C		F		F	853.4	C	20 636.9	B
Alberta	55 716.5	B	1 439.7	D	3 350.5	C	3 009.2	D	63 516.0	B
British Columbia	59 870.5	B	1 555.6	D	391.4	D	2 657.0	E	64 474.6	B
Total - Provinces	470 579.7	A	7 551.5	B	20 413.8	B	23 323.7	B	521 868.6	A

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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 1999	76 512.0	A	1 525.5	B	7 025.6	B	457.6	B	85 520.7	A
1997 - 1999	74 093.9	A	1 626.8	B	6 323.6	B	512.5	B	82 556.9	A
1993 - 1996	69 312.9	A	988.6	C	3 498.9	B	348.5	B	74 148.9	A
1989 - 1992	46 964.9	A	616.6	C	708.0	D	309.8	C	48 599.3	A
Earlier than 1989	23 436.4	A	682.3	C	610.8	C	259.6	D	24 989.2	A
Total	290 320.1	A	5 439.9	A	18 167.0	A	1 888.0	A	315 815.0	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 1999	126 785.5	B	2 174.6	C	8 344.0	C	6 927.9	C	144 232.0	B
1997 - 1999	120 727.5	B	2 135.4	C	6 966.8	C	7 237.2	D	137 066.9	B
1993 - 1996	112 147.4	B	1 309.4	D	3 697.8	C	4 137.0	C	121 291.6	B
1989 - 1992	75 873.8	B	986.6	E	753.8	E	3 875.1	E	81 489.2	B
Earlier than 1989		F	945.5	E	651.4	D	1 146.5	E	37 788.9	B
Total	470 579.7	A	7 551.5	B	20 413.8	B	23 323.7	B	521 868.6	A

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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	157 295.4	A	...	...	F	...	...	157 303.6	A
Station wagon	7 464.5	D	...	...	...	...	...	7 464.5	D
Van	43 911.8	B	545.6	D	F	116.6	E	44 574.5	A	
Sport utility vehicle	23 628.3	B	F	...	...	...	...	23 638.2	B
Pickup	54 841.3	A	1 229.0	B	F	F	F	56 142.2	A	
Straight truck	F	F	3 183.3	B	2 704.1	B	F	8 168.2	C	
Tractor trailer	F	F	307.3	E	15 382.7	A	F	15 708.4	A	
Bus	F	F	F	F	...	1 757.8	A	1 951.1	B	
Other	F	F	110.4	E	F	F	F	F	F	
Total	290 320.1	A	5 439.9	A	18 167.0	A	1 888.0	A	315 815.0	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	251 537.4	B	...	...	F	...	...	251 545.6	B
Station wagon	12 974.1	E	...	...	...	...	...	12 974.1	E
Van	81 114.0	B	788.2	E	F	805.4	E	82 708.0	B	
Sport utility vehicle	40 330.8	C	F	...	...	...	...	40 347.4	C
Pickup	80 209.7	B	F	F	F	F	F	82 394.8	B	
Straight truck	F	F	3 999.7	B	2 942.9	C	F	9 924.1	D	
Tractor trailer	F	F	F	17 388.9	B	F	F	18 002.8	B	
Bus	F	F	F	...	22 237.7	B	22 540.3	B		
Other	F	F	F	F	F	F	F	F		
Total	470 579.7	A	7 551.5	B	20 413.8	B	23 323.7	B	521 868.6	A

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Estimates for Canada of

Vehicle-km ('000 000) 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	278 776.2	A	1 049.0	B	122.3	E	219.9	C	280 167.3	A
Diesel	10 290.0	C	4 191.3	A	18 043.9	A	1 637.0	A	34 162.2	A
Other	1 254.0	E	199.7	E		F	31.1	E	1 485.5	E
Total	290 320.1	A	5 439.9	A	18 167.0	A	1 888.0	A	315 815.0	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	452 684.4	A	1 529.4	D		F	2 493.8	D	456 835.9	A
Diesel	15 677.8	D	5 786.3	B	20 284.7	B	20 405.4	B	62 154.2	B
Other		F		F		F	424.5	E		F
Total	470 579.7	A	7 551.5	B	20 413.8	B	23 323.7	B	521 868.6	A

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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	33 909.4	A	180.0	D	965.4	C	82.8	C	35 137.5	A
Monday	42 447.8	A	949.8	C	2 957.8	B	299.1	B	46 654.5	A
Tuesday	42 787.9	A	1 028.9	B	3 294.2	B	318.7	A	47 429.7	A
Wednesday	43 981.8	A	1 039.8	B	3 290.3	B	369.5	A	48 681.4	A
Thursday	45 617.5	A	1 109.6	B	3 382.7	B	358.4	A	50 468.2	A
Friday	47 844.1	A	885.2	B	3 010.8	B	325.6	A	52 065.7	A
Saturday	33 071.3	A	227.9	C	1 085.6	B	119.9	C	34 504.7	A
Total	289 659.8	A	5 421.1	A	17 986.7	A	1 874.0	A	314 941.6	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	60 639.2	B	279.8	E	1 151.7	C	982.4	E	63 053.1	B
Monday	69 250.0	B	1 405.7	D	3 238.6	B	3 607.7	B	77 502.0	B
Tuesday	68 544.0	B	1 405.1	C	3 666.0	B	4 021.0	B	77 636.1	B
Wednesday	68 984.3	B	1 339.4	B	3 742.9	B	4 425.6	B	78 492.2	A
Thursday	68 902.4	B	1 494.8	B	3 826.5	B	4 273.0	B	78 496.7	A
Friday	76 418.2	B	1 235.5	B	3 473.4	B	4 435.7	B	85 562.9	A
Saturday	57 841.4	B	391.1	D	1 314.8	C	1 578.2	E	61 125.6	B
Total	470 579.7	A	7 551.5	B	20 413.8	B	23 323.7	B	521 868.6	A

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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	4 920.5	C	29.9	E		F		F	4 952.7	C
20 - 24 years	14 350.3	D	203.2	E	325.4	E	31.8	E	14 910.7	D
25 - 34 years	43 989.7	B	1 131.1	C	3 834.5	C	168.1	C	49 123.4	B
35 - 44 years	75 290.5	B	2 001.1	C	6 532.0	B	511.5	B	84 335.1	B
45 - 54 years	74 191.1	B	1 328.5	C	4 655.0	B	743.2	B	80 917.8	B
55 - 64 years	46 333.4	B	646.3	D	2 536.0	C	385.5	B	49 901.2	B
65 years and over	30 584.2	B	81.2	E		F	32.9	E	30 800.8	B
Total	289 659.8	A	5 421.1	A	17 986.7	A	1 874.0	A	314 941.6	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	249.0	E	386.6	E		F	22 097.3	D
25 - 34 years	73 021.0	B	1 509.6	C	4 345.1	C	1 811.6	E	80 687.3	B
35 - 44 years	126 654.6	B		F	7 589.5	C	5 492.7	C	142 592.3	B
45 - 54 years	116 555.8	B	1 814.6	D	5 089.8	B	9 361.3	C	132 821.5	B
55 - 64 years	72 010.4	B	982.3	E	2 895.7	C	5 976.6	C	81 865.0	B
65 years and over	52 871.7	B	98.6	E		F		F	53 468.8	B
Total	470 579.7	A	7 551.5	B	20 413.8	B	23 323.7	B	521 868.6	A

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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	200 863.8	A	5 167.4	B	17 544.7	B	1 322.2	B	224 898.2	A
Female	88 796.0	B		F	441.9	E	551.8	B	90 043.5	B
Total	289 659.8	A	5 421.1	A	17 986.7	A	1 874.0	A	314 941.6	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	335 595.8	A	7 137.0	B	19 703.2	B	15 112.5	C	377 548.6	A
Female	134 983.8	B		F	710.6	E	8 211.2	B	144 320.1	B
Total	470 579.7	A	7 551.5	B	20 413.8	B	23 323.7	B	521 868.6	A

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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	7 285.1	B	252.4	D	2 026.3	B	75.3	E	9 639.1	B
06:00 - 11:59	97 941.3	A	2 363.3	B	6 611.6	B	808.2	A	107 724.3	A
12:00 - 17:59	130 585.4	A	2 284.7	B	6 311.5	B	810.3	A	139 991.9	A
18:00 - 23:59	53 848.0	A	520.7	D	3 037.2	B	180.2	B	57 586.2	A
Total	289 659.8	A	5 421.1	A	17 986.7	A	1 874.0	A	314 941.6	A

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

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	9 796.0	B	313.2	D	2 459.7	C		F	13 451.2	B
06:00 - 11:59	147 180.4	A	3 251.9	B	7 361.4	B	10 192.9	B	167 986.6	A
12:00 - 17:59	213 969.4	A	3 257.0	B	7 085.2	B	10 698.2	B	235 009.9	A
18:00 - 23:59	99 633.8	B	729.4	D	3 507.5	B	1 550.2	E	105 420.9	A
Total	470 579.7	A	7 551.5	B	20 413.8	B	23 323.7	B	521 868.6	A

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 ALL PASSENGER-KM ESTIMATES EXCLUDE URBAN TRANSIT BUSES AND THE TERRITORIES.

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	328.3	E	1 543.2	C	...		1 879.3	C
Declared - no	289 652.0	A	5 092.8	B	16 443.5	B	1 874.0	A	313 062.3	A
Total	289 659.8	A	5 421.1	A	17 986.7	A	1 874.0	A	314 941.6	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	1 711.1	D		...	2 106.5	C
Declared - no	470 569.0	A	7 166.7	B	18 702.7	B	23 323.7	B	519 762.1	A
Total	470 579.7	A	7 551.5	B	20 413.8	B	23 323.7	B	521 868.6	A

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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	74 212.7	A	621.5	D	2 481.4	B	213.0	C	77 528.6	A
Weekdays	215 447.1	A	4 799.6	B	15 505.3	B	1 661.0	A	237 413.0	A
Total	289 659.8	A	5 421.1	A	17 986.7	A	1 874.0	A	314 941.6	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	133 515.3	A	1 071.6	E	2 917.7	C	2 899.4	E	140 404.0	A
Weekdays	337 064.3	A	6 479.9	B	17 496.1	B	20 424.3	B	381 464.6	A
Total	470 579.7	A	7 551.5	B	20 413.8	B	23 323.7	B	521 868.6	A

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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	161 309.9	A	2 603.9	B	11 426.6	B	634.3	B	175 974.7	A
Other roads	128 349.9	A	2 817.3	B	6 560.1	B	1 239.7	A	138 967.0	A
Total	289 659.8	A	5 421.1	A	17 986.7	A	1 874.0	A	314 941.6	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	272 111.9	B	3 666.2	B	12 833.3	B	11 660.1	C	300 271.4	A
Other roads	198 467.8	A	3 885.3	B	7 580.5	C	11 663.6	B	221 597.3	A
Total	470 579.7	A	7 551.5	B	20 413.8	B	23 323.7	B	521 868.6	A

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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	12 677.2	C
5-14 years	33 778.6	B
15 years and over	424 123.8	A
Total	470 579.7	A

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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	.		632.7	B
Scheduled intercity		F		F
School	15 271.2	B	841.7	A
Charter	5 180.1	D	203.3	D
Other	884.4	E	103.0	D
Total	23 323.7	B	1 874.0	A

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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	51 929.2	B	31 774.5	B	83 703.7	A
To go to work or school	26 807.5	B	18 638.3	B	45 445.7	A
To do shopping or errands	33 148.6	B	20 856.2	B	54 004.8	A
To go to a recreational or social activity	21 549.4	B	12 878.7	B	34 428.1	B
To go somewhere else	22 633.2	C	15 801.2	B	38 434.4	B
(Job) picking up or delivering goods		F	9 819.8	E	11 748.6	E
(Job) to or from service call	2 060.8	E	4 943.0	D	7 003.8	C
(Job) other work purpose	4 533.4	D	10 357.3	C	14 890.7	B
Total	164 590.7	A	125 069.1	A	289 659.8	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	82 881.0	B	52 830.2	B	135 711.2	B
To go to work or school	31 499.6	B	23 531.7	B	55 031.4	A
To do shopping or errands	54 182.6	B	36 921.6	B	91 104.2	B
To go to a recreational or social activity	43 215.0	B	28 327.1	B	71 542.1	B
To go somewhere else	42 107.3	C	33 708.0	C	75 815.3	B
(Job) picking up or delivering goods		F	11 209.0	E	13 320.8	E
(Job) to or from service call	2 324.8	E		F	8 371.0	C
(Job) other work purpose	6 189.3	D	13 494.3	C	19 683.7	C
Total	264 511.4	B	206 068.2	B	470 579.7	A

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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	132.9	E
	Carrying goods or equipment	2 958.3	B	2 088.0	C
	Empty	325.1	D	335.8	D
	Other work purpose		F		F
	Non work purpose	884.5	C	151.3	E
	Total	5 113.8	A	2 764.6	B
Other over 4.5t	Driving to or from service call		F	243.5	E
	Carrying goods or equipment		F	12 072.9	B
	Empty		F	2 604.0	C
	Other work purpose		F		F
	Non work purpose		F	244.5	E
	Total	307.3	E	15 222.1	A
Total	Driving to or from service call	712.2	C	376.4	D
	Carrying goods or equipment	3 074.7	B	14 160.8	B
	Empty	442.8	E	2 939.7	C
	Other work purpose	281.5	E	114.0	E
	Non work purpose	909.8	C	395.8	D
	Total	5 421.1	A	17 986.7	A

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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	196.5	E
	Carrying goods or equipment		F	2 249.0	C
	Empty		F	346.9	D
	Other work purpose		F		F
	Non work purpose	1 609.3	D	161.9	E
	Total	7 130.0	B	3 024.3	C
Other over 4.5t	Driving to or from service call		F	264.5	E
	Carrying goods or equipment		F	14 054.9	B
	Empty		F	2 760.1	C
	Other work purpose		F		F
	Non work purpose		F	249.1	E
	Total		F	17 389.5	B
Total	Driving to or from service call	989.0	C	461.0	D
	Carrying goods or equipment	3 793.0	C	16 303.9	B
	Empty	625.4	E	3 107.0	C
	Other work purpose		F		F
	Non work purpose	1 658.3	D	410.9	D
	Total	7 551.5	B	20 413.8	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	1 788.4	B		F	349.4	C	16.7	E	2 181.5	B
	06:00 - 11:59	23 036.4	A	212.7	C	838.7	B	74.2	C	24 162.0	A
	12:00 - 17:59	34 425.3	A	278.7	D	784.8	B	84.9	B	35 573.8	A
	18:00 - 23:59	14 962.5	A		F	508.5	C	37.2	D	15 611.3	A
	Total	74 212.7	A	621.5	D	2 481.4	B	213.0	C	77 528.6	A
Weekdays	00:00 - 05:59	5 496.7	B	225.4	D	1 676.9	B	58.6	D	7 457.6	B
	06:00 - 11:59	74 904.9	A	2 150.6	B	5 773.0	B	734.0	A	83 562.4	A
	12:00 - 17:59	96 160.0	A	2 006.0	B	5 526.7	B	725.4	A	104 418.1	A
	18:00 - 23:59	38 885.5	A	417.7	C	2 528.7	B	143.0	B	41 974.9	A
	Total	215 447.1	A	4 799.6	B	15 505.3	B	1 661.0	A	237 413.0	A
Total	00:00 - 05:59	7 285.1	B	252.4	D	2 026.3	B	75.3	E	9 639.1	B
	06:00 - 11:59	97 941.3	A	2 363.3	B	6 611.6	B	808.2	A	107 724.3	A
	12:00 - 17:59	130 585.4	A	2 284.7	B	6 311.5	B	810.3	A	139 991.9	A
	18:00 - 23:59	53 848.0	A	520.7	D	3 037.2	B	180.2	B	57 586.2	A
	Total	289 659.8	A	5 421.1	A	17 986.7	A	1 874.0	A	314 941.6	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	2 555.6	C		F	436.1	D		F	3 313.5	C
	06:00 - 11:59	37 219.5	B	345.3	D	958.5	C	927.3	E	39 450.6	B
	12:00 - 17:59	62 942.9	B	529.6	E	918.9	C	1 191.4	E	65 582.7	B
	18:00 - 23:59	30 797.4	B		F	604.2	C	496.8	E	32 057.3	B
	Total	133 515.3	A	1 071.6	E	2 917.7	C	2 899.4	E	140 404.0	A
Weekdays	00:00 - 05:59		F	275.4	D	2 023.6	C		F		F
	06:00 - 11:59	109 960.9	B	2 906.5	B	6 402.9	B	9 265.6	B	128 536.0	A
	12:00 - 17:59	151 026.6	A	2 727.4	B	6 166.3	B	9 506.9	B	169 427.2	A
	18:00 - 23:59	68 836.4	B	570.6	D	2 903.3	B	1 053.4	E	73 363.6	B
	Total	337 064.3	A	6 479.9	B	17 496.1	B	20 424.3	B	381 464.6	A
Total	00:00 - 05:59	9 796.0	B	313.2	D	2 459.7	C		F	13 451.2	B
	06:00 - 11:59	147 180.4	A	3 251.9	B	7 361.4	B	10 192.9	B	167 986.6	A
	12:00 - 17:59	213 969.4	A	3 257.0	B	7 085.2	B	10 698.2	B	235 009.9	A
	18:00 - 23:59	99 633.8	B	729.4	D	3 507.5	B	1 550.2	E	105 420.9	A
	Total	470 579.7	A	7 551.5	B	20 413.8	B	23 323.7	B	521 868.6	A

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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	9 918.8	D	226.7	D	326.7	E		F	10 502.3	D
	Female		F		F		F		F		F
	Total	19 270.9	C	233.0	D	326.7	E	32.8	E	19 863.4	C
25 - 55 years	Male	132 361.7	B	4 215.4	B	14 585.1	B	944.1	B	152 106.3	A
	Female	61 109.5	B		F	436.4	E	478.7	B	62 269.9	B
	Total	193 471.3	A	4 460.6	B	15 021.5	B	1 422.8	B	214 376.2	A
55 years and over	Male	58 583.2	B	725.2	D	2 633.0	C	348.1	B	62 289.5	B
	Female	18 334.4	B		F		F	70.4	D	18 412.6	B
	Total	76 917.6	B	727.5	D	2 638.5	C	418.4	B	80 702.0	B
Total	Male	200 863.8	A	5 167.4	B	17 544.7	B	1 322.2	B	224 898.2	A
	Female	88 796.0	B		F	441.9	E	551.8	B	90 043.5	B
	Total	289 659.8	A	5 421.1	A	17 986.7	A	1 874.0	A	314 941.6	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	15 915.4	E	284.6	D	387.9	E		F	16 868.6	E
	Female		F		F		F		F		F
	Total		F	290.9	D	387.9	E		F		F
25 - 55 years	Male	220 656.3	B	5 776.0	B	16 324.9	B	9 693.1	C	252 450.2	A
	Female	95 575.1	B		F	699.6	E	6 972.6	C	103 650.9	B
	Total	316 231.4	A	6 179.7	B	17 024.4	B	16 665.6	B	356 101.1	A
55 years and over	Male	99 024.1	B	1 076.5	E	2 990.4	C	5 138.8	D	108 229.8	B
	Female	25 857.9	B		F		F	1 230.7	E	27 104.0	B
	Total	124 882.1	B	1 080.9	E	3 001.4	C	6 369.4	C	135 333.8	B
Total	Male	335 595.8	A	7 137.0	B	19 703.2	B	15 112.5	C	377 548.6	A
	Female	134 983.8	B		F	710.6	E	8 211.2	B	144 320.1	B
	Total	470 579.7	A	7 551.5	B	20 413.8	B	23 323.7	B	521 868.6	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.
 ALL PASSENGER-KM ESTIMATES EXCLUDE URBAN TRANSIT BUSES AND THE TERRITORIES.

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	32 273.1	A	302.6	D		F	77.0	C	32 681.1	A
Diesel	1 440.3	E	1 054.7	B	7 210.0	B	557.2	B	10 262.2	B

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FOR FURTHER READING

Selected Publications from Statistics Canada

Catalogue

53F0004XIE	Canadian Vehicle Survey – Quarterly. English.
53F0004XIF	Canadian Vehicle Survey – Quarterly. French.
50-002-XIB	Surface and Marine Transport - Service Bulletin. Bilingual.
51-004-XIB	Aviation - Service Bulletin - 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.
51-206-XIB	Canadian Civil Aviation - Annual. Bilingual.
51-207-XIB	Air Charter Statistics - Annual. Bilingual.
52-001-XIE	Railway Carloadings – Monthly. English.
52-001-XIF	Railway Carloadings – Monthly. French.
52-216-XIB	Rail in Canada - Annual. Bilingual.
53-215-XIB	Passenger Bus and Urban Transit Statistics - Annual. Bilingual.
53-222-XIB	Trucking in Canada - Annual. Bilingual.
54-205-XIB	Shipping in Canada - Annual. Bilingual.
66-001-PPB	International Travel, Advance Information (Touriscope) - Monthly. Bilingual.
66-201-XIB	International Travel - Annual. Bilingual.
87-003-XIB	Travel Log - Quarterly. Bilingual.

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