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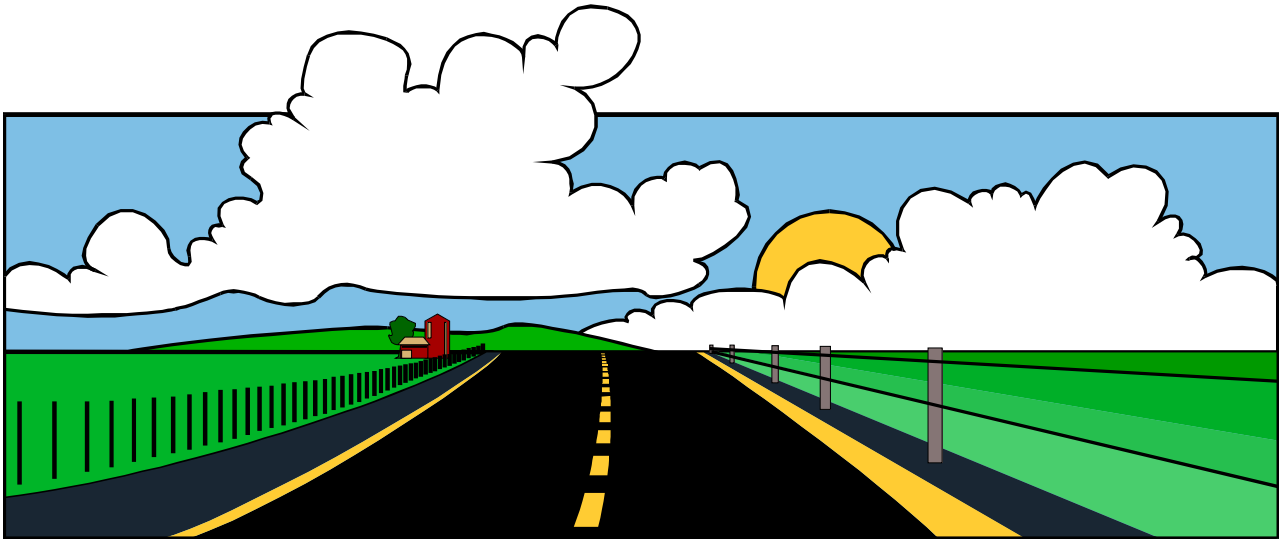
Canadian Vehicle Survey

Quarter 1, 2002



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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:

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

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

Acknowledgements

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

LIST OF TABLES

HIGHLIGHTS

- Over 17.6 million vehicles were in-scope for the Canadian Vehicle Survey during this quarter.

- Between January 1 and March 31, 2002, these vehicles travelled an estimated 71.7 billion kilometres.

- Vehicles weighing less than 4 500 kilograms were driven an average of 3 850 kilometres while the largest of the trucks (trucks with gross weight 15 000 kilograms or more) were driven an average of 17 000 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 first quarter of 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 this quarter was drawn from lists of motor vehicles with valid registrations in any province or territory available in October 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 October 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 October 2001 to Statistics Canada for CVS and the most recent list available for Saskatchewan, created in July, 2001. This set of prepared vehicle lists and the set of days within the first quarter of 2002 constitute the survey population.

4.1.2 Sample design

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

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

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

Since the sample was selected in two stages, the sampling weight (see 6. for definition) was also calculated in two steps. The first-stage sampling weight was calculated for each vehicle in the first-stage sample. Then the second-stage sampling weight was calculated for each vehicle-day selected from all days within the reference period. Finally, these two weights were multiplied together to obtain the final weight for a vehicle-day. The weighted values are obtained by multiplying the final weights and the collected values. They were aggregated to produce the estimates.

4.1.3 Sample size

A total of 4,999 vehicles out of 17,721,908 from the survey population were drawn for the ten provinces. Another 2,556 vehicles out of 42,428 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 have 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	40%	18%	22%	30%	5%	25%	6%	4%
Trucks 4.5t – 15t	31%	25%	7%	14%	5%	9%	7%	10%
Trucks 15t or more	44%	31%	12%	18%	5%	13%	7%	12%
Buses	31%	17%	14%	3%	0%	3%	11%	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%	6%	7%
Trucks 4.5t – 15t	N/A	N/A	N/A	14%	5%	9%	8%	9%
Trucks 15t or more	N/A	N/A	N/A	18%	3%	15%	9%	7%
Buses	N/A	N/A	N/A	11%	0%	11%	9%	8%

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	57%	25%	32%	43%	7%	36%
Trucks 4.5t – 15t	69%	54%	14%	31%	11%	20%
Trucks 15t or more	71%	51%	20%	29%	8%	21%
Buses	92%	50%	43%	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%	8%	92%	N/A	N/A	N/A
Trucks 4.5t – 15t	100%	36%	64%	N/A	N/A	N/A
Trucks 15t or more	100%	18%	82%	N/A	N/A	N/A
Buses	100%	0%	100%	N/A	N/A	N/A

5.4.3 Coefficient of variation

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

5.4.4 Quality indicator

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

Quality 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: 28, 29, 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	248 836	3 913	2 347	1 375	256 471
Prince Edward Island	72 314	1 761	2 399	43	76 517
Nova Scotia	518 750	9 382	7 193	1 835	537 160
New Brunswick	434 261	8 436	2 762	2 778	448 237
Quebec	3 992 743	53 639	34 745	16 638	4 097 765
Ontario	6 518 349	78 617	101 190	27 584	6 725 740
Manitoba	593 506	9 527	12 144	3 584	618 761
Saskatchewan	619 484	33 939	21 727	3 797	678 947
Alberta	2 049 535	79 478	64 873	12 327	2 206 213
British Columbia	2 226 558	63 124	13 106	8 488	2 311 276
Yukon Territory	19 659	1 115	887	206	21 867
Northwest Territories	18 651	564	1 117	83	20 415
Nunavut	2 642	227	126	15	3 010
Total - Canada	17 315 288	343 722	264 616	78 753	18 002 379

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

	Jurisdiction													
	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	TOTAL
Vehicle Model Year														
Earlier then 1985	5 987	3 427	23 615	15 261	95 770	251 185	51 774	85 665	223 684	222 048	2 988	1 746	167	983 317
1985	2 318	1 346	7 613	6 562	46 802	89 370	15 110	19 023	52 530	57 208	574	445	73	298 974
1986	3 418	1 765	10 977	9 272	72 835	129 568	21 159	25 647	73 375	84 607	868	521	57	434 069
1987	4 842	2 534	14 603	12 737	107 597	182 368	21 153	22 594	66 036	88 550	909	479	80	524 482
1988	9 546	3 961	22 037	19 899	169 845	269 650	27 402	28 144	89 337	107 773	1 109	773	128	749 604
1989	11 886	4 551	25 357	23 040	191 716	324 782	28 634	29 251	97 238	121 179	1 174	819	129	859 756
1990	12 636	5 030	28 102	25 096	216 182	341 109	32 092	31 237	105 444	134 927	1 195	841	130	934 021
1991	14 221	4 665	28 786	25 557	232 848	353 126	33 995	32 719	107 198	132 781	1 070	827	155	967 948
1992	15 489	5 350	32 400	28 977	268 296	387 862	35 418	33 477	105 206	135 277	1 051	742	157	1 049 702
1993	16 794	5 190	31 832	26 431	246 112	377 048	32 338	30 876	96 847	124 952	1 052	762	154	990 388
1994	17 081	5 176	33 029	26 987	235 362	376 974	31 804	32 890	102 028	119 129	1 037	892	169	982 558
1995	15 953	5 320	33 681	27 761	250 121	408 962	34 578	34 944	107 967	122 336	1 084	945	157	1 043 809
1996	12 190	4 297	28 304	22 650	200 398	339 320	30 234	29 063	91 254	97 040	805	767	128	856 450
1997	16 445	4 984	34 925	27 454	250 638	436 769	39 280	38 133	124 161	124 188	1 138	1 206	185	1 099 506
1998	18 879	4 759	37 949	30 659	273 497	470 067	40 250	37 962	137 591	122 648	992	1 251	168	1 176 672
1999	20 099	3 283	34 901	29 061	281 028	473 709	33 534	29 428	116 471	111 214	898	1 395	160	1 135 181
2000	24 079	3 430	42 158	36 010	360 028	597 048	38 360	34 166	138 672	131 344	672	1 691	165	1 407 823
2001	21 481	2 313	34 141	28 800	332 725	528 725	33 903	31 757	145 948	129 538	683	1 830	200	1 292 044
2002	5 463	925	14 207	11 946	158 375	180 689	12 489	12 453	68 167	59 372	355	717	80	525 238
2003	13	8	133	96	2 518	15	0	56	382	448	4	1	0	3 674
Unknown	14	0	0	3	46	0	0	0	0	0	0	0	0	63
TOTAL	248 834	72 314	518 750	434 259	3 992 739	6 518 346	593 507	619 485	2 049 536	2 226 559	19 658	18 650	2 642	17 315 279

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

	Jurisdiction													
	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	TOTAL
Vehicle Model Year														
Earlier then 1985	712	887	2 344	762	10 020	5 969	2 471	25 387	34 516	11 537	407	108	33	95 153
1985	131	70	278	147	1 909	1 469	297	483	1 545	1 279	38	17	3	7 666
1986	161	80	335	177	2 121	2 027	384	562	1 797	1 782	33	18	11	9 488
1987	159	83	402	190	2 680	2 476	331	398	1 368	1 651	33	12	16	9 799
1988	248	83	460	236	3 450	3 361	375	423	2 080	2 355	52	15	16	13 154
1989	206	94	478	237	2 728	3 243	377	367	2 157	2 661	54	27	11	12 640
1990	234	66	469	241	2 925	3 625	479	498	2 326	2 951	57	34	14	13 919
1991	204	46	326	255	1 982	2 581	432	466	2 019	2 359	39	19	9	10 737
1992	168	36	300	301	1 705	2 695	375	423	1 789	2 356	34	20	11	10 213
1993	170	42	348	413	1 894	3 278	379	485	1 939	2 864	27	18	12	11 869
1994	200	50	332	484	2 375	4 144	398	482	2 343	3 149	46	22	14	14 039
1995	266	53	538	564	3 125	5 208	554	625	2 820	3 783	40	39	24	17 639
1996	140	24	327	460	1 922	3 753	393	385	1 963	2 643	31	17	7	12 065
1997	178	32	421	560	2 052	5 168	492	597	3 379	3 545	46	33	14	16 517
1998	136	18	479	661	2 639	5 338	403	562	2 982	3 052	34	22	11	16 337
1999	208	46	565	901	3 650	8 182	493	507	3 563	4 157	55	40	8	22 375
2000	190	24	498	714	3 010	7 136	342	429	3 190	3 813	30	38	7	19 421
2001	151	20	381	842	2 244	7 028	408	617	5 593	4 816	40	37	4	22 181
2002	44	4	102	290	1 179	1 936	142	243	2 109	2 371	18	26	2	8 466
2003	0	0	0	0	26	0	0	0	1	0	0	0	0	27
Unknown	4	0	0	0	3	0	0	0	0	0	0	0	0	7
TOTAL	3 910	1 758	9 383	8 435	53 639	78 617	9 525	33 939	79 479	63 124	1 114	562	227	343 712

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

	Jurisdiction													
	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	TOTAL
Vehicle Model Year														
Earlier then 1985	206	897	842	340	807	4 283	1 284	6 452	16 514	2 212	166	158	18	34 179
1985	62	131	171	86	352	1 548	260	700	1 490	270	22	25	0	5 117
1986	68	161	184	117	435	2 171	318	819	1 756	384	20	22	0	6 455
1987	89	185	266	170	707	3 000	360	865	1 527	451	16	22	3	7 661
1988	124	178	299	162	935	3 225	349	945	2 129	535	27	30	1	8 939
1989	121	125	297	133	778	3 527	354	789	1 986	501	25	44	2	8 682
1990	88	104	210	167	764	3 392	330	737	2 198	856	34	28	4	8 912
1991	93	62	142	102	450	2 276	202	503	1 659	471	20	32	10	6 022
1992	86	32	154	74	639	2 324	261	492	1 384	651	33	28	6	6 164
1993	76	48	232	123	1 014	3 432	435	756	1 877	594	28	32	1	8 648
1994	132	72	356	125	1 967	4 994	667	975	2 924	744	35	65	6	13 062
1995	170	97	544	193	2 940	8 332	800	1 253	3 723	809	45	77	14	18 997
1996	154	57	403	131	2 094	6 155	787	915	2 898	727	54	69	7	14 451
1997	132	28	325	123	2 184	6 203	708	943	3 423	782	57	80	4	14 992
1998	196	49	602	166	3 947	10 345	1 156	1 235	4 848	762	71	90	11	23 478
1999	185	66	683	193	4 509	11 767	1 249	1 102	4 029	722	68	85	21	24 679
2000	208	67	884	188	5 452	13 497	1 450	1 133	4 249	662	86	101	9	27 986
2001	100	29	424	108	3 177	7 728	803	808	4 032	611	53	86	7	17 966
2002	54	9	173	60	1 544	2 992	358	303	2 214	364	27	40	2	8 140
2003	0	0	1	0	47	0	12	0	13	0	0	0	0	73
Unknown	4	0	1	0	4	0	0	0	0	0	0	0	0	9
TOTAL	2 348	2 397	7 193	2 761	34 746	101 191	12 143	21 725	64 873	13 108	887	1 114	126	264 612

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

	Jurisdiction													
	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	TOTAL
Vehicle Model Year														
Earlier then 1985	35	9	146	846	604	1 412	306	522	2 296	900	42	9	3	7 130
1985	3	1	29	100	190	335	205	147	267	114	3	0	2	1 396
1986	4	3	53	118	189	336	141	159	340	168	3	1	0	1 515
1987	32	4	59	125	156	607	158	328	431	208	1	4	0	2 113
1988	187	0	93	156	256	949	237	219	541	312	9	1	0	2 960
1989	199	1	73	114	531	1 163	168	232	626	444	6	2	0	3 559
1990	201	2	118	189	942	1 825	134	265	673	459	7	1	0	4 816
1991	167	0	127	75	1 077	1 742	201	216	573	542	7	1	1	4 729
1992	149	3	76	84	1 103	1 707	197	174	594	404	8	1	0	4 500
1993	58	0	102	99	934	1 463	186	181	549	353	3	1	0	3 929
1994	32	0	49	37	1 432	1 282	246	115	398	397	10	1	0	3 999
1995	29	1	181	157	957	1 832	173	127	522	535	12	0	0	4 526
1996	21	2	68	18	1 209	1 899	170	149	436	597	16	0	0	4 585
1997	48	0	101	123	1 160	1 567	162	155	684	379	19	3	1	4 402
1998	36	0	191	191	1 089	1 960	193	173	711	684	7	2	0	5 237
1999	63	0	98	90	1 443	2 361	227	213	776	559	4	19	2	5 855
2000	57	2	184	98	1 329	2 654	209	171	817	670	13	9	4	6 217
2001	51	15	80	103	1 411	2 118	99	163	850	586	35	21	1	5 533
2002	3	0	7	52	606	372	173	88	242	171	0	8	0	1 722
2003	0	0	0	0	19	0	0	1	0	2	0	0	0	22
Unknown	0	0	0	2	0	0	0	0	0	0	0	0	0	2
TOTAL	1 375	43	1 835	2 777	16 637	27 584	3 585	3 798	12 326	8 484	205	84	14	78 747

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Jurisdiction										
Newfoundland and Labrador	241 735	A	3 853	A	2 283	A	1 375	A	249 246	A
Prince Edward Island	70 573	A	1 390	C	2 399	A	43	A	74 405	A
Nova Scotia	517 065	A	8 238	B	6 634	A	1 669	B	533 606	A
New Brunswick	430 163	A	7 357	B	2 666	A	1 376	D	441 562	A
Quebec	3 930 446	A	48 116	A	34 258	A	15 157	B	4 027 977	A
Ontario	6 444 035	A	66 823	A	96 799	A	27 000	B	6 634 657	A
Manitoba	588 135	A	9 410	A	11 631	A	3 196	B	612 373	A
Saskatchewan	600 235	A	29 266	B	20 498	B	3 797	A	653 795	A
Alberta	1 991 166	A	76 599	A	60 979	A	10 614	B	2 139 358	A
British Columbia	2 204 373	A	50 994	B	14 094	A	8 241	A	2 277 702	A
Yukon Territory	20 004	A	916	B	894	B	230	B	22 045	A
Northwest Territories	18 454	A	432	C	1 200	A	83	A	20 170	A
Nunavut	2 569	A		F	234	D	15	A	2 923	A
Total - Canada	17 058 953	A	303 500	A	254 569	A	72 795	A	17 689 818	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 Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Vehicle Model Year										
Later than 1999	2 686 651	B	31 482	C	46 979	B	10 732	C	2 775 844	B
1997 - 1999	3 409 019	A	55 890	B	61 586	B	18 563	B	3 545 058	A
1993 - 1996	4 367 561	A	59 224	C	65 709	B	9 951	D	4 502 445	A
1989 - 1992	3 813 583	A	47 317	C	22 911	D	14 812	C	3 898 623	A
Earlier than 1989	2 782 140	A	109 588	B	57 384	B	18 737	C	2 967 849	A
Total	17 058 953	A	303 500	A	254 569	A	72 795	A	17 689 818	A

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Estimates for Canada of the

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Vehicle Body Type										
Car	9 860 162	A		...		F		F	9 864 671	A
Station wagon	386 164	D		...		...		...	386 164	D
Van	2 635 170	B	24 659	D		F	4 668	E	2 664 939	B
Sport utility vehicle	1 272 422	B		F		...		...	1 276 494	B
Pickup	2 798 236	B	72 733	B	5 472	E		...	2 876 440	A
Straight truck	75 637	E	173 695	A	101 505	B		F	350 989	B
Tractor trailer		F	20 078	E	143 211	A		F	172 212	B
Bus		F		F		...	66 201	A	77 537	C
Other		F	6 960	E		F		...		F
Total	17 058 953	A	303 500	A	254 569	A	72 795	A	17 689 818	A

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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 Type of Fuel

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Fuel Type										
Gasoline	16 472 713	A	144 726	B	15 900	E	13 438	C	16 646 777	A
Diesel	514 951	C	143 799	B	238 669	A	57 108	A	954 528	B
Other	71 289	E	14 975	E		...	2 249	E	88 512	E
Total	17 058 953	A	303 500	A	254 569	A	72 795	A	17 689 818	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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DUE TO ROUNDING THE NUMBERS MAY NOT ADD UP AND MAY DIFFER SLIGHTLY AMONG THE TABLES.

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	741.9	B	18.9	E	27.5	E	10.9	E	799.2	B
Prince Edward Island	264.5	B		F		F		F	275.6	B
Nova Scotia	2 033.3	B	44.9	D	103.8	D		F	2 187.2	B
New Brunswick	2 442.7	B	47.5	E		F	7.1	E	2 505.2	B
Quebec	15 765.8	B	252.3	E	1 103.9	C	180.7	E	17 302.7	B
Ontario	24 938.4	B	352.4	D	1 697.3	C	228.5	C	27 216.6	B
Manitoba	2 145.3	C	30.5	D	262.2	C	18.6	D	2 456.5	B
Saskatchewan	2 293.1	C		F	241.3	E	18.3	C	2 570.6	B
Alberta	7 407.4	B	243.6	E	734.1	C	86.0	D	8 471.0	B
British Columbia	7 436.9	B	208.3	E	98.4	C	29.4	D	7 772.9	B
Yukon Territory	57.3	C	2.3	E	14.2	E		F	75.1	C
Northwest Territories	50.2	C	0.8	E	14.0	E		F	65.4	B
Nunavut	4.5	D		F		F		F		F
Total - Canada	65 581.4	A	1 221.4	B	4 317.3	B	586.7	B	71 706.9	A

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

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	1 456.4	E		F	29.9	E	119.6	E	1 631.2	D
Prince Edward Island	404.4	C		F		F		F	419.8	C
Nova Scotia	3 348.8	C		F		F	62.6	E	3 585.1	C
New Brunswick		F		F		F		F	4 703.2	D
Quebec		F	339.0	E	1 298.2	D		F	31 008.3	C
Ontario	37 737.3	C		F	1 797.8	C	1 580.2	E	41 572.8	B
Manitoba	3 543.5	E	51.6	E	281.3	D	214.0	E	4 090.4	D
Saskatchewan	3 917.4	D		F		F	198.8	E	4 407.5	C
Alberta	11 885.9	D	332.4	E	833.7	D		F	13 816.2	C
British Columbia	11 099.2	D		F	99.9	E	763.6	E	12 348.9	C
Total - Provinces	105 019.0	B	1 761.8	C	4 730.3	B	6 072.2	E	117 583.4	B

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

Estimates for Canada of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Vehicle Model Year										
Later than 1999	16 699.0	C	295.3	D	1 474.4	C	97.6	D	18 566.3	B
1997 - 1999	15 562.1	B	355.0	D	1 600.9	C	228.0	D	17 746.1	B
1993 - 1996	17 004.9	B	258.0	E	1 045.1	D	32.0	E	18 339.9	B
1989 - 1992	10 796.5	B		F		F	93.9	E	11 169.0	B
Earlier than 1989	5 519.0	C	160.4	E	70.9	E	135.3	E	5 885.6	C
Total	65 581.4	A	1 221.4	B	4 317.3	B	586.7	B	71 706.9	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Vehicle model year										
Later than 1999		F	486.9	E	1 690.7	D	1 774.6	E	31 556.4	C
1997 - 1999	25 349.5	C		F	1 752.9	C		F	30 293.0	C
1993 - 1996	26 765.4	C	367.5	E	1 069.7	E	267.7	E	28 470.4	C
1989 - 1992	16 965.6	C		F		F		F	18 446.7	C
Earlier than 1989	8 334.2	E		F		F		F	8 816.8	E
Total	105 019.0	B	1 761.8	C	4 730.3	B	6 072.2	E	117 583.4	B

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Estimates for Canada of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Vehicle Body Type										
Car	34 557.4	A		...		F		...	34 565.6	A
Station wagon	1 468.3	E		...		...		...	1 468.3	E
Van	10 841.5	C		F		F	11.3	E	10 989.2	C
Sport utility vehicle	5 231.8	C		F		...		...	5 239.3	C
Pickup	13 004.4	C	302.6	E		F		...	13 339.9	B
Straight truck		F	586.6	C	594.4	D		F	1 336.2	B
Tractor trailer		...		F	3 681.3	B		F	3 829.7	B
Bus		...		F		...	569.0	B	569.6	B
Other		F		F		F		...		F
Total	65 581.4	A	1 221.4	B	4 317.3	B	586.7	B	71 706.9	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Vehicle Body Type										
Car	55 611.1	C		...		F		...	55 619.3	C
Station wagon		F		...		...		...		F
Van	18 817.8	C		F		F		F	19 053.8	C
Sport utility vehicle		F		F		...		...		F
Pickup	18 763.9	D		F		F		...	19 369.1	D
Straight truck		F	722.1	D	651.2	D		F	1 678.8	E
Tractor trailer		...		F	4 037.1	B		F	4 401.9	D
Bus		...		F		...	5 838.3	E	5 838.8	E
Other		F		F		F		...		F
Total	105 019.0	B	1 761.8	C	4 730.3	B	6 072.2	E	117 583.4	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	62 184.6	A	252.9	D		F	43.1	E	62 520.2	A
Diesel	2 631.4	D	879.8	C	4 277.7	B	538.7	B	8 327.6	B
Other		F		F		...		F		F
Total	65 581.4	A	1 221.4	B	4 317.3	B	586.7	B	71 706.9	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	99 355.2	B		F		F		F	100 366.0	B
Diesel	4 058.1	E	1 311.4	D	4 690.3	B	5 372.0	E	15 431.8	C
Other		F		F		...		F		F
Total	105 019.0	B	1 761.8	C	4 730.3	B	6 072.2	E	117 583.4	B

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Day of the Week										
Sunday	7 218.9	B	46.1	E	258.8	D	36.7	D	7 560.6	B
Monday	9 491.4	B	213.6	C	663.3	B	102.7	B	10 470.9	B
Tuesday	9 654.3	B	237.3	C	756.8	B	93.5	B	10 741.9	B
Wednesday	10 468.6	B	228.4	C	777.6	B	108.1	B	11 582.7	B
Thursday	10 856.8	B	275.4	D	736.5	B	114.2	B	11 983.0	B
Friday	10 375.1	B	182.7	C	776.9	C	92.8	B	11 427.5	B
Saturday	7 404.3	B	34.9	E	315.1	D	36.9	E	7 791.1	B
Total	65 469.4	A	1 218.3	B	4 285.1	B	584.8	B	71 557.7	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Day of the Week										
Sunday	12 355.7	C		F	314.2	E		F	13 074.8	C
Monday		F	305.2	D	713.2	B	1 040.0	D		F
Tuesday	16 082.6	D	325.1	D	831.0	B	1 024.5	D	18 263.2	C
Wednesday	16 432.1	C	303.8	C	842.2	B	1 228.2	D	18 806.3	B
Thursday	16 314.4	B	408.8	E	788.5	B	1 084.0	E	18 595.8	B
Friday	16 142.1	B	267.5	D	823.8	C	1 093.8	E	18 327.3	B
Saturday	12 504.1	B	67.2	E	417.5	E		F	13 269.6	B
Total	105 019.0	B	1 761.8	C	4 730.3	B	6 072.2	E	117 583.4	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		F		F		F		F		F
20 - 24 years		F		F	133.1	E		F		F
25 - 34 years	11 954.4	C	243.0	E	1 308.2	C	36.6	E	13 542.2	C
35 - 44 years	15 987.7	C		F	1 027.4	D	177.3	C	17 629.6	B
45 - 54 years	18 067.2	B	353.8	E	1 213.3	D	235.4	C	19 869.6	B
55 - 64 years	9 684.1	C		F	602.1	E	123.7	D	10 533.2	C
65 years and over	6 140.7	C		F		F		F	6 162.8	C
Total	65 469.4	A	1 218.3	B	4 285.1	B	584.8	B	71 557.7	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		F	142.3	E		F		F
25 - 34 years	19 592.2	C	285.2	E	1 409.8	D		F	21 597.8	C
35 - 44 years	27 170.7	C		F	1 221.9	D	1 888.7	E	30 928.2	C
45 - 54 years	27 741.4	C	454.3	D	1 277.4	D	2 521.6	E	31 994.7	B
55 - 64 years	14 252.8	C		F	677.8	E		F	16 576.1	C
65 years and over	10 490.3	D		F		F		F	10 514.3	D
Total	105 019.0	B	1 761.8	C	4 730.3	B	6 072.2	E	117 583.4	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	44 996.8	B	1 136.9	C	4 278.6	B	441.7	C	50 854.1	B
Female	20 472.6	B		F		F	143.1	C	20 703.6	B
Total	65 469.4	A	1 218.3	B	4 285.1	B	584.8	B	71 557.7	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	74 177.4	B	1 646.4	C	4 723.8	B	3 991.0	E	84 538.6	B
Female	30 841.7	B		F		F	2 081.2	E	33 044.8	B
Total	105 019.0	B	1 761.8	C	4 730.3	B	6 072.2	E	117 583.4	B

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Time of Day										
00:00 - 05:59	1 490.0	D	66.7	E	505.9	C	33.3	E	2 095.8	C
06:00 - 11:59	22 888.9	B	547.5	C	1 591.1	B	224.8	B	25 252.3	B
12:00 - 17:59	29 538.3	B	494.3	C	1 430.2	B	247.3	B	31 710.1	B
18:00 - 23:59	11 552.2	B	109.8	E	758.0	C	79.4	D	12 499.4	B
Total	65 469.4	A	1 218.3	B	4 285.1	B	584.8	B	71 557.7	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Time of Day										
00:00 - 05:59		F	91.1	E	586.5	C		F		F
06:00 - 11:59	33 173.0	B	805.1	D	1 720.1	B	2 390.4	D	38 088.6	B
12:00 - 17:59	48 222.0	B	740.7	D	1 561.1	B	2 797.6	D	53 321.4	B
18:00 - 23:59	21 210.5	B	124.9	E	862.6	C		F	22 669.4	B
Total	105 019.0	B	1 761.8	C	4 730.3	B	6 072.2	E	117 583.4	B

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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	343.4	E		...	388.4	E
Declared - no	65 467.0	B	1 175.8	C	3 941.7	B	584.8	B	71 169.3	B
Total	65 469.4	A	1 218.3	B	4 285.1	B	584.8	B	71 557.7	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	353.2	E		...	426.9	E
Declared - no	105 016.5	B	1 690.6	C	4 377.2	B	6 072.2	E	117 156.5	B
Total	105 019.0	B	1 761.8	C	4 730.3	B	6 072.2	E	117 583.4	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	15 892.7	B	100.3	E	650.0	C	77.9	D	16 720.9	B
Weekdays	49 576.7	A	1 118.0	C	3 635.1	B	506.9	B	54 836.7	A
Total	65 469.4	A	1 218.3	B	4 285.1	B	584.8	B	71 557.7	A

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Estimates of the Provincial Total of

Passenger-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	28 541.9	C		F	804.6	D		F	30 327.4	B
Weekdays	76 477.2	B	1 563.1	C	3 925.8	B	5 290.0	D	87 256.0	B
Total	105 019.0	B	1 761.8	C	4 730.3	B	6 072.2	E	117 583.4	B

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Road Type										
Road with posted maximum speed of 80km/h or more	35 471.1	B	522.4	D	3 032.3	B	187.9	D	39 213.8	B
Other roads	29 998.3	B	695.9	C	1 252.8	C	396.9	B	32 343.8	A
Total	65 469.4	A	1 218.3	B	4 285.1	B	584.8	B	71 557.7	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Road Type										
Road with posted maximum speed of 80km/h or more	59 004.5	B	784.1	D	3 352.8	B		F	66 511.3	B
Other roads	46 014.6	B	977.7	C	1 377.5	C	2 702.3	D	51 072.1	B
Total	105 019.0	B	1 761.8	C	4 730.3	B	6 072.2	E	117 583.4	B

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

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	2 717.7	D
5-14 years	7 888.0	D
15 years and over	94 413.3	B
Total	105 019.0	B

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Estimates of the Provincial Total of

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

	Estimates of			
	Passenger-km ('000 000)		Vehicle-km ('000 000)	
Trip Purpose				
Scheduled urban		.	274.2	D
Scheduled intercity		F		F
School	3 570.6	C	197.9	B
Charter		F		F
Other		F	19.2	E
Total	6 072.2	E	584.8	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

	Vehicle Group					
	Car and Station wagon		Other below 4.5t		Total	
Trip Purpose						
To go home	10 875.1	B	7 090.8	C	17 965.8	B
To go to work or school	6 553.0	C	4 267.1	C	10 820.1	B
To do shopping or errands	8 128.4	C	4 968.8	C	13 097.1	B
To go to a recreational or social activity	4 338.3	C	3 459.6	D	7 797.9	C
To go somewhere else		F	2 970.0	E	6 877.0	D
(Job) picking up or delivering goods		F	2 053.6	E	2 628.6	E
(Job) to or from service call		F	1 728.6	E	2 104.1	E
(Job) other work purpose		F	2 924.4	E	4 178.8	E
Total	36 006.5	A	29 462.9	B	65 469.4	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

	Vehicle Group					
	Car and Station wagon		Other below 4.5t		Total	
Trip Purpose						
To go home		F	11 875.1	C	29 135.5	B
To go to work or school	7 926.6	C	5 579.0	D	13 505.6	B
To do shopping or errands	14 238.7	D	8 254.4	C	22 493.2	C
To go to a recreational or social activity		F	7 194.4	D	15 376.0	C
To go somewhere else		F	5 944.2	E		F
(Job) picking up or delivering goods		F	2 250.9	E	2 890.4	E
(Job) to or from service call		F		F		F
(Job) other work purpose		F	3 681.2	E	5 578.9	E
Total	58 005.1	B	47 013.9	C	105 019.0	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	554.6	D	448.7	E
	Empty		F	56.6	E
	Other work purpose		F		F
	Non work purpose	214.7	E		F
	Total	1 075.3	B	616.9	D
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	2 728.2	B
	Empty		F	781.3	E
	Other work purpose		F		F
	Non work purpose		F		F
	Total		F	3 668.2	B
Total	Driving to or from service call		F	138.7	E
	Carrying goods or equipment	578.7	D	3 176.9	B
	Empty		F	837.8	E
	Other work purpose		F		F
	Non work purpose	220.6	E	117.0	E
	Total	1 218.3	B	4 285.1	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	664.7	D	474.8	E
	Empty		F	59.1	E
	Other work purpose		F		F
	Non work purpose		F		F
	Total	1 544.1	D	693.2	D
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	3 081.4	C
	Empty		F	795.7	E
	Other work purpose		F		F
	Non work purpose		F		F
	Total		F	4 037.2	B
Total	Driving to or from service call	199.5	E	186.5	E
	Carrying goods or equipment	711.1	D	3 556.2	B
	Empty		F	854.8	E
	Other work purpose		F		F
	Non work purpose		F	118.0	E
	Total	1 761.8	C	4 730.3	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	401.2	D		F	92.0	E		F	503.8	C
	06:00 - 11:59	4 967.0	B	40.7	E	209.2	C	24.8	E	5 241.7	B
	12:00 - 17:59	7 526.2	B	53.5	E	204.5	D	28.7	D	7 813.0	B
	18:00 - 23:59	2 998.3	B		F	144.3	D	16.2	E	3 162.4	B
	Total	15 892.7	B	100.3	E	650.0	C	77.9	D	16 720.9	B
Weekdays	00:00 - 05:59	1 088.8	D	64.2	E	413.9	C	25.1	E	1 592.0	C
	06:00 - 11:59	17 921.8	B	506.9	C	1 381.9	B	200.0	B	20 010.6	A
	12:00 - 17:59	22 012.1	B	440.8	C	1 225.7	B	218.5	B	23 897.1	B
	18:00 - 23:59	8 553.9	B	106.2	E	613.7	C	63.3	D	9 337.0	B
	Total	49 576.7	A	1 118.0	C	3 635.1	B	506.9	B	54 836.7	A
Total	00:00 - 05:59	1 490.0	D	66.7	E	505.9	C	33.3	E	2 095.8	C
	06:00 - 11:59	22 888.9	B	547.5	C	1 591.1	B	224.8	B	25 252.3	B
	12:00 - 17:59	29 538.3	B	494.3	C	1 430.2	B	247.3	B	31 710.1	B
	18:00 - 23:59	11 552.2	B	109.8	E	758.0	C	79.4	D	12 499.4	B
	Total	65 469.4	A	1 218.3	B	4 285.1	B	584.8	B	71 557.7	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	663.8	E		F	123.8	E		F		F
	06:00 - 11:59	7 414.7	B		F	252.5	D		F	7 996.2	B
	12:00 - 17:59	14 183.9	C		F	248.8	D		F	14 786.9	C
	18:00 - 23:59	6 279.4	D		F	179.5	E		F	6 623.6	D
	Total	28 541.9	C		F	804.6	D		F	30 327.4	B
Weekdays	00:00 - 05:59		F	88.4	E	462.7	C		F		F
	06:00 - 11:59	25 758.3	B	721.6	C	1 467.6	B	2 144.9	C	30 092.4	B
	12:00 - 17:59		F	632.4	C	1 312.3	B	2 551.7	D	38 534.5	B
	18:00 - 23:59	14 931.1	C	120.7	E	683.1	C		F	16 045.8	B
	Total	76 477.2	B	1 563.1	C	3 925.8	B	5 290.0	D	87 256.0	B
Total	00:00 - 05:59		F	91.1	E	586.5	C		F		F
	06:00 - 11:59	33 173.0	B	805.1	D	1 720.1	B	2 390.4	D	38 088.6	B
	12:00 - 17:59	48 222.0	B	740.7	D	1 561.1	B	2 797.6	D	53 321.4	B
	18:00 - 23:59	21 210.5	B	124.9	E	862.6	C		F	22 669.4	B
	Total	105 019.0	B	1 761.8	C	4 730.3	B	6 072.2	E	117 583.4	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		F	133.6	E		F		F
	Female		F		F		F		F		F
	Total		F		F	133.6	E		F		F
25 - 55 years	Male	31 146.1	B	954.3	C	3 542.3	B	325.7	C	35 968.4	B
	Female	14 863.2	B		F		F	123.6	C	15 073.1	B
	Total	46 009.3	B	1 034.1	C	3 548.8	B	449.3	B	51 041.5	B
55 years and over	Male	12 009.8	C	144.7	E	602.7	E	106.5	D	12 863.8	C
	Female	3 815.0	C		F		F		F	3 832.3	C
	Total	15 824.8	B	144.8	E	602.7	E	123.7	D	16 696.1	B
Total	Male	44 996.8	B	1 136.9	C	4 278.6	B	441.7	C	50 854.1	B
	Female	20 472.6	B		F		F	143.1	C	20 703.6	B
	Total	65 469.4	A	1 218.3	B	4 285.1	B	584.8	B	71 557.7	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		F	142.7	E		F		F
	Female		F		F		F		F		F
	Total		F		F	142.7	E		F		F
25 - 55 years	Male	52 016.7	C	1 272.6	C	3 902.7	B		F	60 106.0	B
	Female		F		F		F	1 806.8	E	24 414.7	B
	Total	74 504.3	B	1 386.3	C	3 909.2	B	4 720.9	E	84 520.8	B
55 years and over	Male	19 051.1	C		F	678.4	E		F	21 127.2	C
	Female	5 692.0	D		F		F		F	5 963.3	D
	Total	24 743.1	C		F	678.4	E		F	27 090.5	C
Total	Male	74 177.4	B	1 646.4	C	4 723.8	B	3 991.0	E	84 538.6	B
	Female	30 841.7	B		F		F	2 081.2	E	33 044.8	B
	Total	105 019.0	B	1 761.8	C	4 730.3	B	6 072.2	E	117 583.4	B

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Estimates of the Provincial Total of

Fuel ('000 000 litres) Purchased 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	7 715.7	B		F		F	21.7	E	7 829.0	B
Diesel	357.1	E	209.1	C	1 827.7	B	217.6	C	2 611.5	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.
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.
53-218-XIB	**Road Motor Vehicles - Fuel Sales** - *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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