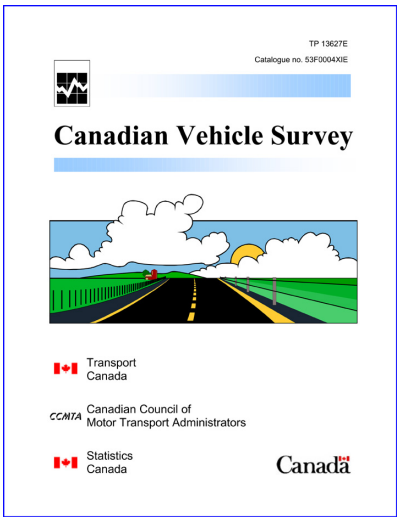
Catalogue no. 53F0004XIE

Canadian Vehicle Survey

Quarter 2, 2002



Statistics Canada Statistique Canada

Canada

How to obtain more information

Specific inquiries about this product and related statistics or services should be directed to: Transportation Division, Statistics Canada, Ottawa, Ontario, K1A 0T6 (telephone: 1-866-500-8400; E-mail inquiries: transportationstatistics@statcan.ca).

For information on the wide range of data available from Statistics Canada, you can contact us by calling one of our toll-free numbers. You can also contact us by e-mail or by visiting our Web site.

National inquiries line	**1 800 263-1136**
National telecommunications device for the hearing impaired	**1 800 363-7629**
Depository Services Program inquiries	**1 800 700-1033**
Fax line for Depository Services Program	**1 800 889-9734**
E-mail inquiries	**infostats@statcan.ca**
Web site	**www.statcan.ca**

Ordering and subscription information

This product, Catalogue no. 53F0004XIE, is available on Internet free. Users can obtain single issues at http://www.statcan.ca/cgi-bin/downpub/freepub.cgi

Standards of service to the public

Statistics Canada is committed to serving its clients in a prompt, reliable and courteous manner and in the official language of their choice. To this end, the Agency has developed standards of service which its employees observe in serving its clients. To obtain a copy of these service standards, please contact Statistics Canada toll free at 1 800 263-1136.

Statistics Canada

Transportation Division

Canadian Vehicle Survey

Quarter 2, 2002

Published by authority of the Minister responsible for Statistics Canada

November 2002

Catalogue no. 53F0004XIE

Frequency: Quarterly

ISSN 1496-3736

Ottawa

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

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

The principal author of this publication was **Wendy Christoff.**

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

Transportation Division, Canadian Vehicle Survey Unit
Wendy Christoff, Mike Fahey, Sean Fagan

Transportation Division, Systems & Data Integration Section
Serge Robert, Mustapha Khan

Business Surveys Methods Division
François Gagnon**,** Daniel Finch

Operations and Integration Division
Jacques Beauchamp, CATI unit

Operations Research and Development Division
Ghislaine Desgagné

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

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

LIST OF TABLES

HIGHLIGHTS

- Over 17.8 million vehicles were in-scope for the Canadian Vehicle Survey during this quarter.

- Between April 1 and June 30, 2002, these vehicles travelled an estimated 81.7 billion kilometres.

- During this quarter, vehicles weighing less than 4 500 kilograms were driven an average of 4 400 kilometres while the largest of the trucks (trucks with gross weight 15 000 kilograms or more) were driven an average of 15 775 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 second 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 January 2002. 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 January 2002 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 January 2002 to Statistics Canada for CVS and the most recent list available for Nunavut, created in October, 2001. This set of prepared vehicle lists and the set of days within the second 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 5,000 vehicles out of 17,951,993 from the survey population were drawn for the ten provinces. Another 2,572 vehicles out of 41,788 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	38%	14%	23%	35%	5%	29%	4%	5%
Trucks 4.5t – 15t	27%	19%	7%	14%	5%	9%	5%	9%
Trucks 15t or more	36%	24%	12%	19%	5%	14%	6%	14%
Buses	36%	20%	16%	3%	0%	3%	6%	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	16%	1%	15%	7%	9%
Trucks 4.5t – 15t	N/A	N/A	N/A	13%	5%	8%	10%	8%
Trucks 15t or more	N/A	N/A	N/A	17%	2%	15%	10%	8%
Buses	N/A	N/A	N/A	14%	0%	14%	3%	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	52%	20%	32%	48%	7%	41%
Trucks 4.5t – 15t	66%	47%	18%	34%	12%	22%
Trucks 15t or more	66%	44%	22%	34%	8%	26%
Buses	91%	51%	41%	9%	0%	9%

TERRITORIES	Vehicle km reported			Vehicle km imputed		
	All	0 km	Non - 0 km	All	0 km	Non - 0 km
Light vehicles	100%	7%	93%	N/A	N/A	N/A
Trucks 4.5t – 15t	100%	37%	63%	N/A	N/A	N/A
Trucks 15t or more	100%	14%	86%	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	244 703	4 001	2 838	1 223	252 765
Prince Edward Island	72 641	1 802	2 480	53	76 976
Nova Scotia	522 701	9 953	7 637	1 874	542 165
New Brunswick	441 861	6 921	3 479	2 813	455 074
Quebec	4 049 488	56 500	35 156	16 680	4 157 824
Ontario	6 560 734	81 498	105 830	27 883	6 775 945
Manitoba	601 494	9 823	12 725	3 585	627 627
Saskatchewan	635 225	39 919	23 131	3 825	702 100
Alberta	2 081 676	87 067	66 304	12 447	2 247 494
British Columbia	2 260 984	67 281	13 158	8 146	2 349 569
Yukon Territory	23 538	1 433	1 205	282	26 458
Northwest Territories	18 930	587	1 136	94	20 747
Nunavut	2 631	245	133	13	3 022
Total - Canada	17 516 606	367 030	275 212	78 918	18 237 766

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												
	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
Earlier then 1985	5 485	3 427	23 579	16 337	105 655	246 870	52 318	92 316	224 648	228 012	3 533	1 722	155	1 004 057
1985	2 092	1 272	7 140	6 321	45 379	79 344	14 683	18 990	50 394	55 785	648	437	67	282 552
1986	3 090	1 670	10 336	8 868	69 896	120 815	20 487	25 551	70 683	82 798	960	518	59	415 731
1987	4 393	2 409	13 706	12 226	102 752	163 222	20 569	22 452	64 087	86 911	994	473	77	494 271
1988	8 737	3 765	20 880	19 124	162 462	253 583	26 781	27 954	87 197	106 399	1 207	755	121	718 965
1989	11 046	4 342	24 170	22 223	184 667	299 991	28 074	29 090	95 488	119 969	1 272	806	113	821 251
1990	11 684	4 883	27 155	24 349	210 768	327 936	31 626	31 115	104 004	134 082	1 294	839	126	909 861
1991	13 356	4 580	28 029	25 088	228 815	338 234	33 709	32 637	106 313	132 070	1 182	824	145	944 982
1992	14 820	5 299	31 896	28 712	265 375	380 256	35 307	33 452	104 724	134 592	1 138	751	148	1 036 470
1993	16 238	5 139	31 499	26 362	244 164	368 818	32 245	30 851	96 494	124 679	1 134	748	149	978 520
1994	16 608	5 165	32 804	27 052	234 353	373 819	31 850	32 940	101 949	118 974	1 128	885	165	977 692
1995	15 597	5 321	33 580	27 914	249 231	404 401	34 619	35 083	108 017	122 507	1 183	945	158	1 038 556
1996	11 909	4 309	28 176	22 820	199 605	337 942	30 292	29 159	91 350	97 063	888	756	124	854 393
1997	16 166	5 012	34 890	27 674	249 821	434 418	39 430	38 254	124 324	124 364	1 245	1 190	182	1 096 970
1998	18 502	4 880	38 052	30 929	271 785	470 634	40 747	38 317	138 033	122 859	1 108	1 253	162	1 177 261
1999	18 997	3 606	34 439	28 764	270 760	459 524	33 392	29 547	116 002	109 985	1 027	1 382	162	1 107 587
2000	23 753	3 543	41 899	36 089	356 990	587 982	38 229	33 959	137 890	130 361	1 104	1 673	166	1 393 638
2001	21 282	2 367	34 151	29 328	330 935	524 977	34 895	32 720	145 470	128 580	1 419	1 810	193	1 288 127
2002	10 800	1 591	25 606	21 128	257 772	363 408	22 199	20 543	112 530	98 403	1 052	1 158	158	936 348
2003	130	59	710	547	8 254	24 559	40	296	2 081	2 590	21	5	3	39 295
Unknown	14	0	0	4	50	0	0	0	0	0	0	1	0	69
TOTAL	244 699	72 639	522 697	441 859	4 049 489	6 560 733	601 492	635 226	2 081 678	2 260 983	23 537	18 931	2 633	17 516 596

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												
Vehicle Model Year	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
Earlier then 1985	720	892	2 597	829	10 171	6 163	2 565	30 625	36 080	12 310	487	114	38	103 591
1985	133	75	287	163	1 974	1 519	314	562	1 941	1 361	44	16	4	8 393
1986	166	87	349	184	2 228	2 054	396	635	2 239	1 861	36	17	11	10 263
1987	159	87	421	193	2 843	2 484	340	452	1 830	1 699	40	12	17	10 577
1988	256	89	485	234	3 651	3 391	382	467	2 596	2 463	59	15	15	14 103
1989	201	96	499	234	2 905	3 318	376	404	2 681	2 774	60	26	12	13 586
1990	237	63	482	235	3 040	3 657	495	540	2 715	3 064	65	35	13	14 641
1991	206	47	327	235	2 026	2 589	434	492	2 170	2 432	45	21	9	11 033
1992	168	36	311	267	1 825	2 702	377	443	2 037	2 463	39	20	11	10 699
1993	171	42	357	339	2 023	3 284	389	502	2 197	3 002	33	20	14	12 373
1994	201	53	340	415	2 526	4 124	406	505	2 538	3 257	51	21	14	14 451
1995	266	54	549	477	3 280	5 230	566	657	2 995	3 949	42	40	28	18 133
1996	139	26	338	364	2 020	3 761	388	394	2 070	2 738	35	16	8	12 297
1997	182	33	439	438	2 184	5 194	499	612	3 502	3 644	52	34	12	16 825
1998	142	18	488	460	2 738	5 321	395	576	3 163	3 135	45	23	11	16 515
1999	215	46	578	597	3 789	8 093	500	528	3 762	4 231	70	41	10	22 460
2000	190	26	511	459	3 130	7 167	339	446	3 402	3 908	84	42	10	19 714
2001	158	23	402	502	2 359	7 107	418	631	5 654	4 852	81	35	4	22 226
2002	87	8	192	291	1 604	4 078	237	445	3 455	4 107	62	38	3	14 607
2003	1	0	3	5	180	261	7	2	40	30	0	0	0	529
Unknown	3	0	0	0	2	0	0	0	0	0	0	0	0	5
TOTAL	4 001	1 801	9 955	6 921	56 498	81 497	9 823	39 918	87 067	67 280	1 430	586	244	367 021

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	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
	Jurisdiction													
Earlier then 1985	297	906	962	536	840	5 091	1 375	7 375	16 736	2 379	225	161	21	36 904
1985	91	135	194	138	363	1 692	283	757	1 502	275	26	26	1	5 483
1986	94	169	204	167	434	2 413	336	888	1 776	388	24	21	0	6 914
1987	124	192	301	255	686	3 282	376	921	1 543	465	23	22	5	8 195
1988	166	184	327	226	922	3 523	379	1 006	2 159	538	32	30	2	9 494
1989	172	136	319	195	775	3 734	374	826	2 009	515	29	47	2	9 133
1990	114	112	226	215	742	3 557	353	788	2 221	861	41	29	4	9 263
1991	111	66	152	120	445	2 295	210	528	1 665	477	23	30	9	6 131
1992	94	36	158	92	635	2 302	271	522	1 396	636	36	29	6	6 213
1993	91	49	242	142	997	3 424	444	792	1 881	584	35	29	1	8 711
1994	145	73	371	144	1 939	5 017	678	1 003	2 938	719	42	68	5	13 142
1995	195	104	558	217	2 927	8 347	813	1 299	3 717	772	61	79	14	19 103
1996	173	59	413	144	2 054	6 080	801	927	2 903	693	68	66	7	14 388
1997	144	30	323	131	2 145	6 151	720	955	3 470	753	71	80	4	14 977
1998	218	50	605	174	3 879	10 393	1 181	1 231	4 916	737	87	93	10	23 574
1999	203	65	693	203	4 455	11 813	1 254	1 040	4 122	687	89	87	21	24 732
2000	220	66	903	192	5 470	13 495	1 485	1 068	4 261	634	123	102	7	28 026
2001	110	32	430	107	3 218	7 943	830	794	4 158	589	110	87	7	18 415
2002	70	11	222	70	1 952	4 115	477	389	2 728	440	54	48	3	10 579
2003	3	5	33	10	276	1 163	85	22	204	16	3	1	2	1 823
Unknown	4	0	0	0	1	0	0	0	0	0	0	0	0	5
TOTAL	2 839	2 480	7 636	3 478	35 155	105 830	12 725	23 131	66 305	13 158	1 202	1 135	131	275 205

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												
Vehicle Model Year	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
Earlier then 1985	41	16	156	844	572	1 420	305	553	2 221	891	46	11	4	7 080
1985	2	2	31	97	186	318	190	149	266	117	5	0	2	1 365
1986	7	3	52	116	190	332	133	148	337	154	4	1	1	1 478
1987	28	3	58	121	160	563	150	325	432	193	2	3	0	2 038
1988	145	0	88	156	255	840	224	216	537	292	8	1	0	2 762
1989	172	1	72	113	499	1 035	163	229	622	392	6	2	0	3 306
1990	166	2	117	190	888	1 649	133	262	677	425	6	1	0	4 516
1991	143	1	129	75	1 051	1 661	196	215	575	497	8	1	0	4 552
1992	127	3	76	83	1 076	1 661	194	172	589	381	16	0	0	4 378
1993	52	0	104	99	919	1 436	183	181	544	328	6	0	0	3 852
1994	34	1	50	35	1 430	1 270	240	116	398	386	10	1	0	3 971
1995	30	1	181	158	948	1 823	171	126	524	492	13	0	0	4 467
1996	22	2	70	18	1 205	1 906	169	146	444	580	16	0	0	4 578
1997	48	0	101	122	1 159	1 565	159	153	687	367	22	3	1	4 387
1998	34	0	192	191	1 085	1 964	191	173	715	603	8	1	0	5 157
1999	64	0	99	89	1 411	2 358	225	214	778	534	7	20	0	5 799
2000	54	2	184	97	1 324	2 650	202	170	813	663	20	9	3	6 191
2001	47	15	79	105	1 422	2 212	111	172	832	573	69	23	1	5 661
2002	6	3	34	99	827	913	247	102	449	270	10	15	0	2 975
2003	0	0	0	1	76	309	0	3	3	7	0	0	0	399
Unknown	0	0	0	1	0	0	0	0	0	0	0	0	0	1
TOTAL	1 222	55	1 873	2 810	16 683	27 885	3 586	3 825	12 443	8 145	282	92	12	78 913

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	245 070	A	2 749	D	2 838	A	1 206	A	251 863	A
Prince Edward Island	71 319	A	1 792	A	2 363	B	35	E	75 510	A
Nova Scotia	520 245	A	7 067	C	7 377	A	1 782	A	536 470	A
New Brunswick	442 140	A	4 288	C	2 912	B	1 943	C	451 283	A
Quebec	4 005 666	A	49 790	A	34 225	A	16 680	A	4 106 361	A
Ontario	6 378 606	A	62 025	B	100 987	A	27 398	A	6 569 015	A
Manitoba	602 448	A	8 743	B	12 725	A	3 278	B	627 195	A
Saskatchewan	629 416	A	37 953	A	21 956	B	3 701	A	693 025	A
Alberta	2 033 873	A	74 876	B	63 705	A	11 255	B	2 183 709	A
British Columbia	2 254 784	A	43 317	B	12 469	A	7 902	B	2 318 472	A
Yukon Territory	23 417	A	969	B	1 172	B	309	B	25 866	A
Northwest Territories	19 154	A	411	C	1 343	A	117	D	21 025	A
Nunavut	2 700	A	364	C	133	A		F	3 198	A
Total - Canada	17 228 838	A	294 344	A	264 204	A	75 606	A	17 862 992	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	3 305 526	B	42 934	B	55 665	B	11 728	C	3 415 854	B
1997 - 1999	3 586 494	A	48 540	B	68 075	B	17 922	B	3 721 032	A
1993 - 1996	4 388 632	A	37 892	C	50 445	C	20 287	B	4 497 256	A
1989 - 1992	3 392 745	A	33 063	D	27 667	D	12 630	C	3 466 105	A
Earlier than 1989	2 555 440	A	131 915	B	62 351	B	13 039	C	2 762 745	A
Total	17 228 838	A	294 344	A	264 204	A	75 606	A	17 862 992	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 Body Type

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Vehicle Body Type										
Car	9 770 200	A		...		...		...	9 770 200	A
Station wagon	332 104	D		...		...		...	332 104	D
Van	2 639 795	B	17 707	D		...	2 663	E	2 660 165	B
Sport utility vehicle	1 263 122	B		F		...		...	1 263 862	B
Pickup	3 090 825	B	62 486	C		F		F	3 156 870	B
Straight truck	98 777	E	191 815	A	99 133	B		F	390 240	B
Tractor trailer		F	9 552	E	158 212	A		...	171 317	A
Bus		F		F		...	71 516	A	99 292	E
Other		F		F		F		F		F
Total	17 228 838	A	294 344	A	264 204	A	75 606	A	17 862 992	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 Type of Fuel

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Fuel Type										
Gasoline	16 648 430	A	128 349	B	17 829	D	12 587	C	16 807 195	A
Diesel	504 282	C	156 414	A	246 374	A	58 949	A	966 020	B
Other	76 126	E	9 582	E	...	...	4 069	D	89 777	E
Total	17 228 838	A	294 344	A	264 204	A	75 606	A	17 862 992	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 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	936.9	B	16.4	E	68.5	E		F	1 026.6	B
Prince Edward Island	381.9	C		F	7.6	E		F	391.3	C
Nova Scotia	2 899.1	B	37.4	E	109.5	D	19.6	D	3 065.5	B
New Brunswick	2 389.8	B	26.8	E	31.0	E	9.1	E	2 456.7	B
Quebec	14 751.5	B	269.7	D	798.5	C	93.2	C	15 912.9	B
Ontario	31 200.1	B	416.7	C	2 021.3	B	205.1	C	33 843.1	A
Manitoba	2 546.8	C	41.8	C	285.2	D	17.6	D	2 891.3	C
Saskatchewan	2 893.2	C	52.8	E	259.0	E	13.1	E	3 218.1	B
Alberta	8 995.8	B	288.3	E	466.8	D	87.9	C	9 838.8	B
British Columbia	8 549.6	B	141.9	E	81.1	E	34.1	E	8 806.6	B
Yukon Territory	114.1	E	2.3	E		F		F	140.7	D
Northwest Territories	65.0	C		F	17.4	E		F	84.4	C
Nunavut	13.6	B		F		F		F	14.1	B
Total - Canada	75 737.3	A	1 296.8	B	4 167.3	B	488.5	B	81 690.1	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 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	1 734.4	C		F		F	49.3	E	1 883.9	C
Prince Edward Island		F		F		F		F	698.5	E
Nova Scotia	5 173.8	C		F	116.0	E		F	5 722.8	C
New Brunswick		F		F		F	175.9	E		F
Quebec	21 447.4	C	332.2	E	877.2	D	1 276.5	D	23 933.4	C
Ontario	50 225.8	B	524.5	D	2 294.6	D	2 994.7	E	56 039.6	B
Manitoba	4 198.5	D	66.0	E	348.0	E	240.7	E	4 853.1	D
Saskatchewan	6 058.5	E		F		F		F	6 676.6	E
Alberta	13 861.5	C	354.8	E	497.8	E	1 271.0	E	15 985.0	B
British Columbia	13 480.0	C		F		F		F	14 198.2	C
Total - Provinces	121 279.6	B	1 713.8	C	4 614.5	C	7 041.1	C	134 649.0	B

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 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	19 697.7	B	318.5	D	1 619.0	C	131.7	E	21 767.0	B
1997 - 1999	19 175.9	B	340.2	C	1 539.5	C	130.8	C	21 186.4	B
1993 - 1996	18 909.2	B	284.0	E	691.5	D	110.9	C	19 995.6	B
1989 - 1992	11 513.7	B	163.0	E		F	79.2	D	11 956.4	B
Earlier than 1989	6 440.8	B	191.0	E		F	36.0	E	6 784.7	B
Total	75 737.3	A	1 296.8	B	4 167.3	B	488.5	B	81 690.1	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 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	32 460.5	C	398.8	E	1 891.1	E	2 418.1	E	37 168.6	C
1997 - 1999	31 173.4	C	449.7	E		F	2 043.1	D	35 329.4	C
1993 - 1996		F	342.4	E	741.0	E	1 310.9	D	32 311.3	C
1989 - 1992	17 946.6	C		F		F	867.7	E	19 284.3	C
Earlier than 1989	9 782.1	D		F		F		F	10 555.4	C
Total	121 279.6	B	1 713.8	C	4 614.5	C	7 041.1	C	134 649.0	B

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 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	39 730.8	A		...		...		...	39 730.8	A
Station wagon	1 254.7	E		...		...		...	1 254.7	E
Van	12 339.1	B	139.7	E		...	29.9	E	12 508.7	B
Sport utility vehicle	6 280.2	C		F		...		...	6 282.6	C
Pickup	15 541.1	B	240.0	D		F		F	15 806.6	B
Straight truck	488.8	E	788.0	C	582.8	D		F	1 861.6	C
Tractor trailer		F		F	3 559.2	B		...	3 655.2	B
Bus		F		F		...	455.8	B	563.0	D
Other		F		F		F		F		F
Total	75 737.3	A	1 296.8	B	4 167.3	B	488.5	B	81 690.1	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 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		F		...		...		...		F
Station wagon		F		...		...		...		F
Van	21 044.9	C		F		...		F	21 474.0	C
Sport utility vehicle	11 533.9	E		F		...		...	11 536.3	E
Pickup	22 699.2	C		F		F		F	23 156.8	C
Straight truck		F	922.9	D	616.8	E		F	2 358.8	E
Tractor trailer		F		F	3 972.3	D		...	4 097.5	D
Bus		F		F		...	6 757.1	C	6 916.3	C
Other		F		F		F		F		F
Total	121 279.6	B	1 713.8	C	4 614.5	C	7 041.1	C	134 649.0	B

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 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	72 322.5	A	299.2	E		F	44.9	E	72 696.7	A
Diesel	3 054.8	D	958.5	B	4 137.2	B	427.4	B	8 578.0	B
Other		F		F		...		F	415.4	E
Total	75 737.3	A	1 296.8	B	4 167.3	B	488.5	B	81 690.1	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 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	115 823.7	B	396.4	E		F	651.6	E	116 904.9	B
Diesel		F	1 261.5	D	4 581.3	C	6 147.6	C	17 012.8	C
Other		F		F		...		F		F
Total	121 279.6	B	1 713.8	C	4 614.5	C	7 041.1	C	134 649.0	B

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

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	9 819.4	B		F	203.2	E		F	10 055.6	B
Monday	11 259.0	B	212.7	D	625.8	C	79.4	B	12 176.8	B
Tuesday	11 177.9	B	271.4	D	779.9	C	93.4	B	12 322.6	B
Wednesday	11 054.8	A	242.4	C	740.2	C	96.6	B	12 134.1	A
Thursday	11 088.9	B	261.4	C	816.7	C	98.6	B	12 265.7	A
Friday	12 460.8	B	222.2	C	703.6	C	85.2	B	13 471.8	B
Saturday	8 683.9	B	60.6	E	259.0	D	20.8	D	9 024.3	B
Total	75 544.6	A	1 293.4	B	4 128.4	B	484.4	B	81 450.8	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 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	17 294.0	C		F		F		F	17 845.8	C
Monday		F	334.9	E	653.9	C	1 136.8	C	20 683.7	C
Tuesday	16 805.4	C	354.7	D	874.7	D	1 269.5	B	19 304.3	B
Wednesday	16 959.6	B	298.2	C	839.4	D	1 406.6	C	19 503.9	B
Thursday		F	339.8	D	912.2	D	1 410.1	C	19 215.1	B
Friday	20 179.8	B	278.5	C	799.3	D	1 227.8	C	22 485.3	B
Saturday	14 929.8	B		F	287.3	D	315.2	E	15 610.8	B
Total	121 279.6	B	1 713.8	C	4 614.5	C	7 041.1	C	134 649.0	B

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

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Age of Driver										
Under 20 years	1 296.9	E		F		F		F	1 311.4	E
20 - 24 years		F		F		F		F		F
25 - 34 years	10 916.3	C	194.9	E	587.2	E	76.6	D	11 775.0	C
35 - 44 years	19 098.1	B	547.9	D	2 084.8	D	118.4	C	21 849.2	B
45 - 54 years	20 621.8	B	244.4	E	1 043.7	C	167.5	D	22 077.5	B
55 - 64 years	11 405.8	C	216.7	E	330.7	E	103.0	C	12 056.2	C
65 years and over		F		F		F		F		F
Total	75 544.6	A	1 293.4	B	4 128.4	B	484.4	B	81 450.8	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 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		F		F		F
25 - 34 years	16 170.1	C	277.2	E		F	988.6	E	18 099.4	C
35 - 44 years		F	694.8	D	2 299.6	D	1 688.7	D	36 012.6	B
45 - 54 years	32 148.8	B	311.5	E	1 138.3	D	2 526.4	E	36 125.0	B
55 - 64 years	19 042.5	D		F		F	1 771.7	D	21 540.3	C
65 years and over		F		F		F		F		F
Total	121 279.6	B	1 713.8	C	4 614.5	C	7 041.1	C	134 649.0	B

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

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	53 148.8	B	1 222.1	C	4 054.1	C	278.8	C	58 703.8	B
Female	22 395.8	B		F		F	205.6	B	22 747.0	B
Total	75 544.6	A	1 293.4	B	4 128.4	B	484.4	B	81 450.8	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 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	87 714.2	B	1 614.1	C	4 530.4	C	3 678.4	D	97 537.1	B
Female	33 565.4	B		F		F	3 362.7	C	37 111.9	B
Total	121 279.6	B	1 713.8	C	4 614.5	C	7 041.1	C	134 649.0	B

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

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	1 821.9	C	56.7	E	440.2	D		F	2 338.1	B
06:00 - 11:59	25 230.7	B	563.2	C	1 512.8	C	221.7	B	27 528.4	B
12:00 - 17:59	34 975.2	B	582.5	C	1 527.6	C	211.5	B	37 296.8	B
18:00 - 23:59	13 516.8	B	91.0	E	647.8	C	32.0	E	14 287.7	B
Total	75 544.6	A	1 293.4	B	4 128.4	B	484.4	B	81 450.8	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 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	2 430.3	C	75.8	E	543.9	E		F	3 397.0	C
06:00 - 11:59	37 593.6	B	724.7	C	1 660.6	C	3 166.9	B	43 145.8	B
12:00 - 17:59	56 510.4	B	784.6	D	1 675.1	C	3 012.5	B	61 982.5	B
18:00 - 23:59	24 745.4	B	128.7	E	734.9	D		F	26 123.6	B
Total	121 279.6	B	1 713.8	C	4 614.5	C	7 041.1	C	134 649.0	B

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

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	195.5	E		...	245.0	E
Declared - no	75 544.6	B	1 243.9	C	3 932.9	C	484.4	B	81 205.9	A
Total	75 544.6	A	1 293.4	B	4 128.4	B	484.4	B	81 450.8	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 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	195.5	E		...	252.2	E
Declared - no	121 279.6	B	1 657.1	C	4 419.0	C	7 041.1	C	134 396.7	B
Total	121 279.6	B	1 713.8	C	4 614.5	C	7 041.1	C	134 649.0	B

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

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	20 372.6	B	125.5	E	505.3	D	38.0	E	21 041.3	B
Weekdays	55 172.1	A	1 167.9	C	3 623.2	C	446.4	B	60 409.5	A
Total	75 544.6	A	1 293.4	B	4 128.4	B	484.4	B	81 450.8	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 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	36 404.1	B		F	579.3	E		F	37 935.8	B
Weekdays	84 875.5	B	1 482.1	C	4 035.2	C	6 320.4	B	96 713.2	B
Total	121 279.6	B	1 713.8	C	4 614.5	C	7 041.1	C	134 649.0	B

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

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	41 093.3	B	668.3	C	2 527.7	C	180.1	B	44 469.3	B
Other roads	34 451.4	A	625.1	C	1 600.7	D	304.4	B	36 981.6	A
Total	75 544.6	A	1 293.4	B	4 128.4	B	484.4	B	81 450.8	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 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	68 720.3	B	906.8	D	2 879.5	C	3 343.4	C	75 850.0	B
Other roads	52 559.3	B	807.0	D		F	3 697.7	D	58 798.9	A
Total	121 279.6	B	1 713.8	C	4 614.5	C	7 041.1	C	134 649.0	B

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 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	2 747.1	E
5-14 years		F
15 years and over	111 751.8	B
Total	121 279.6	B

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

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

	Estimates of			
	Passenger-km ('000 000)		Vehicle-km ('000 000)	
Trip Purpose				
Scheduled urban		.	94.5	D
Scheduled intercity		F		F
School	4 948.9	B	296.3	B
Charter		F		F
Other		F	34.0	E
Total	7 041.1	C	484.4	B

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 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	12 581.0	B	8 201.1	C	20 782.1	B
To go to work or school	6 642.3	B	4 664.7	B	11 307.0	B
To do shopping or errands	8 945.0	B	5 501.0	C	14 446.0	B
To go to a recreational or social activity	5 163.7	B	3 464.6	C	8 628.3	B
To go somewhere else	5 117.3	D	4 607.3	D	9 724.6	C
(Job) picking up or delivering goods		F	2 151.4	E		F
(Job) to or from service call		F	1 729.0	E	2 318.9	E
(Job) other work purpose	1 383.4	E	4 294.8	E	5 678.3	D
Total	40 930.8	A	34 613.9	B	75 544.6	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.

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	13 610.2	C	33 512.1	B
To go to work or school	7 805.0	B	6 061.7	C	13 866.7	B
To do shopping or errands		F	9 295.3	C	23 778.6	B
To go to a recreational or social activity	10 483.0	C		F	18 023.2	B
To go somewhere else	9 023.7	D	9 326.5	E	18 350.2	D
(Job) picking up or delivering goods		F	2 448.5	E		F
(Job) to or from service call		F	2 037.9	E	2 688.0	E
(Job) other work purpose		F	5 888.5	E	8 008.4	D
Total	65 070.7	B	56 208.9	B	121 279.6	B

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 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	204.9	E		F
	Carrying goods or equipment	729.2	D	486.9	E
	Empty	46.1	E		F
	Other work purpose		F		F
	Non work purpose	201.7	E		F
	Total	1 207.9	B	607.7	D
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	2 682.7	C
	Empty		F	721.8	E
	Other work purpose		...		F
	Non work purpose		F		F
	Total		F	3 520.8	B
Total	Driving to or from service call	230.1	E		F
	Carrying goods or equipment	781.6	D	3 169.7	C
	Empty	47.2	E	770.5	E
	Other work purpose		F		F
	Non work purpose	208.5	E		F
	Total	1 293.4	B	4 128.4	B

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 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	250.8	E		F
	Carrying goods or equipment	912.5	D	503.4	E
	Empty	48.0	E		F
	Other work purpose		F		F
	Non work purpose	359.0	E		F
	Total	1 606.8	C	641.7	E
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	3 092.8	D
	Empty		F		F
	Other work purpose		...		F
	Non work purpose		F		F
	Total		F	3 972.8	D
Total	Driving to or from service call	276.1	D		F
	Carrying goods or equipment	978.4	D	3 596.2	C
	Empty	49.1	E		F
	Other work purpose		F		F
	Non work purpose	373.8	E		F
	Total	1 713.8	C	4 614.5	C

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 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	463.2	C		F	78.6	E		F	554.9	C
	06:00 - 11:59	6 473.5	B	36.8	E	181.3	E	12.8	E	6 704.4	B
	12:00 - 17:59	9 814.1	B		F	162.5	E	13.0	D	10 060.7	B
	18:00 - 23:59	3 621.7	B		F	82.9	D		F	3 721.3	B
	Total	20 372.6	B	125.5	E	505.3	D	38.0	E	21 041.3	B
Weekdays	00:00 - 05:59	1 358.7	C	48.1	E	361.7	D		F	1 783.1	B
	06:00 - 11:59	18 757.2	A	526.4	C	1 331.5	C	208.9	B	20 823.9	A
	12:00 - 17:59	25 161.1	B	511.4	C	1 365.1	C	198.5	B	27 236.1	A
	18:00 - 23:59	9 895.1	B	82.0	E	565.0	C	24.3	E	10 566.4	B
	Total	55 172.1	A	1 167.9	C	3 623.2	C	446.4	B	60 409.5	A
Total	00:00 - 05:59	1 821.9	C	56.7	E	440.2	D		F	2 338.1	B
	06:00 - 11:59	25 230.7	B	563.2	C	1 512.8	C	221.7	B	27 528.4	B
	12:00 - 17:59	34 975.2	B	582.5	C	1 527.6	C	211.5	B	37 296.8	B
	18:00 - 23:59	13 516.8	B	91.0	E	647.8	C	32.0	E	14 287.7	B
	Total	75 544.6	A	1 293.4	B	4 128.4	B	484.4	B	81 450.8	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 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	603.5	D		F	96.9	E		F	835.6	D
	06:00 - 11:59	10 660.9	C	51.1	E	199.9	E		F	11 157.9	C
	12:00 - 17:59	17 907.7	B		F	183.9	E	205.0	E	18 448.6	B
	18:00 - 23:59	7 232.0	C		F	98.5	E		F	7 493.7	C
	Total	36 404.1	B		F	579.3	E		F	37 935.8	B
Weekdays	00:00 - 05:59	1 826.8	C	58.9	E	447.0	E		F	2 561.4	C
	06:00 - 11:59	26 932.7	B	673.6	C	1 460.7	C	2 920.9	B	31 987.9	B
	12:00 - 17:59		F	632.6	C	1 491.1	C	2 807.5	B	43 534.0	B
	18:00 - 23:59	17 513.4	B	116.9	E	636.4	D		F	18 629.9	B
	Total	84 875.5	B	1 482.1	C	4 035.2	C	6 320.4	B	96 713.2	B
Total	00:00 - 05:59	2 430.3	C	75.8	E	543.9	E		F	3 397.0	C
	06:00 - 11:59	37 593.6	B	724.7	C	1 660.6	C	3 166.9	B	43 145.8	B
	12:00 - 17:59	56 510.4	B	784.6	D	1 675.1	C	3 012.5	B	61 982.5	B
	18:00 - 23:59	24 745.4	B	128.7	E	734.9	D		F	26 123.6	B
	Total	121 279.6	B	1 713.8	C	4 614.5	C	7 041.1	C	134 649.0	B

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

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	2 196.7	E		F		F		F	2 350.4	E
	Female	2 195.5	E		F		F		F	2 198.2	E
	Total	4 392.2	D	75.6	E		F		F	4 548.6	D
25 - 55 years	Male	35 595.5	B	920.1	C	3 641.4	C	198.5	C	40 355.5	B
	Female	15 040.7	B		F		F	164.1	C	15 346.2	B
	Total	50 636.2	B	987.2	C	3 715.7	C	362.6	B	55 701.7	B
55 years and over	Male	15 356.7	C	229.0	E	334.1	E	78.1	D	15 997.9	C
	Female	5 159.6	D		F		F	41.4	E	5 202.6	D
	Total	20 516.3	C	230.5	E	334.1	E	119.6	C	21 200.5	C
Total	Male	53 148.8	B	1 222.1	C	4 054.1	C	278.8	C	58 703.8	B
	Female	22 395.8	B		F		F	205.6	B	22 747.0	B
	Total	75 544.6	A	1 293.4	B	4 128.4	B	484.4	B	81 450.8	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 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	87.9	E		F		F		F
	Female		F		F		F		F		F
	Total		F	90.5	E		F		F		F
25 - 55 years	Male	57 030.1	B	1 189.0	C	4 017.4	C	2 578.7	E	64 815.2	B
	Female	22 618.2	B		F		F	2 625.1	C	25 421.8	B
	Total	79 648.3	B	1 283.4	C	4 101.5	C	5 203.7	C	90 237.0	B
55 years and over	Male		F		F		F	1 048.9	E	28 989.9	C
	Female		F		F		F	735.1	E	8 262.8	D
	Total		F		F		F	1 784.0	D	37 252.7	C
Total	Male	87 714.2	B	1 614.1	C	4 530.4	C	3 678.4	D	97 537.1	B
	Female	33 565.4	B		F		F	3 362.7	C	37 111.9	B
	Total	121 279.6	B	1 713.8	C	4 614.5	C	7 041.1	C	134 649.0	B

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Fuel Type										
Gasoline	8 972.6	B	76.9	E		F	14.9	E	9 075.3	B
Diesel	356.5	E	253.2	D	1 577.5	C	133.6	B	2 320.8	B

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.

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.

To order a publication in Canada or the United States, please use the following toll free numbers: 1-800-267-6677 (telephone) or 1-877-287-4369 (fax). When ordering by telephone or facsimile, a written confirmation is not required.