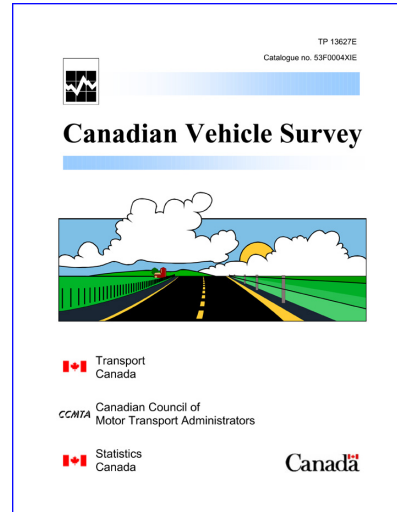




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Canadian Vehicle Survey

Quarter 1, 2003



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Transportation Division

Canadian Vehicle Survey

Quarter 1, 2003

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Note of appreciation

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

Symbols

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

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

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

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HIGHLIGHTS

- Over 17.9 million vehicles were in-scope for the Canadian Vehicle Survey during this quarter.
- Between January 1 and March 31, 2003, these vehicles travelled an estimated 68.3 billion kilometres.
- During this quarter, vehicles weighing less than 4 500 kilograms were driven an average of 3 575 kilometres while the largest of the trucks (trucks with gross weight 15 000 kilograms or more) were driven an average of 17 800 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 2003.

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 in section 3.3) 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 in section 3.4) 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 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 October 2002 are not included.

The thirteen incoming lists underwent thorough preparation procedure:

- First, out-of-scope vehicles are removed (trailers, motorcycles, construction equipment, parade vehicles, motor homes, etc.) from each list.
- Second, vehicles with expired registration are removed from each list.
- Then, records with duplicate Vehicle Identification Numbers (VIN) within each list are removed leaving the one updated most recently.
- Last, records in each file with irregular data are verified.

The last set of processed lists, before the beginning of the reference period, consisted of the eleven lists provided in October 2002 to Statistics Canada for CVS and the most recent lists available for Nova Scotia and the Northwest Territories, created in July 2002. This set of prepared vehicle lists and the set of days within the first quarter of 2003 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 18,483,688 from the survey population were drawn for the ten provinces. Another 2,863 vehicles out of 52,571 were included in the sample for the three territories.

4.2 DATA COLLECTION AND PROCESSING

4.2.1 Data Collection

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

Provincial collection

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

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

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

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

Territorial collection

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

4.2.2 Edit and Imputation

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

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

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

4.2.3 Estimation

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

The following estimates of totals are available:

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

5. DATA QUALITY

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

5.1 SOURCES OF ERRORS

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

5.2 SAMPLING ERROR

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

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

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

5.3 NON-SAMPLING ERRORS

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

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

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

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

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

5.3.1 Coverage errors

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

The following sources of coverage errors for CVS were observed:

- Errors in the classification variables of the survey may result in either under- or overcoverage of the registered vehicles.
- The sample is drawn from the list created three months prior to the beginning of the reference period. Thus the vehicles registered after the list was created and before the end of the reference period cannot be drawn into the sample.
- A vehicle list from any jurisdiction that was not created on time or did not arrive at all results in even larger undercoverage since an older list has to be used for sampling.
- A vehicle list created early causes overcoverage.
- A vehicle that has been scrapped or salvaged and remained on the list causes overcoverage.
- The survey population (see 4.1.1) can contain vehicles with the same Vehicle Identification Number (VIN) in more than one province. Since every vehicle has a unique VIN this is likely to cause some overcoverage and consequently overestimation.
- A vehicle that was registered and subsequently unregistered between two consecutive registration lists causes undercoverage.

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

Since we assume that the respondent is right (unless we have hard evidence to the contrary) the corrections at the estimation stage are mostly based on the respondent statements.

5.3.2 Response errors

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

Few response errors were discovered during editing of the data.

5.3.3 Nonresponse errors

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

5.3.4 Processing errors

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

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

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

5.4 MEASURING QUALITY

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

5.4.1 Response rates

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

PROVINCES	Vehicle-kilometres and trip characteristics reported			Only vehicle-kilometres reported (trip characteristics imputed)			Vehicles out of scope	Contact made but no data
	All	0 km	Non - 0 km	All	0 km	Non - 0 km		
Light vehicles	38%	17%	20%	33%	5%	28%	4%	5%
Trucks 4.5t – 15t	37%	30%	7%	12%	4%	8%	9%	8%
Trucks 15t or more	45%	34%	12%	15%	4%	11%	6%	17%
Buses	34%	20%	14%	4%	0%	4%	7%	33%

TERRITORIES	Vehicle-kilometres and trip characteristics reported			Vehicle-kilometres reported			Vehicles out of scope	Contact made but no data
	All	0 km	Non - 0 km	All	0 km	Non - 0 km		
Light vehicles	N/A	N/A	N/A	14%	1%	13%	6%	7%
Trucks 4.5t – 15t	N/A	N/A	N/A	8%	3%	6%	11%	5%
Trucks 15t or more	N/A	N/A	N/A	12%	3%	9%	11%	6%
Buses	N/A	N/A	N/A	14%	4%	10%	14%	6%

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

5.4.2 Relative imputation rates and percentage of vehicle days imputed

The relative imputation rate is defined as the proportion of the corresponding published estimate that is accounted for by imputed data. For example, if the total published estimate is 25 million, composed of 20 million from non-imputed data and 5 million from imputed data, then the relative imputation rate is .2 (5 million divided by 25 million) or 20%. The lower the relative imputation rates are, the more reliable the published estimates are.

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

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

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

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

PROVINCES	Vehicle days reported			Vehicle days imputed		
	All	0 km	Non - 0 km	All	0 km	Non - 0 km
Light vehicles	53%	25%	29%	47%	7%	39%
Trucks 4.5t – 15t	76%	61%	15%	24%	7%	17%
Trucks 15t or more	75%	55%	20%	25%	6%	19%
Buses	90%	53%	36%	10%	0%	10%

TERRITORIES	Vehicle km reported			Vehicle km imputed		
	All	0 km	Non - 0 km	All	0 km	Non - 0 km
Light vehicles	100%	10%	90%	N/A	N/A	N/A
Trucks 4.5t – 15t	100%	30%	70%	N/A	N/A	N/A
Trucks 15t or more	100%	23%	77%	N/A	N/A	N/A
Buses	100%	27%	73%	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:

- Prior to this quarter, duplicate records found within the same list and duplicate records found in more than one list were removed. Starting in this quarter, duplicate records were removed from within each list only. This change may cause some overcoverage and consequently overestimation.
- Type of fuel used and body type are collected for the territories. Consequently, the four tables (pages: 28, 29, 34, 36) now include the territories.
- The truck logs were changed in 2001 in order to collect passenger information for trucks. This change means that passenger-kilometres are now estimated for all vehicles, except urban transit buses, for all the provinces (but not for territories).
- The truck logs were also changed in 2001 in order to collect distance travelled on roads with posted speeds of 80 kilometres per hour or more. This change means that this information is now estimated for all vehicle types in all provinces (but not for the territories).

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	253 760	3 957	2 468	1 397	261 582
Prince Edward Island	73 223	1 674	2 482	51	77 430
Nova Scotia	520 669	8 183	7 115	1 798	537 765
New Brunswick	439 377	6 637	2 855	2 672	451 541
Quebec	4 093 740	53 463	35 714	16 697	4 199 614
Ontario	6 521 516	78 393	100 815	27 792	6 728 516
Manitoba	591 216	9 631	12 744	3 616	617 207
Saskatchewan	612 443	33 124	21 460	3 753	670 780
Alberta	2 097 365	85 938	67 083	12 647	2 263 033
British Columbia	2 256 629	70 182	13 726	8 321	2 348 858
Yukon Territory	22 704	1 326	1 110	230	25 370
Northwest Territories	19 149	577	929	93	20 748
Nunavut	2 768	238	123	16	3 145
Total - Canada	17 504 559	353 323	268 624	79 083	18 205 589

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 than 1986	6 953,	3 790,	24 333,	16 997,	110 856,	265 640,	49 471,	87 789,	236 888,	236 367,	3 615,	1 893,	197,	1 044 789,
, 1986	2 594,	1 383,	8 260,	6 886,	54 759,	96 767,	16 802,	21 774,	61 973,	73 728,	857,	462,	55,	346 300,
, 1987	3 626,	1 942,	11 084,	9 655,	81 828,	123 468,	17 255,	19 429,	57 187,	78 422,	913,	425,	78,	405 312,
, 1988	7 296,	3 100,	17 288,	15 733,	133 874,	210 865,	22 822,	24 840,	79 045,	97 513,	1 111,	662,	118,	614 267,
, 1989	9 079,	3 771,	20 650,	18 721,	157 915,	247 079,	24 877,	26 313,	88 605,	111 813,	1 198,	734,	97,	710 852,
, 1990	10 134,	4 389,	24 002,	21 608,	188 410,	291 968,	28 706,	28 635,	98 018,	127 061,	1 209,	765,	115,	825 020,
, 1991	12 139,	4 256,	25 579,	23 000,	212 082,	304 858,	31 373,	30 619,	102 147,	126 837,	1 119,	796,	140,	874 945,
, 1992	13 880,	5 119,	29 841,	27 211,	252 213,	357 582,	33 661,	31 751,	101 630,	130 356,	1 081,	731,	155,	985 211,
, 1993	15 841,	5 096,	30 207,	25 423,	235 914,	349 127,	31 053,	29 623,	94 545,	121 457,	1 074,	733,	151,	940 244,
, 1994	16 517,	5 177,	31 800,	26 509,	228 453,	362 249,	30 967,	31 747,	99 969,	116 261,	1 102,	837,	170,	951 758,
, 1995	15 666,	5 342,	32 992,	27 572,	243 945,	391 640,	33 918,	33 971,	106 343,	120 106,	1 156,	894,	170,	1 013 715,
, 1996	12 085,	4 341,	27 809,	22 773,	196 610,	331 301,	29 934,	28 300,	90 308,	95 773,	844,	749,	120,	840 947,
, 1997	16 345,	5 181,	34 714,	27 752,	246 583,	426 118,	39 151,	37 269,	122 749,	123 121,	1 218,	1 100,	192,	1 081 493,
, 1998	18 678,	5 304,	38 079,	30 997,	269 700,	467 343,	41 005,	37 870,	137 334,	122 710,	1 062,	1 212,	168,	1 171 462,
, 1999	18 781,	4 435,	35 018,	28 421,	263 839,	443 405,	34 686,	30 517,	116 064,	109 234,	986,	1 264,	179,	1 086 829,
, 2000	22 866,	4 067,	40 178,	34 984,	332 235,	550 113,	36 772,	32 788,	131 732,	126 299,	1 026,	1 581,	178,	1 314 819,
, 2001	21 632,	2 637,	34 305,	29 103,	328 454,	512 086,	35 621,	32 949,	141 461,	126 918,	1 189,	1 732,	205,	1 268 292,
, 2002	24 577,	3 003,	41 115,	34 386,	390 515,	554 613,	40 079,	35 191,	164 917,	154 055,	1 484,	1 949,	232,	1 446 116,
, 2003	5 044,	888,	13 308,	11 578,	160 524,	235 296,	13 032,	11 042,	66 133,	58 360,	457,	627,	48,	576 337,
, 2004	6,	1,	108,	62,	1 394,	0,	31,	27,	319,	235,	0,	0,	0,	2 183,
, Unknown	18,	0,	0,	5,	3 636,	0,	0,	0,	0,	0,	0,	1,	0,	3 660,
, TOTAL	253 757,	73 222,	520 670,	439 376,	4 093 739,	6 521 518,	591 216,	612 444,	2 097 367,	2 256 626,	22 701,	19 147,	2 768,	17 504 551,

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

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

Trucks 4.5t - 15t

Vehicle Model Year	Jurisdiction													TOTAL
	Newfound- land and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche- wan	Alberta	British Columbia	Yukon Territory	Northwest Territor- ies	Nunavut	
Earlier than 1986	767	863	1 636	738	9 853	5 836	2 647	24 340	35 030	12 574	464	127	41	94 916
, 1986	158	75	252	151	1 940	1 681	357	552	2 075	1 797	28	20	10	9 096
, 1987	146	68	344	160	2 494	2 057	297	388	1 715	1 647	34	10	15	9 375
, 1988	221	81	387	194	3 196	2 817	357	411	2 440	2 434	51	15	14	12 618
, 1989	180	89	389	199	2 579	2 837	366	363	2 506	2 692	56	22	11	12 289
, 1990	209	55	392	208	2 730	3 182	478	489	2 606	3 038	58	32	12	13 489
, 1991	199	47	283	218	1 874	2 293	412	447	2 115	2 409	39	21	7	10 364
, 1992	161	34	278	255	1 656	2 373	361	405	1 982	2 487	38	17	12	10 059
, 1993	161	42	327	320	1 841	2 981	393	472	2 099	2 991	33	17	15	11 692
, 1994	205	55	321	383	2 354	3 753	395	489	2 481	3 290	48	19	11	13 804
, 1995	267	56	525	442	3 084	4 855	549	636	2 950	3 896	36	38	28	17 362
, 1996	143	26	325	344	1 922	3 480	389	397	2 058	2 741	34	21	6	11 886
, 1997	184	37	406	421	1 997	4 899	500	615	3 362	3 668	48	30	10	16 177
, 1998	152	19	453	429	2 583	5 032	396	575	3 175	3 180	44	23	12	16 073
, 1999	213	49	559	569	3 632	7 587	493	533	3 731	4 128	68	39	11	21 612
, 2000	198	25	474	419	3 014	6 792	333	456	3 295	3 833	80	40	10	18 969
, 2001	169	22	380	481	2 381	6 871	401	654	5 474	4 700	66	37	4	21 640
, 2002	180	18	339	457	2 080	6 371	344	652	4 748	5 416	82	37	5	20 729
, 2003	40	10	113	247	1 498	2 695	165	251	2 090	3 258	19	12	3	10 401
, 2004	0	0	0	1	24	0	0	0	6	1	0	0	0	32
, Unknown	3	0	0	0	732	0	0	0	0	0	0	0	0	735
, TOTAL	3 956	1 671	8 183	6 636	53 464	78 392	9 633	33 125	85 938	70 180	1 326	577	237	353 318

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

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

Trucks 15t or more

Vehicle Model Year	Jurisdiction													TOTAL
	Newfoundland and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory	Northwest Territories	Nunavut	
Earlier than 1986	239	980	689	400	884	4 803	1 425	6 744	17 063	2 371	189	145	19	35 951
1986	55	157	164	110	355	1 809	290	779	1 695	378	26	15	0	5 833
1987	69	200	234	167	588	2 569	326	818	1 468	441	16	17	4	6 917
1988	111	179	249	157	775	2 838	343	884	2 090	527	30	23	1	8 207
1989	122	138	274	143	684	3 093	337	745	1 910	511	21	31	2	8 011
1990	85	111	194	170	630	3 021	309	713	2 153	852	38	28	4	8 308
1991	82	75	124	101	391	2 016	198	506	1 619	467	25	31	9	5 644
1992	85	38	130	79	569	2 036	258	495	1 371	650	34	23	4	5 772
1993	77	54	216	125	928	2 986	420	774	1 836	597	30	32	2	8 077
1994	133	75	366	141	1 777	4 455	640	971	2 890	739	48	60	5	12 300
1995	181	111	537	202	2 712	7 460	775	1 297	3 686	821	53	58	11	17 904
1996	161	68	398	126	1 928	5 496	754	938	2 911	772	67	54	6	13 679
1997	143	30	336	108	2 026	5 636	696	948	3 532	800	55	51	5	14 366
1998	209	59	608	165	3 704	9 817	1 109	1 209	4 952	767	79	69	9	22 756
1999	199	69	676	195	4 237	11 282	1 227	977	4 107	753	91	67	19	23 899
2000	224	69	857	184	5 511	13 028	1 468	1 054	4 169	666	104	76	7	27 417
2001	117	34	445	105	3 198	7 892	891	776	4 168	659	103	65	6	18 459
2002	97	11	274	87	2 041	5 286	558	444	3 204	576	61	47	1	12 687
2003	77	23	335	89	2 659	5 289	705	386	2 246	377	39	36	7	12 268
2004	0	0	9	0	75	0	13	1	13	2	0	0	0	113
Unknown	3	0	0	0	40	0	0	0	0	0	0	0	0	43
TOTAL	2 469	2 481	7 115	2 854	35 712	100 812	12 742	21 459	67 083	13 726	1 109	928	121	268 611

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

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

Buses														
Vehicle Model Year	Jurisdiction													TOTAL
	Newfound- land and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche- wan	Alberta	British Columbia	Yukon Territory	Northwest Territor- ies	Nunavut	
Earlier than 1986	33,	11,	149,	922,	568,	1 569,	381,	529,	2 231,	800,	44,	14,	7,	7 258,
, 1986	6,	2,	40,	102,	164,	274,	116,	119,	291,	146,	3,	1,	0,	1 264,
, 1987	17,	2,	47,	70,	124,	452,	140,	290,	392,	182,	1,	2,	0,	1 719,
, 1988	28,	1,	56,	94,	185,	644,	213,	190,	508,	271,	4,	2,	0,	2 196,
, 1989	173,	2,	57,	78,	335,	801,	156,	216,	607,	424,	5,	3,	0,	2 857,
, 1990	241,	2,	100,	162,	588,	1 357,	126,	251,	653,	416,	3,	2,	0,	3 901,
, 1991	219,	0,	116,	74,	919,	1 502,	195,	205,	573,	513,	5,	0,	0,	4 321,
, 1992	205,	3,	70,	84,	997,	1 573,	202,	171,	583,	395,	5,	0,	0,	4 288,
, 1993	74,	0,	100,	98,	871,	1 377,	186,	182,	548,	348,	3,	1,	0,	3 788,
, 1994	41,	1,	43,	35,	1 397,	1 221,	248,	112,	395,	375,	7,	1,	0,	3 876,
, 1995	34,	1,	171,	165,	905,	1 788,	174,	129,	527,	485,	8,	3,	0,	4 390,
, 1996	24,	3,	65,	23,	1 186,	1 872,	172,	153,	439,	579,	16,	0,	0,	4 532,
, 1997	50,	0,	106,	126,	1 118,	1 537,	162,	161,	678,	376,	23,	2,	1,	4 340,
, 1998	36,	0,	191,	198,	1 070,	1 944,	196,	185,	715,	668,	4,	0,	0,	5 207,
, 1999	69,	0,	104,	94,	1 397,	2 338,	234,	221,	769,	552,	9,	20,	0,	5 807,
, 2000	60,	2,	180,	103,	1 310,	2 613,	211,	172,	818,	644,	14,	9,	5,	6 141,
, 2001	56,	0,	82,	114,	1 449,	2 285,	133,	208,	849,	616,	61,	17,	2,	5 872,
, 2002	28,	21,	91,	110,	1 339,	1 590,	319,	181,	724,	388,	14,	15,	0,	4 820,
, 2003	2,	1,	28,	16,	615,	1 056,	48,	78,	339,	136,	2,	1,	0,	2 322,
, 2004	0,	0,	0,	0,	72,	0,	4,	0,	7,	5,	0,	0,	0,	88,
, Unknown	0,	0,	0,	1,	88,	0,	0,	0,	0,	0,	0,	0,	0,	89,
, TOTAL	1 396,	52,	1 796,	2 669,	16 697,	27 793,	3 616,	3 753,	12 646,	8 319,	231,	93,	15,	79 076,

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	246 237	A	3 320	B	2 107	B	1 397	A	253 061	A
Prince Edward Island	72 089	A	1 421	B	1 908	C	51	A	75 469	A
Nova Scotia	518 950	A	6 283	B	6 928	A	1 727	B	533 888	A
New Brunswick	440 139	A	2 729	E	2 735	A	1 925	C	447 528	A
Quebec	4 044 978	A	42 323	B	40 113	A	16 697	A	4 144 111	A
Ontario	6 471 701	A	61 328	B	98 562	A	27 385	A	6 658 976	A
Manitoba	575 628	A	9 357	A	12 397	A	3 286	B	600 668	A
Saskatchewan	605 647	A	32 905	A	21 725	A	3 359	B	663 636	A
Alberta	2 041 423	A	75 425	A	67 032	A	12 647	A	2 196 527	A
British Columbia	2 255 794	A	48 001	B	13 824	A	8 072	A	2 325 690	A
Yukon Territory	22 259	A	699	C	1 110	A	327	C	24 395	A
Northwest Territories	19 008	A	400	C	1 283	A	123	E	20 814	A
Nunavut	2 731	A	182	C	185	D	16	A	3 114	A
Total - Canada	17 316 583	A	284 374	A	269 908	A	77 012	A	17 947 877	A

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Estimates for Canada of the

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

Vehicle Model Year	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Later than 2000	2 894 017	A	37 487	C	42 181	B	10 749	C	2 984 434	A
1998 - 2000	3 685 503	A	49 792	B	74 343	B	20 171	B	3 829 808	A
1994 - 1997	3 980 302	A	39 810	C	54 330	B	12 932	C	4 087 373	A
1990 - 1993	3 709 887	A	26 515	D	24 019	D	19 518	B	3 779 939	A
Earlier than 1990	3 046 874	A	130 770	A	75 035	B	13 643	C	3 266 322	A
Total	17 316 583	A	284 374	A	269 908	A	77 012	A	17 947 877	A

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Estimates for Canada of the

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

Vehicle Body Type	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Car	10 361 595	A	...	...	...	...	F	10 362 058	A
Station wagon	433 194	D	...	...	...	...	...	433 194	D
Van	2 140 744	B	F	...	...	2 895	E	2 147 078	B
Sport utility vehicle	1 464 671	B	...	...	...	...	...	1 464 671	B
Pickup	2 882 239	B	14 174	D	...	...	F	2 896 876	B
Straight truck	F	253 555	A	114 829	B	...	...	392 388	A
Tractor trailer	...	F	152 457	A	...	...	...	155 397	A
Bus	73 191	A	73 191	A	
Other	F	10 267	E	F	F		
Total	17 316 583	A	284 374	A	269 908	A	77 012	A	17 947 877	A

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Estimates for Canada of the

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

Fuel Type	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Gasoline	16 905 155	A	125 091	B	14 042	E	14 836	C	17 059 125	A
Diesel	373 601	D	152 926	A	255 866	A	53 870	A	836 263	B
Other		F		F		...	8 305	D		F
Total	17 316 583	A	284 374	A	269 908	A	77 012	A	17 947 877	A

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Estimates of

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

Jurisdiction	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Newfoundland and Labrador	782.3	B	7.9	E	39.6	E	7.4	E	837.1	B
Prince Edward Island	360.6	E		F		F		F	367.7	E
Nova Scotia	2 193.3	C	27.3	E	83.4	D		F	2 315.4	B
New Brunswick	1 587.2	B		F		F		F	1 622.3	B
Quebec	14 325.9	B	227.2	D	944.1	B	89.1	C	15 586.3	B
Ontario	22 153.6	B	340.2	D	1 979.6	C	176.5	C	24 650.0	B
Manitoba	2 336.4	C	39.4	E	212.1	D	19.7	D	2 607.5	C
Saskatchewan	2 377.3	B	46.6	E	229.7	E	17.6	B	2 671.3	B
Alberta	7 200.1	B	202.7	E	1 137.5	C	90.9	C	8 631.1	B
British Columbia	8 384.0	B	240.7	E	109.3	D	33.9	D	8 767.8	B
Yukon Territory	74.2	C	1.1	E	28.5	E		F	105.4	C
Northwest Territories	91.9	D	1.9	E	22.4	E		F	117.2	D
Nunavut	5.7	C	0.1	E		F		F	6.0	C
Total - Canada	61 872.5	A	1 148.4	B	4 807.8	B	456.5	B	68 285.3	A

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Estimates of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Jurisdiction										
Newfoundland and Labrador		F		F		F	173.4	D	1 521.3	C
Prince Edward Island		F		F		F		F		F
Nova Scotia	3 890.5	E		F	94.8	E	295.3	E	4 327.7	D
New Brunswick	2 561.3	C		F		F	155.7	E	2 757.9	C
Quebec	23 438.7	C	267.7	D	1 080.3	C	1 213.6	E	26 000.3	B
Ontario	32 155.1	B		F	2 123.8	E	2 438.7	E	37 140.9	B
Manitoba	3 815.8	D		F	282.0	E	223.5	E	4 378.8	C
Saskatchewan	4 489.6	D	87.4	E	279.5	E	226.9	C	5 083.5	C
Alberta		F		F	1 297.7	D	578.4	E	12 489.1	B
British Columbia		F		F	115.5	D		F		F
Total - Provinces	95 089.3	B	1 595.1	C	5 336.5	C	5 769.5	C	107 790.4	A

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Estimates for Canada of

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

Vehicle Model Year	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Later than 2000	14 078.0	B	255.6	C	1 332.5	C	93.4	D	15 759.5	B
1998 - 2000	15 520.3	B	336.4	D	2 269.9	B	140.3	C	18 266.9	B
1994 - 1997	13 690.0	B	376.3	E	794.0	D	65.7	D	14 926.1	B
1990 - 1993	11 432.5	B	89.8	E	183.9	E	82.1	D	11 788.4	B
Earlier than 1990	7 151.7	C	90.2	E		F	75.0	E	7 544.3	C
Total	61 872.5	A	1 148.4	B	4 807.8	B	456.5	B	68 285.3	A

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Estimates of the Provincial Total of

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

Vehicle model year	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Later than 2000	22 070.0	C	338.6	D	1 594.0	D	1 011.8	E	25 014.3	C
1998 - 2000	23 453.9	C		F	2 508.5	D	1 968.8	E	28 473.8	B
1994 - 1997	21 886.8	C		F	809.7	E	1 011.6	E	24 202.5	B
1990 - 1993		F		F		F	990.0	D	17 932.9	C
Earlier than 1990		F	106.8	E		F		F		F
Total	95 089.3	B	1 595.1	C	5 336.5	C	5 769.5	C	107 790.4	A

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Estimates for Canada of

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

Vehicle Body Type	Vehicle Type												
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total				
Car	35 097.1	A	...	...	...	...	...	...	35 097.1	A
Station wagon	1 858.2	D	...	...	...	...	...	...	1 858.2	D
Van	8 738.9	B		F	...	...	8.4	E	8 756.0	B	
Sport utility vehicle	6 240.8	C	...	...	...	...	...	...	6 240.8	C
Pickup	9 812.3	B		48.3	E	...	...	...	9 860.6	B
Straight truck		F		1 066.5	C		721.2	C		1 857.0	B		
Tractor trailer		...		F			4 081.2	B		4 097.5	B		
Bus		448.2	B		448.2	B		
Other		F		F		F		...		F			
Total	61 872.5	A		1 148.4	B		4 807.8	B		456.5	B	68 285.3	A

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Estimates of the Provincial Total of

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

Vehicle Body Type	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Car	52 987.0	B	...	...	...	...	...	...	52 987.0	B
Station wagon	3 331.5	E	...	...	...	...	...	...	3 331.5	E
Van	14 899.8	C		F	...	...	42.8	E	14 957.1	C
Sport utility vehicle		F		...	...	...		...		F
Pickup	13 742.2	D	81.8	E	...	...		...	13 823.9	D
Straight truck		F		F	796.3	E		...		F
Tractor trailer		...		F	4 534.8	C		...	4 551.1	C
Bus		5 726.7	C	5 726.7	C
Other		F		F		F		...		F
Total	95 089.3	B	1 595.1	C	5 336.5	C	5 769.5	C	107 790.4	A

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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	59 846.5	A	185.3	E		F	39.3	E	60 073.4	A
Diesel	1 999.3	E	926.2	C	4 805.4	B	379.9	B	8 110.9	B
Other		F		F		...	37.4	D	101.0	E
Total	61 872.5	A	1 148.4	B	4 807.8	B	456.5	B	68 285.3	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	91 871.1	B		F		F	221.7	E	92 358.6	B
Diesel		F	1 294.0	D	5 334.1	C	5 106.5	C	14 923.6	C
Other		F		F		...		F	508.2	E
Total	95 089.3	B	1 595.1	C	5 336.5	C	5 769.5	C	107 790.4	A

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Estimates of the Provincial Total of

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

Day of the Week	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Sunday	7 387.5	B	17.9	E	308.2	E	16.9	E	7 730.5	B
Monday	8 596.2	B	162.9	B	852.1	D	87.5	B	9 698.8	B
Tuesday	8 962.4	B	195.4	C	835.5	C	92.0	B	10 085.4	A
Wednesday	9 844.7	B	234.0	D	834.1	C	76.5	B	10 989.4	B
Thursday	9 846.5	B	288.5	D	851.8	C	87.3	B	11 074.1	A
Friday	9 150.6	B	185.6	C	792.2	C	75.2	B	10 203.5	A
Saturday	7 912.8	B	60.9	E	282.7	D	18.5	E	8 275.0	B
Total	61 700.7	A	1 145.2	B	4 756.7	B	454.0	B	68 056.6	A

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Estimates of the Provincial Total of

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

Day of the Week	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Sunday	11 910.6	B		F	354.4	E		F	12 443.9	B
Monday	12 552.5	B	226.5	C	1 008.0	E	1 129.9	D	14 916.9	B
Tuesday	13 456.8	B	253.7	B	930.7	C	1 143.2	C	15 784.4	B
Wednesday	14 632.8	B		F	918.9	C	943.0	C	16 775.6	B
Thursday	15 374.3	B		F	901.2	C	1 221.9	D	17 968.9	B
Friday	13 544.8	B	247.0	C	903.5	C	1 060.3	C	15 755.6	B
Saturday	13 617.5	B	81.4	E	319.8	D		F	14 145.2	B
Total	95 089.3	B	1 595.1	C	5 336.5	C	5 769.5	C	107 790.4	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Age of Driver										
Under 20 years	1 341.9	D		F		F		F	1 346.4	D
20 - 24 years	3 339.0	D		F		F		F	3 691.3	D
25 - 34 years		F		F	817.9	E	21.5	E		F
35 - 44 years	15 184.6	B	265.6	D	2 147.4	D	136.4	C	17 734.0	B
45 - 54 years	17 848.1	B	266.2	D	983.8	D	124.3	D	19 222.3	B
55 - 64 years	10 953.3	C	130.5	E	454.0	E	158.8	C	11 696.6	C
65 years and over	5 101.6	C		F		F	7.8	E	5 247.4	C
Total	61 700.7	A	1 145.2	B	4 756.7	B	454.0	B	68 056.6	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Age of Driver										
Under 20 years	2 038.0	E		F		F		F	2 084.2	E
20 - 24 years	4 886.8	D		F		F		F	5 267.2	D
25 - 34 years		F		F	984.3	E		F		F
35 - 44 years	25 417.8	C		F	2 479.4	D	1 486.7	D	29 861.1	B
45 - 54 years	27 375.9	C	338.0	C	1 044.7	D		F	30 259.5	B
55 - 64 years	15 450.6	C	184.4	E	474.5	E	2 424.5	D	18 534.1	C
65 years and over	8 091.3	C		F		F		F	8 330.0	C
Total	95 089.3	B	1 595.1	C	5 336.5	C	5 769.5	C	107 790.4	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Sex of Driver										
Male	41 372.6	B	1 124.1	C	4 615.1	C	315.0	C	47 426.9	A
Female	20 328.1	B		F		F	139.0	C	20 629.8	B
Total	61 700.7	A	1 145.2	B	4 756.7	B	454.0	B	68 056.6	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Sex of Driver										
Male	64 503.5	B		F	5 106.1	C	4 025.8	D	75 208.9	B
Female	30 585.8	B		F		F	1 743.8	D	32 581.5	B
Total	95 089.3	B	1 595.1	C	5 336.5	C	5 769.5	C	107 790.4	A

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Estimates of the Provincial Total of

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

Time of Day	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
00:00 - 05:59	1 575.5	D		F	558.3	D		F	2 191.1	C
06:00 - 11:59	20 741.0	B	507.1	B	1 540.7	B	206.2	B	22 995.0	A
12:00 - 17:59	27 712.8	A	466.5	B	1 691.8	C	198.9	B	30 070.0	A
18:00 - 23:59	11 671.4	B		F	965.8	D	35.9	D	12 800.5	B
Total	61 700.7	A	1 145.2	B	4 756.7	B	454.0	B	68 056.6	A

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

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

Time of Day	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
00:00 - 05:59	2 224.5	E	52.0	E	656.5	D		F	3 032.3	D
06:00 - 11:59	30 535.0	B	661.5	B	1 709.7	C	2 795.8	C	35 702.0	B
12:00 - 17:59	43 369.8	B	695.0	D	1 883.2	C	2 594.0	C	48 542.0	B
18:00 - 23:59	18 960.0	B		F	1 087.0	D		F	20 514.1	B
Total	95 089.3	B	1 595.1	C	5 336.5	C	5 769.5	C	107 790.4	A

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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	132.3	E		F	...		338.4	E
Declared - no	61 666.7	A	1 012.9	C	4 584.6	C	454.0	B	67 718.2	A
Total	61 700.7	A	1 145.2	B	4 756.7	B	454.0	B	68 056.6	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Carrying Dangerous Goods										
Declared - yes		F	143.2	E		F	...		401.9	E
Declared - no	95 008.1	B	1 451.9	C	5 159.0	C	5 769.5	C	107 388.5	A
Total	95 089.3	B	1 595.1	C	5 336.5	C	5 769.5	C	107 790.4	A

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Estimates of the Provincial Total of

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

Type of Day	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Weekends and Holidays	16 134.4	B		F	658.6	D	35.6	D	16 984.1	B
Weekdays	45 566.3	A	989.7	B	4 098.0	C	418.4	B	51 072.5	A
Total	61 700.7	A	1 145.2	B	4 756.7	B	454.0	B	68 056.6	A

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Estimates of the Provincial Total of

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

Type of Day	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Weekends and Holidays	26 959.4	B		F	739.0	D		F	28 156.1	B
Weekdays	68 129.9	B	1 389.2	C	4 597.4	C	5 517.7	C	79 634.3	A
Total	95 089.3	B	1 595.1	C	5 336.5	C	5 769.5	C	107 790.4	A

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Estimates of the Provincial Total of

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

Road Type	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Road with posted maximum speed of 80km/h or more	33 091.2	B	696.8	D	3 070.4	C	141.8	C	37 000.2	B
Other roads	28 609.5	A	448.5	B	1 686.3	C	312.2	B	31 056.4	A
Total	61 700.7	A	1 145.2	B	4 756.7	B	454.0	B	68 056.6	A

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Estimates of the Provincial Total of

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

Road Type	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Road with posted maximum speed of 80km/h or more	51 625.4	B		F	3 509.5	C	2 674.2	E	58 792.2	B
Other roads	43 463.9	A	612.0	B	1 827.0	C	3 095.3	C	48 998.1	A
Total	95 089.3	B	1 595.1	C	5 336.5	C	5 769.5	C	107 790.4	A

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Estimates of Provincial Total for

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

Passenger Age	Estimates for	
	Vehicles up to 4.5t	
Under 5 years	2 755.0	E
5-14 years	7 179.2	C
15 years and over	85 155.2	B
Total	95 089.3	B

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Estimates of the Provincial Total of

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

Trip Purpose	Estimates of			
	Passenger-km ('000 000)		Vehicle-km ('000 000)	
Scheduled urban	.		127.9	D
Scheduled intercity		F		F
School	4 651.0	C	264.5	B
Charter		F		F
Other		F	31.8	E
Total	5 769.5	C	454.0	B

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Estimates of Provincial Total for

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

Trip Purpose	Vehicle Group					
	Car and Station wagon		Other below 4.5t		Total	
To go home	11 908.9	B	6 785.0	C	18 693.9	B
To go to work or school	6 904.6	B	4 157.3	C	11 061.9	B
To do shopping or errands	7 210.2	B	4 380.0	C	11 590.2	B
To go to a recreational or social activity	4 217.6	C	3 195.9	E	7 413.6	C
To go somewhere else		F	3 296.8	C		F
(Job) picking up or delivering goods		F	657.9	E		F
(Job) to or from service call		F		F		F
(Job) other work purpose	1 175.8	E	1 447.6	E	2 623.4	D
Total	36 916.0	A	24 784.7	B	61 700.7	A

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Estimates of Provincial Total for

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

Trip Purpose	Vehicle Group					
	Car and Station wagon		Other below 4.5t		Total	
To go home	17 756.3	B		F	28 159.9	B
To go to work or school	8 579.3	B	5 169.6	D	13 748.9	B
To do shopping or errands	11 380.2	B	7 155.3	C	18 535.4	B
To go to a recreational or social activity	8 522.8	D	7 322.7	E	15 845.5	C
To go somewhere else		F		F		F
(Job) picking up or delivering goods		F	674.0	E		F
(Job) to or from service call		F		F		F
(Job) other work purpose	1 434.3	E	2 133.2	E	3 567.4	D
Total	56 318.5	B	38 770.8	B	95 089.3	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	194.4	C		F
	Carrying goods or equipment		F		F
	Empty		F		F
	Other work purpose	41.4	E		F
	Non work purpose	112.5	E		F
	Total	1 128.9	C	721.2	C
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	2 937.6	C
	Empty		F	725.1	E
	Other work purpose		...		F
	Non work purpose		F		F
	Total		F	4 035.4	B
Total	Driving to or from service call	194.8	C		F
	Carrying goods or equipment	697.7	C	3 366.2	C
	Empty		F	835.1	E
	Other work purpose	41.4	E		F
	Non work purpose	115.2	E	169.2	E
	Total	1 145.2	B	4 756.7	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	254.6	C		F
	Carrying goods or equipment	837.9	C		F
	Empty		F		F
	Other work purpose		F		F
	Non work purpose		F		F
	Total		F	796.3	E
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	3 309.6	C
	Empty		F		F
	Other work purpose		...		F
	Non work purpose		F		F
	Total		F	4 540.2	C
Total	Driving to or from service call	255.0	C		F
	Carrying goods or equipment	850.1	C	3 772.4	C
	Empty		F		F
	Other work purpose		F		F
	Non work purpose		F	169.3	E
	Total	1 595.1	C	5 336.5	C

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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	483.5	E		F	101.5	E		F	591.0	D
	06:00 - 11:59	5 093.7	B		F	198.1	D	13.3	E	5 360.1	B
	12:00 - 17:59	7 212.4	B		F	225.9	E	13.9	E	7 509.7	B
	18:00 - 23:59	3 344.9	B		F	133.1	E	7.0	E	3 523.2	B
	Total	16 134.4	B		F	658.6	D	35.6	D	16 984.1	B
Weekdays	00:00 - 05:59	1 092.1	D		F	456.8	D	11.6	E	1 600.1	C
	06:00 - 11:59	15 647.3	A	452.0	B	1 342.6	B	192.9	B	17 634.9	A
	12:00 - 17:59	20 500.4	A	408.9	B	1 465.9	C	185.0	B	22 560.2	A
	18:00 - 23:59	8 326.5	B		F	832.7	D	29.0	D	9 277.3	B
	Total	45 566.3	A	989.7	B	4 098.0	C	418.4	B	51 072.5	A
Total	00:00 - 05:59	1 575.5	D		F	558.3	D		F	2 191.1	C
	06:00 - 11:59	20 741.0	B	507.1	B	1 540.7	B	206.2	B	22 995.0	A
	12:00 - 17:59	27 712.8	A	466.5	B	1 691.8	C	198.9	B	30 070.0	A
	18:00 - 23:59	11 671.4	B		F	965.8	D	35.9	D	12 800.5	B
	Total	61 700.7	A	1 145.2	B	4 756.7	B	454.0	B	68 056.6	A

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Estimates of the Provincial Total of

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

		Vehicle Type									
		Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Type of Day	Time of Day										
Weekends and Holidays	00:00 - 05:59	737.4	E		F	114.1	E		F	859.4	E
	06:00 - 11:59	8 125.9	B		F	215.9	D		F	8 531.6	B
	12:00 - 17:59	12 225.1	B		F	247.9	E		F	12 645.2	B
	18:00 - 23:59	5 871.0	B		F	161.2	E	42.8	E	6 120.0	B
	Total	26 959.4	B		F	739.0	D		F	28 156.1	B
Weekdays	00:00 - 05:59	1 487.2	E		F	542.5	D		F	2 173.0	D
	06:00 - 11:59	22 409.1	B	588.8	B	1 493.8	C	2 678.8	C	27 170.4	B
	12:00 - 17:59	31 144.7	B	612.1	C	1 635.3	C	2 504.7	C	35 896.8	B
	18:00 - 23:59	13 089.0	B		F	925.8	D		F	14 394.1	B
	Total	68 129.9	B	1 389.2	C	4 597.4	C	5 517.7	C	79 634.3	A
Total	00:00 - 05:59	2 224.5	E	52.0	E	656.5	D		F	3 032.3	D
	06:00 - 11:59	30 535.0	B	661.5	B	1 709.7	C	2 795.8	C	35 702.0	B
	12:00 - 17:59	43 369.8	B	695.0	D	1 883.2	C	2 594.0	C	48 542.0	B
	18:00 - 23:59	18 960.0	B		F	1 087.0	D		F	20 514.1	B
	Total	95 089.3	B	1 595.1	C	5 336.5	C	5 769.5	C	107 790.4	A

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Estimates of the Provincial Total of

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

		Vehicle Type											
		Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total			
Age of Driver	Sex of Driver												
Under 25 years	Male	2 585.6	E		F		F		F		F	2 937.7	D
	Female	2 095.3	D		F		F		F		F	2 100.0	D
	Total	4 680.9	C		F		F		F		F	5 037.7	C
25 - 55 years	Male	26 663.7	B	857.6	C	3 807.5	C	186.2	C			31 515.0	B
	Female	14 301.2	B		F		F	96.1	C			14 559.9	B
	Total	40 964.9	B	878.7	C	3 949.1	C	282.2	C			46 074.9	B
55 years and over	Male	12 123.2	C	145.1	E	577.4	E	128.4	C			12 974.1	B
	Female	3 931.7	C		F		F	38.2	E			3 969.9	C
	Total	16 054.9	B	145.1	E	577.4	E	166.6	C			16 944.0	B
Total	Male	41 372.6	B	1 124.1	C	4 615.1	C	315.0	C			47 426.9	A
	Female	20 328.1	B		F		F	139.0	C			20 629.8	B
	Total	61 700.7	A	1 145.2	B	4 756.7	B	454.0	B			68 056.6	A

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Estimates of the Provincial Total of

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

		Vehicle Type									
		Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Age of Driver	Sex of Driver										
Under 25 years	Male	3 983.3	E		F		F		F	4 361.1	E
	Female	2 941.4	D		F		F		F	2 990.4	D
	Total	6 924.7	C		F		F		F	7 351.4	C
25 - 55 years	Male	42 268.3	B		F	4 278.0	C	2 044.7	E	49 827.9	B
	Female	22 354.4	C		F		F	1 140.6	E	23 747.0	B
	Total	64 622.7	B		F	4 508.3	C	3 185.3	D	73 574.9	B
55 years and over	Male	18 251.9	C	200.4	E	597.9	E	1 969.8	E	21 019.9	B
	Female	5 290.0	C		F		F		F	5 844.2	C
	Total	23 541.9	B	200.4	E	597.9	E	2 524.0	D	26 864.1	B
Total	Male	64 503.5	B		F	5 106.1	C	4 025.8	D	75 208.9	B
	Female	30 585.8	B		F		F	1 743.8	D	32 581.5	B
	Total	95 089.3	B	1 595.1	C	5 336.5	C	5 769.5	C	107 790.4	A

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Estimates of the Provincial Total of

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

Fuel Type	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Gasoline	7 233.7	B		F		F	14.6	E	7 314.2	B
Diesel		F	280.1	C	1 711.8	C	147.7	C	2 449.1	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.

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 -** Bilingual.
- 51-203-XIB **Air Carrier Traffic at Canadian Airports - Annual.** Bilingual.
- 51-204-XIE **Air Passenger Origin and Destination: Domestic Report - Annual.** English.
- 51-204-XIF **Air Passenger Origin and Destination: Domestic Report - Annual.** French.
- 51-206-XIB **Canadian Civil Aviation - Annual.** Bilingual.
- 51-207-XIB **Air Charter Statistics - Annual.** Bilingual.
- 52-001-XIE **Railway Carloadings – Monthly.** English.
- 52-001-XIF **Railway Carloadings – Monthly.** French.
- 52-216-XIB **Rail in Canada - Annual.** Bilingual.
- 53-215-XIB **Passenger Bus and Urban Transit Statistics - Annual.** Bilingual.
- 53-222-XIB **Trucking in Canada - Annual.** Bilingual.
- 54-205-XIB **Shipping in Canada - Annual.** Bilingual.
- 66-001-PPB **International Travel, Advance Information (Touriscope) - Monthly.** Bilingual.
- 66-201-XIB **International Travel - Annual.** Bilingual.
- 87-003-XIB **Travel Log - Quarterly.** Bilingual.

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