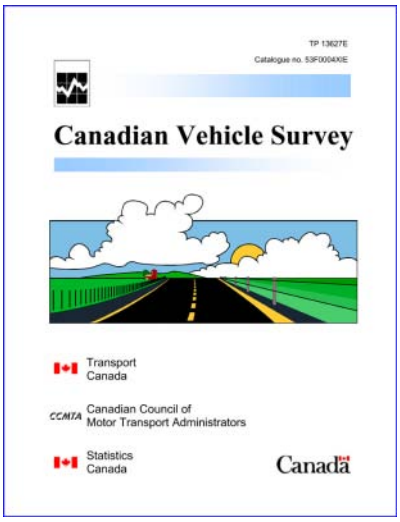
Catalogue no. 53F0004XIE

Canadian Vehicle Survey

Fourth quarter 2004



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Statistics Canada

Transportation Division

Canadian vehicle survey

Fourth quarter 2004

Published by authority of the Minister responsible for Statistics Canada

September 2005

Catalogue no. 53F0004XIE

Frequency: quarterly

ISSN: 1496-3736

Ottawa

Cette publication est disponible en français (n^{o} 53F0004XIF au catalogue)

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, governments and other institutions. 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*
0	*true zero or a value rounded to zero*
0^s	*value rounded to 0 (zero) where there is a meaningful distintion between true zero and the value that was rounded*
p	*preliminary*
r	*revised*
x	*suppressed to meet confidentiality requirements of the Statistics Act*
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 **Ed Hamilton**, Chief, Trucking Section.

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Business Surveys Methods Division
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Canadian Council of Motor Transport Administrators and **Provincial and Territorial Registrars of Motor Vehicles**

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

List of tables

Highlights

- Almost 18.5 million vehicles were in-scope for the Canadian Vehicle Survey during this quarter.

- Between October 1 and December 31, 2004, these vehicles travelled an estimated 80.3 billion kilometres.

- During this quarter, vehicles weighing less than 4 500 kilograms were driven an average of 4 100 kilometres while the largest of the trucks (trucks with gross weight 15 000 kilograms or more) were driven an average of 18 450 kilometres.

1. Introduction

Road vehicles dominate passenger travel and freight traffic. However, prior to the Canadian Vehicle Survey (CVS), no measures of total vehicle-kilometres or passenger-kilometres were available. The 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 are the prime source of road vehicle use information for researchers and interested members of the public.

Prior to 2004, the survey was sponsored by Transport Canada. Since then, the survey has been co-sponsored by Transport Canada and Natural Resources Canada. They plan to combine the survey data with other data to improve road safety, monitor fuel consumption and deal with the impact of vehicle usage on the environment.

This document describes concepts, employed methods and discusses data quality. The reference period for all the information presented in this document is the fourth quarter of 2004.

2. Survey overview

The CVS is a voluntary vehicle-based survey that provides quarterly and 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 steps. The first step 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 trip log specific to his/her vehicle type. The trip log is then mailed out as a second step. 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 short questionnaires. 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 questionnaire asks respondents to record the odometer reading at the beginning of the first day of the quarter. All those returning the first questionnaire are mailed a second questionnaire 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.

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 buses (buses were included in the survey prior to 2004), 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 (the driver being considered as one of the passengers). For example, for a vehicle with three passengers (the driver being one of them) that is driven on a distance of 10 kilometres, the number of passenger-kilometres will be 30. Light vehicles (see the *Vehicle type* definition in section 3.3) report the number of passengers for each trip (see the *Trip* definition in section 3.4). The number of passengers in heavy vehicles with gross vehicle weight of 4.5 tonnes or more 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).

Fuel consumed is the amount of fuel used to operate vehicles. This variable is derived for each vehicle using the reported fuel purchases and distance driven.

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 weight classification created for the CVS, based on the information available on the vehicle registration lists. The vehicles are divided into three weight types: *light vehicles* with gross vehicle weights below 4.5 tonnes, *heavy vehicles* with gross vehicle weights of *4.5 tonnes or more and less than 15 tonnes*, and *heavy vehicles* 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, and other. Missing or unusual responses are verified against registration lists, if possible.

Fuel type is based on the information provided by the respondent or from 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 sources.

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*:

A new trip is reported for *light vehicles* if any of the following events happen:
- the driver gets in the car
- a passenger gets in or out of the car

A new trip is reported for *heavy vehicles weighing 4.5 tonnes or more* if any of the following events happen:
- 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*.
- *Trip origin and destination* for light vehicles.
- *Trip purpose* for heavy vehicles, as 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.
- If *dangerous goods* (as defined by the Transportation of Dangerous Goods Act) are carried by heavy vehicles.
- *Number of kilometres traveled on roads with posted speed limit of 80 km/h or more*
- *Age group (Under 5 years, 5 to 14, 15 to 19, 20 to 34, 35 to 54, 55 to 64, 65 to 74, 75 to 84, 85 years and over) of passengers and the number of passengers within each group*, to calculate passenger-kms. Passenger age information is collected only for light vehicles (see section 3.2). We collect the total number of passengers only for heavy vehicles.
- *Truck configuration* for heavy vehicles.
- Total cost, unit cost and quantity of *fuel purchased*.

4. Methodology

The 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 of vehicles was derived from the 13 jurisdiction vehicle registration lists (ten Provincial and three Territorial Governments) created three months before the reference period. The sample of vehicles for this quarter was drawn from lists of motor vehicles with valid registrations in any province or territory available in July 2004. Buses, 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 of vehicles; e.g., vehicles that were registered after July 2004 are not included.

The thirteen incoming lists underwent a thorough preparation procedure:

- First, out-of-scope vehicles are removed (buses, trailers, motorcycles, construction equipment, parade vehicles, motor homes, etc.) from each list.
- Second, vehicles with expired registrations are removed from each list.
- Then, records with duplicate Vehicle Identification Numbers (VIN) within each list are removed leaving only the record that had been 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 July 2004 to Statistics Canada for CVS and the most recent lists available for Yukon and Nunavut, created in April 2004. This set of prepared vehicle lists and the set of days within the fourth quarter of 2004 constitute the survey population.

4.1.2 Sample design

The CVS uses a two-stage sample design. At the first-stage, a sample of vehicles is selected, while at the second-stage, a sample of consecutive days within the quarter is selected.

To select the first-stage sample, all vehicles from the survey population were first stratified (grouped) into 78 strata. The vehicles were stratified into three vehicle types (see section 3.3) and 13 jurisdictions (ten provinces and three territories). Then, in order to improve the precision of the estimates, the vehicles were further divided into two vehicle-age strata of newer and older vehicles.

Next, the vehicles were sorted within each stratum, using the first three characters of the postal code of the owner's address. Then, a systematic sample of vehicles (first stage sample) was selected from the survey population. Systematic sampling was used to spread the sample over all regions and to avoid heavy burden on owners of multiple vehicles. To minimize respondent burden, no vehicle is selected more than once during any consecutive four quarters for provinces and two consecutive quarters for territories.

In the second stage, a first reporting day within the quarter was randomly assigned to each vehicle selected in 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 section 2).

4.1.3 Estimation

Since the sample was selected in two stages, the sampling weight (see section 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.

4.1.4 Sample size

A total of 5,372 vehicles out of 18,592,029 from the survey population were drawn for the ten provinces. Another 2,671 vehicles out of 52,323 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, the following information is collected about each sampled vehicle: vehicle type, fuel type used, distance driven the previous week, some information about anticipated vehicle usage during the following six weeks, current odometer reading, some vehicle maintenance questions and some questions on the household characteristics. Then the respondent was asked to complete a trip log. If the respondent agreed, personal information, such as name and address, were obtained in order to mail out the trip log for the vehicle.

The log type depended on the type of vehicle. There were two types of logs: a light vehicle log and a heavy vehicle log.

Respondents receiving a light vehicle log were requested to record information for 20 consecutive trips made in the selected vehicle, beginning on the assigned *first reporting day*. Respondents receiving a heavy vehicle log were requested to record information for all the trips made in the selected vehicle over the assigned seven-day period.

The collected data included information about each trip:

- Start and stop dates and times
- Start and stop odometer readings
- origin and destination (light vehicle log) or trip purpose (heavy vehicle log)
- number and age group of passengers (light vehicle log) or number of passengers at the start and end of the trip (heavy vehicle log)
- sex and age group of the driver
- fuel purchases
- distance traveled on roads with posted speed limit of 80km/h or more.
- truck configuration (heavy vehicle log only)
- dangerous goods (heavy vehicle log only)

Starting in 2004, the respondents were also asked to continue to record their fuel purchases until they reported two fill-ups or five fuel purchases or until the 28-day reporting period is over.

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 companies with large vehicle fleets have special arrangements to lower their response burden. There is no follow-up done with these companies.)

Territorial collection

The registered owners of the selected vehicles were mailed questionnaires and asked to provide two odometer readings, one at the beginning of the quarter and another at the beginning of the next quarter. Information was also collected on the vehicle status (owned, sold, scrapped), body style (car, SUV, pick-up, etc.) and type of fuel used.

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.

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, new sets of prepared vehicle lists were 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 jurisdiction and vehicle type;
- vehicle-kilometres by jurisdiction and vehicle type;
- passenger-kilometres by province and vehicle type;
- fuel consumed, by vehicle type and fuel type;
- cross tabulations of vehicle-kilometers and passenger-kilometers by a number of variables (described in Concepts and Definitions), such as body type, driver characteristics, time of day, day of week, etc.

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 is put forth to ensure that a high standard is maintained 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 value for the population, at which the survey estimate aims. 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 the 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 can be conducted to obtain information from the total nonrespondents or to complete partially unanswered questionnaires for questions that are deemed essential. Various quality assurance procedures can be exercised at the data capture step. The data editing procedures can identify some inconsistencies in the data structure and the imputation procedures can then 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 the 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 section 4.1.1) can contain vehicles with the same Vehicle Identification Number (VIN), for example, when a vehicle is on the registration file of more than one jurisdiction. 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 the 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.

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 due to a lack of correct information, or when a respondent 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 tables 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. A data capture error occurs when the data are misinterpreted or keyed incorrectly. For example, an odometer reading of 53467 could be keyed as 54367.

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 the CVS, it is impossible to detect, for vehicles that travel only a small distance during the reported period, 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. This rate is defined as the number of vehicles for which respondents gave complete or partial (vehicle-kilometers only) answers to the survey divided by the total number of in-sample vehicles.

Vehicle response rates by province and vehicle type

Provinces	Nfld. Lab.	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.
Light vehicles	55%	69%	54%	58%	64%	62%	72%	64%	59%	61%
Heavy vehicles 4.5t – 14.9t	57%	64%	66%	57%	63%	67%	73%	59%	54%	54%
Heavy vehicles 15t or more	71%	52%	70%	76%	73%	64%	72%	73%	56%	63%

Vehicle response rates by territory and vehicle type

Territories	Y.T.	N.W.T.	Nvt.
Light vehicles	19%	16%	13%
Heavy vehicles 4.5t – 14.9t	14%	12%	8%
Heavy vehicles 15t or more	15%	14%	13%

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

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.

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.

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 take into account the variability due to sampling and the variability due to non-response and imputation.

5.4.4 Quality indicator

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 is a function of the CV, which takes into account the variability due to sampling and the variability due to non-response and imputation.

Quality Symbol	C.V. equivalent	Explanation of estimate quality
A	Less than 5%	Excellent
B	5% to 9.9%	Very good
C	10% to 14.9%	Good
D	15% to 19.9%	Acceptable
E	20% to 34.9%	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 1, 2004, the following changes were made and may affect comparability with previous quarters:

- Buses are excluded from the survey
- Rather than estimates of the quantity of fuel purchased, the survey now produces estimates of the quantity of fuel consumed.
- The light vehicle log is based on 20 trips rather than reporting all trips for 7 days. Depending on vehicle usage, some respondents will report more than 7 days worth of trips while others will report less than 7 days.
- The definition of a trip for light vehicles has changed so that a new trip is now reported every time a driver gets in the vehicle or a passenger gets in or out of the vehicle. This change will mean that what was previously reported as one trip could now be reported as two, three or even more trips if there is a change in driver and/or multiple passengers are picked up or dropped off at different locations. This new definition will produce more accurate estimates of passenger-kilometres for light vehicles.

Beginning with Quarter 2, 2003, vehicles that were insured but not registered were removed from the registration lists for Manitoba. As a result, some estimates for Manitoba may be lower than the estimates from previous quarters.

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 heavy vehicle logs were changed in 2001 in order to collect passenger information for heavy vehicles. 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 heavy vehicle logs were also changed in 2001 in order to collect distance traveled 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 heavy vehicles registered in the territories are now sent two short questionnaires 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 questionnaire at the end of the quarter and requesting that bus and heavy vehicle 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 heavy vehicles in 2000.

- The changes that may affect comparability with the 1999 results:
    - A new log was developed for survey year 2000 for all heavy vehicles. In 1999 heavy vehicles with gross vehicle weights of 4.5 tonnes or more and less than 15 tonnes had a different log than heavy vehicles with gross vehicle weights of 15 tonnes or more.
    - The fuel purchased question was attached to each trip for the 2000 survey year for heavy vehicles. 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 the 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 to 14.9t	Trucks 15t and over	Total
Jurisdiction				
Newfoundland and Labrador	254 011	4 045	3 067	261 123
Prince Edward Island	75 944	1 674	2 731	80 349
Nova Scotia	530 870	8 850	7 904	547 624
New Brunswick	446 705	7 942	4 181	458 828
Quebec	4 311 496	59 254	39 304	4 410 054
Ontario	6 675 768	83 516	105 647	6 864 931
Manitoba	620 538	10 203	15 103	645 844
Saskatchewan	644 505	38 038	25 068	707 611
Alberta	2 171 899	99 428	70 991	2 342 318
British Columbia	2 253 092	79 710	14 636	2 347 438
Yukon Territory	24 351	1 546	1 169	27 066
Northwest territories	20 503	630	850	21 983
Nunavut	3 161	270	167	3 598
Total - Canada	18 032 843	395 106	290 818	18 718 767

Due to rounding, the numbers may not add up and may differ slightly among the tables.

Number of vehicles on the registration lists by jurisdiction and vehicle model year for

vehicles up to 4.5t

	Jurisdiction													
	Newfound-land and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche-wan	Alberta	British Columbia	Yukon Territory	Northwest Territor-ies	Nunavut	TOTAL
Vehicle Model Year														
Earlier then 1987	6 212	3 806	22 796	17 002	125 050	263 932	49 527	92 823	219 501	230 503	3 906	1 923	221	1 037 202
1987	2 058	1 229	6 437	5 625	49 268	68 600	11 926	15 370	41 120	59 299	774	347	55	262 108
1988	4 291	2 016	10 264	9 528	82 947	125 283	16 283	20 371	59 235	76 087	1 025	548	106	407 984
1989	5 155	2 453	12 543	11 594	101 170	151 038	18 547	22 191	69 564	90 412	1 110	608	87	486 472
1990	5 817	2 996	15 642	14 133	132 047	201 472	22 866	25 088	81 457	107 012	1 157	680	100	610 467
1991	7 428	3 198	17 825	16 799	162 518	220 412	26 149	27 459	88 733	109 928	1 110	709	132	682 400
1992	9 594	4 251	22 887	21 753	209 050	287 723	29 748	29 446	91 361	116 080	1 082	685	135	823 795
1993	12 298	4 557	25 032	21 853	207 033	291 636	28 278	27 890	87 045	109 925	1 056	652	156	817 411
1994	14 322	4 946	28 152	24 297	210 450	325 895	29 218	30 509	93 733	107 072	1 088	809	172	870 663
1995	14 391	5 283	30 256	26 103	229 681	359 196	32 615	32 869	100 868	111 761	1 160	793	180	945 156
1996	11 388	4 514	26 339	22 157	189 313	316 805	29 398	27 675	86 861	90 183	903	662	140	806 338
1997	15 660	5 512	33 672	27 429	239 454	409 992	39 187	37 079	119 047	117 676	1 247	999	204	1 047 158
1998	18 019	5 687	37 379	30 882	263 983	459 811	41 340	37 923	134 070	118 078	1 144	1 091	200	1 149 607
1999	17 996	5 212	35 442	28 817	261 295	442 936	36 229	31 521	115 117	106 526	1 037	1 145	213	1 083 486
2000	20 988	6 008	42 132	35 273	322 871	547 443	41 510	36 876	131 926	124 726	1 058	1 418	221	1 312 450
2001	20 237	3 753	34 051	28 621	309 663	482 596	37 079	34 786	135 689	121 816	1 201	1 572	246	1 211 310
2002	23 639	3 966	42 642	34 589	386 647	563 038	43 898	39 100	162 178	147 900	1 334	1 816	253	1 451 000
2003	24 774	3 658	43 080	35 627	419 411	593 614	46 410	41 334	175 905	152 125	1 608	2 284	203	1 540 033
2004	17 639	2 369	36 446	28 753	342 500	458 399	34 410	30 580	149 389	127 177	1 172	1 541	124	1 230 499
2005	2 081	529	7 855	5 863	66 400	105 947	5 920	3 613	29 100	28 804	178	217	13	256 520
2006	0	0	0	0	1	0	0	0	0	1	0	0	0	2
Unknown	21	0	0	5	743	0	0	0	0	0	0	0	0	769
TOTAL	254 008	75 943	530 872	446 703	4 311 495	6 675 768	620 538	644 503	2 171 899	2 253 091	24 350	20 499	3 161	18 032 830

Due to rounding, the numbers may not add up to the totals and may differ slightly among the tables.

Number of vehicles on the registration lists by jurisdiction and vehicle model year for

trucks 4.5t - 15t

	Jurisdiction													
	Newfound-land and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche-wan	Alberta	British Columbia	Yukon Territory	Northwest Territor-ies	Nunavut	TOTAL
Vehicle Model Year														
Earlier then 1987	799	829	1 901	1 039	11 426	6 211	2 820	27 746	34 488	12 811	502	126	51	100 749
1987	121	65	306	159	2 452	1 648	293	446	1 851	1 490	34	14	16	8 895
1988	195	85	347	205	3 162	2 289	335	447	2 532	2 309	55	23	16	12 000
1989	168	92	353	186	2 662	2 333	337	385	2 591	2 552	62	19	11	11 751
1990	187	61	370	214	2 690	2 651	445	526	2 846	2 939	58	33	12	13 032
1991	180	49	266	223	1 811	1 959	403	486	2 170	2 320	40	16	8	9 931
1992	146	38	263	252	1 687	2 036	364	443	2 144	2 414	47	18	9	9 861
1993	142	47	290	300	1 941	2 598	399	502	2 198	2 844	31	14	16	11 322
1994	197	57	309	363	2 463	3 254	416	534	2 677	3 197	53	22	10	13 552
1995	255	64	538	420	3 257	4 322	548	689	3 379	3 661	31	36	30	17 230
1996	136	32	315	316	2 081	3 302	385	447	2 349	2 631	34	19	6	12 053
1997	194	44	401	396	2 154	4 543	478	644	3 857	3 485	59	30	15	16 300
1998	179	24	422	426	2 721	4 784	400	644	3 636	3 073	38	22	11	16 380
1999	229	52	566	561	3 765	7 202	508	598	4 526	3 912	69	41	15	22 044
2000	200	31	466	387	3 144	6 303	369	514	3 985	3 703	51	43	13	19 209
2001	169	24	378	441	2 493	6 240	418	773	5 906	4 443	63	32	6	21 386
2002	210	25	395	437	2 305	6 254	369	640	5 037	4 772	103	37	5	20 589
2003	174	29	472	752	2 950	7 397	425	801	6 111	7 988	114	35	10	27 258
2004	122	19	414	752	2 537	6 554	372	638	4 992	7 909	98	29	8	24 444
2005	35	5	77	112	1 201	1 638	119	135	2 154	1 258	3	21	1	6 759
2006	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	6	0	0	0	353	0	0	0	0	0	0	0	0	359
TOTAL	4 044	1 672	8 849	7 941	59 255	83 518	10 203	38 038	99 429	79 711	1 545	630	269	395 104

Due to rounding, the numbers may not add up to the totals and may differ slightly among the tables.

Number of vehicles on the registration lists by jurisdiction and vehicle model year for

trucks 15t or more

	Jurisdiction													
	Newfound-land and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche-wan	Alberta	British Columbia	Yukon Territory	Northwest Territor-ies	Nunavut	TOTAL
Vehicle Model Year														
Earlier then 1987	370	1 111	858	806	1 086	5 979	1 668	8 607	17 475	2 612	222	157	26	40 977
1987	97	205	248	258	485	2 329	343	885	1 357	405	15	11	4	6 642
1988	135	203	249	233	662	2 433	342	973	1 971	472	29	19	1	7 722
1989	141	150	278	206	563	2 646	324	819	1 808	470	26	24	2	7 457
1990	99	140	188	238	537	2 564	291	843	1 995	755	36	30	4	7 720
1991	98	85	121	125	332	1 686	199	566	1 482	444	20	26	7	5 191
1992	89	47	133	96	511	1 697	234	534	1 216	567	34	24	5	5 187
1993	77	63	205	175	765	2 421	420	839	1 753	560	31	20	3	7 332
1994	128	89	339	218	1 495	3 526	637	1 111	2 739	703	36	33	7	11 061
1995	209	145	480	268	2 346	6 144	761	1 508	3 503	772	47	49	13	16 245
1996	175	89	379	171	1 695	4 565	723	1 070	2 811	714	55	47	9	12 503
1997	147	39	337	138	1 813	4 904	691	1 056	3 356	753	50	44	6	13 334
1998	236	72	566	220	3 300	8 581	1 111	1 398	4 806	752	72	62	9	21 185
1999	209	75	649	232	3 850	10 400	1 181	1 050	3 829	714	77	57	24	22 347
2000	245	71	819	199	4 958	12 037	1 407	993	3 892	644	100	54	8	25 427
2001	122	37	421	124	3 107	7 475	882	772	3 759	670	91	54	8	17 522
2002	102	12	287	92	2 030	5 256	603	449	3 008	561	52	39	7	12 498
2003	145	34	497	136	3 692	7 586	1 099	558	3 282	684	67	36	13	17 829
2004	148	40	571	140	3 273	7 958	1 267	712	4 068	844	74	51	7	19 153
2005	93	22	277	105	2 778	5 460	920	326	2 881	537	35	14	3	13 451
2006	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	1	0	0	0	26	0	0	0	0	0	0	0	0	27
TOTAL	3 066	2 729	7 902	4 180	39 304	105 647	15 103	25 069	70 991	14 633	1 169	851	166	290 810

Due to rounding, the numbers may not add up to the totals and may differ slightly among the 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 to 14.9t		Trucks 15t and over		Total	
Jurisdiction								
Newfoundland and Labrador	243 905	A	3 655	C	3 067	A	250 627	A
Prince Edward Island	75 775	B	1 523	D	2 731	C	80 030	B
Nova Scotia	532 708	A	8 584	C	7 904	B	549 196	A
New Brunswick	438 466	A	6 634	C	4 181	B	449 280	A
Quebec	4 190 339	A	50 486	B	38 795	B	4 279 621	A
Ontario	6 619 093	A	70 961	B	103 255	B	6 793 309	A
Manitoba	621 174	A	9 567	B	14 851	B	645 592	A
Saskatchewan	646 481	A	36 185	D	24 024	B	706 690	A
Alberta	2 178 577	A	78 260	B	70 991	B	2 327 828	A
British Columbia	2 301 010	A	51 233	C	12 736	C	2 364 980	A
Yukon Territory	23 707	A	1 290	B	1 169	A	26 165	A
Northwest territories	18 952	B	576	B	850	A	20 378	A
Nunavut	3 109	A	270	A	167	A	3 546	A
Total - Canada	17 893 296	A	319 224	A	284 721	A	18 497 241	A

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 to 14.9t		Trucks 15t and over		Total	
Vehicle model year								
Later than 2001	3 564 142	A	64 677	B	63 050	B	3 691 869	A
1999 - 2001	4 334 291	A	60 072	C	58 375	C	4 452 737	A
1995 - 1998	4 407 982	A	60 676	C	79 140	B	4 547 798	A
1991 - 1994	3 301 109	B	39 609	D	29 525	D	3 370 243	B
Earlier than 1991	2 285 772	B	94 190	C	54 632	C	2 434 595	B
Total	17 893 296	A	319 224	A	284 721	A	18 497 241	A

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 to 14.9t		Trucks 15t and over		Total	
Vehicle body type								
Car	9 734 535	A		...		...	9 734 535	A
Station wagon	335 009	E		...		...	335 009	E
Van	2 816 753	B	6 698	E		F	2 824 247	B
Sport utility vehicle	1 436 398	B		F		...	1 436 483	B
Pickup	3 534 520	B	59 412	C		...	3 593 932	B
Straight truck		F	229 517	B	119 171	B	355 930	A
Tractor trailer		...		F	164 342	B	174 326	B
Bus		F	11 144	E		...		F
Other		F		F		F		F
Total	17 893 296	A	319 224	A	284 721	A	18 497 241	A

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 to 14.9t		Trucks 15t and over		Total	
Fuel type								
Gasoline	17 379 217	A	99 408	C		F	17 481 432	A
Diesel	449 777	D	217 964	B	281 876	A	949 617	B
Other		F		F	37	A		F
Total	17 893 296	A	319 224	A	284 721	A	18 497 241	A

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 to 14.9t		Trucks 15t and over		Total	
Jurisdiction								
Newfoundland and Labrador	897.1	B	12.3	E	39.9	E	949.3	B
Prince Edward Island	335.7	C		F		F	374.1	C
Nova Scotia	2 377.3	B	28.9	E	107.7	E	2 513.9	B
New Brunswick	1 840.6	B	29.4	E	25.7	E	1 895.7	B
Quebec	16 451.7	B	256.9	D	1 054.6	C	17 763.2	B
Ontario	30 566.9	B	391.3	C	1 783.2	C	32 741.4	B
Manitoba	2 082.1	C	46.2	D	373.0	D	2 501.3	B
Saskatchewan	2 207.0	B		F	354.7	D	2 657.5	B
Alberta	8 214.1	B	525.2	D	1 329.4	C	10 068.7	B
British Columbia	8 243.7	B	241.5	E	111.8	D	8 596.9	B
Yukon Territory	106.2	B	5.2	D	25.4	C	136.8	B
Northwest territories	49.8	C		F	11.0	E	64.6	C
Nunavut	7.7	E		F		F	9.5	E
Total - Canada	73 380.0	A	1 642.7	B	5 250.2	B	80 272.8	A

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 to 14.9t		Trucks 15t and over		Total	
Jurisdiction								
Newfoundland and Labrador	1 433.4	D		F	44.9	E	1 491.4	C
Prince Edward Island	554.4	D		F		F	614.9	C
Nova Scotia	4 057.7	C		F	145.3	E	4 237.8	C
New Brunswick	3 104.1	C	39.1	E	30.6	E	3 173.8	C
Quebec	26 828.1	B	384.4	E	1 245.0	C	28 457.5	B
Ontario	51 831.3	B	463.1	D	1 891.8	C	54 186.1	B
Manitoba	3 377.9	D	52.1	E	387.9	D	3 817.9	C
Saskatchewan	3 837.3	C		F	359.3	D	4 351.0	C
Alberta	13 058.9	C	783.6	E	1 419.3	D	15 261.9	B
British Columbia	13 971.1	C	292.8	E	130.9	E	14 394.8	C
Total - Provinces	122 054.1	A	2 223.8	C	5 709.3	B	129 987.2	A

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude 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 to 14.9t		Trucks 15t and over		Total	
Vehicle model year								
Later than 2001	17 523.4	B	583.9	D	1 916.0	C	20 023.3	B
1999 - 2001	19 063.3	B	413.4	D	1 626.4	C	21 103.1	B
1995 - 1998	19 244.0	B	298.4	E	1 303.2	D	20 845.6	B
1991 - 1994	12 316.6	C	143.3	E	165.4	E	12 625.2	C
Earlier than 1991	5 232.7	C	203.8	E	239.1	E	5 675.6	C
Total	73 380.0	A	1 642.7	B	5 250.2	B	80 272.8	A

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 to 14.9t		Trucks 15t and over		Total	
Vehicle model year								
Later than 2001	29 033.2	B	780.6	D	2 091.3	C	31 905.1	B
1999 - 2001	32 174.8	B	511.9	D	1 754.2	C	34 440.9	B
1995 - 1998	33 409.3	C	398.7	E	1 385.0	D	35 192.9	C
1991 - 1994	19 304.7	C	205.4	E	175.7	E	19 685.8	C
Earlier than 1991	8 132.1	D	327.2	E		F	8 762.5	D
Total	122 054.1	A	2 223.8	C	5 709.3	B	129 987.2	A

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude 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 to 14.9t		Trucks 15t and over		Total	
Vehicle body type								
Car	36 385.4	A		...		...	36 385.4	A
Station wagon	930.1	E		...		...	930.1	E
Van	13 354.2	B		F		F	13 398.0	B
Sport utility vehicle	8 412.8	D		F		...	8 413.9	D
Pickup	14 130.9	B	289.7	E		...	14 420.5	B
Straight truck		F	1 114.3	C	986.1	C	2 124.3	B
Tractor trailer		...		F	4 261.9	B	4 384.3	B
Bus		F		F		...		F
Other		F		F		F		F
Total	73 380.0	A	1 642.7	B	5 250.2	B	80 272.8	A

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 to 14.9t		Trucks 15t and over		Total	
Vehicle body type								
Car	58 421.9	B		...		...	58 421.9	B
Station wagon	1 472.6	E		...		...	1 472.6	E
Van	24 820.7	C		F		F	24 869.8	C
Sport utility vehicle	15 592.3	D		...		...	15 592.3	D
Pickup	21 165.5	C	348.8	E		...	21 514.2	C
Straight truck		F	1 489.3	E	1 134.2	D	2 671.4	B
Tractor trailer		...		F	4 570.6	B	4 781.4	B
Bus		F		F		...		F
Other		F		F		F		F
Total	122 054.1	A	2 223.8	C	5 709.3	B	129 987.2	A

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude 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 to 14.9t		Trucks 15t and over		Total	
Fuel type								
Gasoline	71 790.0	A	348.8	E		F	72 141.8	A
Diesel	1 382.7	E	1 289.2	B	5 247.1	B	7 919.0	B
Other		F		F		F		F
Total	73 380.0	A	1 642.7	B	5 250.2	B	80 272.8	A

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 to 14.9t		Trucks 15t and over		Total	
Fuel type								
Gasoline	119 080.0	A	480.3	E		F	119 565.6	A
Diesel	2 632.5	E	1 736.0	C	5 703.9	B	10 072.4	C
Other		F		F		...		F
Total	122 054.1	A	2 223.8	C	5 709.3	B	129 987.2	A

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude 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 to 14.9t		Trucks 15t and over		Total	
Day of the week								
Sunday	7 898.3	C		F	318.7	D	8 270.3	B
Monday	10 441.4	B	280.1	C	922.2	B	11 643.7	B
Tuesday	10 371.6	B	323.9	C	976.6	B	11 672.1	B
Wednesday	12 797.8	C	266.9	C	926.3	B	13 991.0	B
Thursday	11 119.6	B	319.0	D	1 048.9	B	12 487.4	B
Friday	11 349.1	C	304.5	D	768.6	B	12 422.3	C
Saturday	9 238.6	B	84.4	E	252.1	D	9 575.1	B
Total	73 216.4	A	1 632.1	B	5 213.5	B	80 062.0	A

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 to 14.9t		Trucks 15t and over		Total	
Day of the week								
Sunday	15 422.2	B		F	378.0	E	15 873.8	B
Monday	15 979.0	B	384.6	C	1 012.5	B	17 376.1	B
Tuesday	15 734.1	B	426.9	C	1 089.6	B	17 250.6	B
Wednesday	22 111.0	C	359.2	D	1 005.3	B	23 475.5	C
Thursday	16 795.1	B	439.3	D	1 135.7	B	18 370.1	B
Friday	19 818.8	C	419.9	E	811.0	C	21 049.6	B
Saturday	16 194.0	B	120.2	E	277.2	D	16 591.5	B
Total	122 054.1	A	2 223.8	C	5 709.3	B	129 987.2	A

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude 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 to 14.9t		Trucks 15t and over		Total	
Age of driver								
Under 20 years		F		F		F		F
20 - 24 years	2 198.0	E		F		F	2 332.8	E
25 - 34 years	8 976.7	D	470.7	D	1 150.5	C	10 598.0	D
35 - 44 years	16 964.7	C	473.5	D	1 598.6	C	19 036.8	C
45 - 54 years	21 645.7	C	461.9	E	1 715.2	C	23 822.8	C
55 - 64 years	12 014.1	D	110.0	E	615.5	D	12 739.6	D
65 years and over	10 268.3	D		F		F	10 357.2	D
Total	73 216.4	B	1 632.1	B	5 213.5	B	80 062.0	B

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 to 14.9t		Trucks 15t and over		Total	
Age of driver								
Under 20 years		F		F		F		F
20 - 24 years	2 950.4	E		F		F	3 104.9	E
25 - 34 years	13 501.8	D	551.4	D	1 362.8	C	15 416.0	C
35 - 44 years	28 436.9	C	720.2	D	1 715.9	C	30 873.0	C
45 - 54 years	38 358.2	C	682.1	E	1 786.9	C	40 827.2	C
55 - 64 years	19 359.2	D		F	703.5	D	20 196.0	D
65 years and over	17 478.4	D		F		F	17 574.8	C
Total	122 054.1	B	2 223.8	C	5 709.3	B	129 987.2	B

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude 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 to 14.9t		Trucks 15t and over		Total	
Sex of driver								
Male	46 299.5	B	1 602.3	C	5 056.9	B	52 958.8	B
Female	26 916.8	C		F	156.5	E	27 103.2	C
Total	73 216.4	B	1 632.1	B	5 213.5	B	80 062.0	B

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 to 14.9t		Trucks 15t and over		Total	
Sex of driver								
Male	74 526.6	B	2 172.2	C	5 420.6	B	82 119.3	B
Female	47 527.5	C		F	288.7	E	47 867.8	C
Total	122 054.1	B	2 223.8	C	5 709.3	B	129 987.2	B

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude 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 to 14.9t		Trucks 15t and over		Total	
Time of day								
00:00 - 05:59	2 158.9	E	71.8	E	565.0	C	2 795.7	D
06:00 - 11:59	24 489.9	B	731.6	C	1 917.3	B	27 138.9	B
12:00 - 17:59	33 059.3	B	671.4	C	1 787.6	B	35 518.2	B
18:00 - 23:59	13 508.3	C	157.3	E	943.5	C	14 609.2	C
Total	73 216.4	B	1 632.1	B	5 213.5	B	80 062.0	B

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 to 14.9t		Trucks 15t and over		Total	
Time of day								
00:00 - 05:59	3 242.8	E	82.1	E	655.9	C	3 980.8	D
06:00 - 11:59	38 592.7	B	991.8	C	2 072.2	B	41 656.8	B
12:00 - 17:59	56 680.7	B	963.3	C	1 932.2	B	59 576.1	B
18:00 - 23:59	23 537.9	B	186.5	E	1 049.0	C	24 773.5	B
Total	122 054.1	B	2 223.8	C	5 709.3	B	129 987.2	B

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude the territories.

Estimates of the provincial total of

vehicle-km ('000 000) by type of vehicle and carrying dangerous goods

	Vehicle type					
	Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Carrying dangerous goods						
Declared - yes		F	470.9	E	503.1	E
Declared - no	1 599.9	C	4 742.6	B	6 342.5	B
Total	1 632.1	C	5 213.5	B	6 845.6	B

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					
	Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Carrying dangerous goods						
Declared - yes		F	470.9	E	524.1	E
Declared - no	2 170.6	C	5 238.4	B	7 409.0	B
Total	2 223.8	C	5 709.3	B	7 933.0	B

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude 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 to 14.9t		Trucks 15t and over		Total	
Type of day								
Weekends and holidays	17 814.2	B	160.6	E	632.7	C	18 607.5	B
Weekdays	55 402.1	B	1 471.6	B	4 580.8	B	61 454.5	A
Total	73 216.4	A	1 632.1	B	5 213.5	B	80 062.0	A

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 to 14.9t		Trucks 15t and over		Total	
Type of day								
Weekends and holidays	32 552.2	B	218.0	E	721.5	D	33 491.7	B
Weekdays	89 501.9	B	2 005.8	C	4 987.8	B	96 495.5	B
Total	122 054.1	A	2 223.8	C	5 709.3	B	129 987.2	A

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude 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 to 14.9t		Trucks 15t and over		Total	
Road type								
Road with posted maximum speed of 80km/h or more	39 925.4	B	919.9	C	3 749.6	B	44 595.0	B
Other roads	33 290.9	C	712.2	C	1 463.8	B	35 467.0	C
Total	73 216.4	B	1 632.1	B	5 213.5	B	80 062.0	B

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 to 14.9t		Trucks 15t and over		Total	
Road type								
Road with posted maximum speed of 80km/h or more	69 209.6	B	1 310.7	C	4 134.2	B	74 654.5	B
Other roads	52 844.5	B	913.1	C	1 575.1	C	55 332.7	B
Total	122 054.1	B	2 223.8	C	5 709.3	B	129 987.2	B

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude 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	5 063.6	E
5 - 14 years	7 286.1	D
15 - 19 years	4 870.3	E
20 - 24 years	3 592.6	D
25 - 34 years	12 594.7	C
35 - 54 years	52 703.6	B
55 - 64 years	17 512.9	C
65 - 74 years	9 937.3	C
75 - 84 years	7 793.5	D
85 years and over		F
Total	122 054.1	B

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude the territories.

Estimates of provincial total for

vehicles up to 4.5t: vehicle-km and passenger-km by part of the driver's job

	Estimates of			
	vehicle-km ('000 000)		passenger-km ('000 000)	
Part of job				
Yes	11 881.3	C	15 203.5	C
No	61 335.1	B	106 850.7	B
Total	73 216.4	A	122 054.1	B

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: vehicle-km (’000 000) by origin and destination of trip

	Destination											
	Driver's home		Driver's regular workplace		Shopping centre / bank / other place of personal business		Leisure / entertainment / recreational facility / restaurant		Other			
Origin												
Driver's home	13 226.6	C	6 945.6	D		F		F	8 561.3	D		
Driver's regular workplace	5 944.5	D	2 386.6	E		F		F		F		
Shopping centre / bank / other place of personal business	3 568.5	E		F		F		F		F		
Leisure / entertainment / recreational facility / restaurant		F		F		F		F		F		
Other	8 989.1	D		F		F		F	7 675.0	E		

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 origin and destination of trip

	Destination											
	Driver's home		Driver's regular workplace		Shopping centre / bank / other place of personal business		Leisure / entertainment / recreational facility / restaurant		Other			
Origin												
Driver's home	23 961.8	C	8 275.9	D		F	3 609.5	E	14 739.9	D		
Driver's regular workplace	6 957.7	D	3 109.3	E		F		F		F		
Shopping centre / bank / other place of personal business	5 508.8	E		F		F		F		F		
Leisure / entertainment / recreational facility / restaurant	4 389.6	E		F		F		F		F		
Other	15 919.6	C		F		F		F	16 621.1	E		

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude 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 to 14.9t		Trucks 15t and over	
Vehicle group	Trip purpose				
Straight truck	Driving to or from service call	492.4	E	228.9	E
	Carrying goods or equipment	651.1	D	539.5	D
	Empty		F		F
	Other work purpose		F		F
	Non work purpose		F		F
	Total	1 509.8	C	982.1	D
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	3 434.7	B
	Empty		F	496.9	D
	Other work purpose		...		F
	Non work purpose		F	152.9	E
	Total		F	4 231.4	B
Total	Driving to or from service call	503.8	E	299.4	E
	Carrying goods or equipment	748.8	D	3 974.2	B
	Empty		F	580.2	D
	Other work purpose		F		F
	Non work purpose		F	219.2	E
	Total	1 632.1	C	5 213.5	B

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 to 14.9t		Trucks 15t and over	
Vehicle group	Trip purpose				
Straight truck	Driving to or from service call	659.3	E	240.4	E
	Carrying goods or equipment	879.5	D	623.1	D
	Empty		F		F
	Other work purpose		F		F
	Non work purpose	240.1	E		F
	Total	2 012.9	E	1 138.0	D
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	3 703.0	B
	Empty		F	497.4	D
	Other work purpose		...		F
	Non work purpose		F		F
	Total		F	4 571.3	B
Total	Driving to or from service call	681.3	E	310.9	E
	Carrying goods or equipment	1 044.1	D	4 326.1	B
	Empty		F	582.0	D
	Other work purpose		F		F
	Non work purpose	242.5	E	295.8	E
	Total	2 223.8	C	5 709.3	B

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All passenger-km estimates exclude 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 to 14.9t		Trucks 15t and over		Total	
Type of day	Time of day								
Weekends and holidays	00:00 - 05:59	641.5	E		F	64.7	E	713.3	E
	06:00 - 11:59	5 093.2	D	69.0	E	211.4	C	5 373.6	C
	12:00 - 17:59	8 366.2	C	62.9	E	206.1	D	8 635.2	C
	18:00 - 23:59	3 529.1	D		F	137.8	E	3 687.6	D
	Total	17 814.2	B	160.6	E	632.7	C	18 607.5	B
Weekdays	00:00 - 05:59	1 517.4	E	64.6	E	500.4	C	2 082.4	D
	06:00 - 11:59	19 396.7	B	662.7	C	1 705.9	B	21 765.3	B
	12:00 - 17:59	24 693.1	B	608.5	C	1 581.5	B	26 883.0	B
	18:00 - 23:59	9 979.2	C	136.7	E	805.7	C	10 921.6	C
	Total	55 402.1	B	1 471.6	B	4 580.8	B	61 454.5	B
Total	00:00 - 05:59	2 158.9	E	71.8	E	565.0	C	2 795.7	D
	06:00 - 11:59	24 489.9	B	731.6	C	1 917.3	B	27 138.9	B
	12:00 - 17:59	33 059.3	B	671.4	C	1 787.6	B	35 518.2	B
	18:00 - 23:59	13 508.3	C	157.3	E	943.5	C	14 609.2	C
	Total	73 216.4	B	1 632.1	B	5 213.5	B	80 062.0	B

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 to 14.9t		Trucks 15t and over		Total	
Type of day	Time of day								
Weekends and holidays	00:00 - 05:59	978.5	E		F	87.9	E	1 075.2	E
	06:00 - 11:59	8 884.1	C	87.5	E	243.2	D	9 214.8	C
	12:00 - 17:59	15 767.4	B		F	227.1	D	16 093.9	B
	18:00 - 23:59	6 922.2	D		F	163.3	E	7 107.7	D
	Total	32 552.2	B	218.0	E	721.5	D	33 491.7	B
Weekdays	00:00 - 05:59	2 264.3	E	73.4	E	568.0	C	2 905.6	E
	06:00 - 11:59	29 708.6	B	904.3	C	1 829.0	B	32 441.9	B
	12:00 - 17:59	40 913.3	B	863.9	C	1 705.1	B	43 482.3	B
	18:00 - 23:59	16 615.8	C	164.2	E	885.7	C	17 665.7	C
	Total	89 501.9	B	2 005.8	C	4 987.8	B	96 495.5	B
Total	00:00 - 05:59	3 242.8	E	82.1	E	655.9	C	3 980.8	D
	06:00 - 11:59	38 592.7	B	991.8	C	2 072.2	B	41 656.8	B
	12:00 - 17:59	56 680.7	B	963.3	C	1 932.2	B	59 576.1	B
	18:00 - 23:59	23 537.9	B	186.5	E	1 049.0	C	24 773.5	B
	Total	122 054.1	B	2 223.8	C	5 709.3	B	129 987.2	B

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude 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 to 14.9t		Trucks 15t and over		Total	
Age of driver	Sex of driver								
Under 25 years	Male		F	94.5	E		F		F
	Female		F		F		F		F
	Total	3 346.8	E	94.5	E		F	3 507.6	E
25 - 54 years	Male	27 331.9	C	1 377.0	C	4 337.4	B	33 046.3	B
	Female	20 255.2	D		F	126.8	E	20 411.3	D
	Total	47 587.1	B	1 406.2	C	4 464.3	B	53 457.6	B
55 years and over	Male	17 124.2	C	130.9	E	653.1	D	17 908.2	C
	Female	5 158.3	E		F		F	5 188.6	E
	Total	22 282.5	C	131.5	E	682.8	D	23 096.7	C
Total	Male	46 299.5	B	1 602.3	C	5 056.9	B	52 958.8	B
	Female	26 916.8	C		F	156.5	E	27 103.2	C
	Total	73 216.4	B	1 632.1	B	5 213.5	B	80 062.0	B

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 to 14.9t		Trucks 15t and over		Total	
Age of driver	Sex of driver								
Under 25 years	Male		F	111.1	E		F		F
	Female		F		F		F		F
	Total	4 919.6	E	111.1	E		F	5 100.2	E
25 - 54 years	Male	42 448.2	B	1 902.8	C	4 636.3	B	48 987.4	B
	Female	37 848.7	C		F	229.3	E	38 128.8	C
	Total	80 296.9	B	1 953.7	C	4 865.6	B	87 116.2	B
55 years and over	Male	29 284.6	C	158.2	E	714.8	D	30 157.6	C
	Female	7 553.0	E		F		F	7 613.2	E
	Total	36 837.6	C	159.0	E	774.2	D	37 770.8	C
Total	Male	74 526.6	B	2 172.2	C	5 420.6	B	82 119.3	B
	Female	47 527.5	C		F	288.7	E	47 867.8	C
	Total	122 054.1	B	2 223.8	C	5 709.3	B	129 987.2	B

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude the territories.

Estimates of the provincial total of

vehicle-km ('000 000) by type of vehicle, type of fuel and vehicle body type

		Vehicle type							
		Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Vehicle body type	Fuel type								
Car	Gasoline	36 290.6	A		...		...	36 290.6	A
	Diesel		F		...		...		F
Station wagon	Gasoline	926.6	D		...		...	926.6	D
	Diesel		...		...		...		...
Van	Gasoline	13 082.7	B		F		F	13 113.5	B
	Diesel		F		F		...		F
Sport utility vehicle	Gasoline	8 361.3	C		...		...	8 361.3	C
	Diesel		F		...		...		F
Pickup	Gasoline	12 807.1	B		F		...	12 872.9	B
	Diesel	1 143.2	E	219.7	E		...	1 362.9	E
Straight truck	Gasoline	24.0	E	204.3	E		F	229.7	E
	Diesel		...	902.8	C	979.1	C	1 881.9	B
Tractor trailer	Gasoline		...		F		...		F
	Diesel		...		F	4 230.8	B	4 311.8	B
Bus	Gasoline		F		F		...		F
	Diesel		...		F		...		F
Other	Gasoline		F		F		...		F
	Diesel		...		F		F	6.0	E
Total	Gasoline	71 634.6	A	344.7	E		F	71 982.3	A
	Diesel	1 374.6	E	1 282.7	B	5 210.5	B	7 867.7	B

Due to rounding, the numbers may not add up and may differ slightly among the tables.
This table does not include other fuel types (natural gas, propane, ethanol, etc.).

Estimates of the provincial total of

fuel consumed ('000 000 litres) by type of vehicle, type of fuel and vehicle body type

		Vehicle type							
		Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Vehicle body type	Fuel type								
Car	Gasoline		F		...		...		F
	Diesel		F		...		...		F
Station wagon	Gasoline		F		...		...		F
	Diesel		...		...		...		...
Van	Gasoline		F		F		F		F
	Diesel		F		F		...		F
Sport utility vehicle	Gasoline		F		...		...		F
	Diesel		F		...		...		F
Pickup	Gasoline		F		F		...		F
	Diesel		F	58.2	E		...		F
Straight truck	Gasoline		F		F		F		F
	Diesel		...	254.5	E	341.8	C	596.3	C
Tractor trailer	Gasoline		...		F		...		F
	Diesel		...		F	1 490.3	B	1 510.0	B
Bus	Gasoline		F		F		...		F
	Diesel		...		F		...		F
Other	Gasoline		F		F		...		F
	Diesel		...		F		F		F
Total	Gasoline	7 947.0	E		F		F	8 055.4	E
	Diesel		F	350.9	C	1 832.6	B	2 383.5	B

Due to rounding, the numbers may not add up and may differ slightly among the tables.
This table does not include other fuel types (natural gas, propane, ethanol, etc.).

Estimates of the provincial total of the

number of vehicles in scope by type of vehicle and activity type

	Vehicle type			
	Trucks 4.5t to 14.9t		Trucks 15t and over	
Activity type				
For-hire trucking	38 835	D	126 654	B
Owner operator trucking	48 515	C	68 398	C
Private trucking	175 130	B	59 191	C
Other	54 608	C	28 292	D
Total	317 088	A	282 535	A

Due to rounding, the numbers may not add up and may differ slightly among the tables.

Estimates of the provincial total for

trucks 4.5t - 14.9t: vehicle-km and passenger-km by activity type

	Estimates of			
	vehicle-km ('000 000)		passenger-km ('000 000)	
Activity type				
For-hire trucking	293.9	E	436.6	E
Owner operator trucking	289.0	E		F
Private trucking	813.4	D	1 021.7	D
Other	235.9	E	318.5	E
Total	1 632.1	C	2 223.8	C

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude the territories.

Estimates of the provincial total for

trucks 15t and over: vehicle-km and passenger-km by activity type

	Estimates of			
	vehicle-km ('000 000)		passenger-km ('000 000)	
Activitiy type				
For-hire trucking	3 112.5	B	3 343.0	C
Owner operator trucking	1 185.3	C	1 297.1	D
Private trucking	551.4	E	677.1	E
Other	364.3	E		F
Total	5 213.5	B	5 709.3	B

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude the territories.

Estimates of the provincial total for

trucks 4.5t - 14.9t: vehicle-km and passenger-km by trip type

	Estimates of			
	vehicle-km ('000 000)		passenger-km ('000 000)	
Trip type				
Within province	1 490.1	C	1 956.4	C
Between provinces		F		F
Across CAN-US border		F		F
Outside Canada		F		F
Total	1 632.1	C	2 223.8	C

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude the territories.

Estimates of the provincial total for

trucks 15t and over: vehicle-km and passenger-km by trip type

	Estimates of			
	vehicle-km ('000 000)		passenger-km ('000 000)	
Trip type				
Within province	3 297.6	B	3 456.4	B
Between provinces	577.4	D	622.7	D
Across CAN-US border	820.5	D	922.5	D
Outside Canada	518.0	E	707.6	E
Total	5 213.5	B	5 709.3	B

Due to rounding, the numbers may not add up and may differ slightly among the tables.
All passenger-km estimates exclude the territories.

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-PIE	**International Travel, Advance Information** (Touriscope) - *Monthly.* English.
66-001-PIF	**International Travel, Advance Information** (Touriscope) - *Monthly.* French.
66-201-XIB	**International Travel** - *Annual.* Bilingual.
87-003-XIE	**Travel Log** - *Quarterly.* English.
87-003-XIF	**Travel Log** - *Quarterly.* French.

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