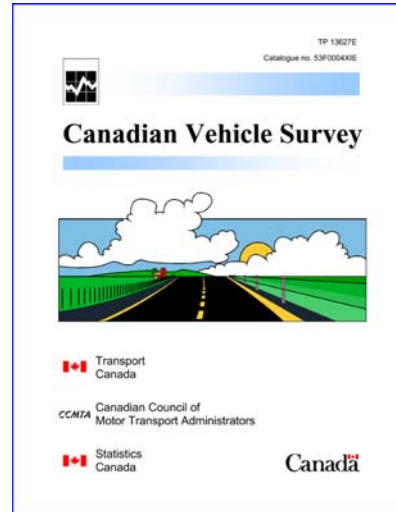




Catalogue no. 53F0004XIE

Canadian Vehicle Survey

First quarter 2004 (second revision)



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Transportation Division

Canadian Vehicle Survey

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Note of appreciation

Canada owes the success of its statistical system to a long-standing partnership between Statistics Canada, the citizens of Canada, its businesses, 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:

.	<i>not available for any reference period</i>
..	<i>not available for a specific reference period</i>
...	<i>not applicable</i>
0	<i>true zero or a value rounded to zero</i>
0 ^S	<i>value rounded to 0 (zero) where there is a meaningful distinction between true zero and the value that was rounded</i>
p	<i>preliminary</i>
r	<i>revised</i>
x	<i>suppressed to meet confidentiality requirements of the Statistics Act</i>
A	<i>excellent</i>
B	<i>very good</i>
C	<i>good</i>
D	<i>acceptable</i>
E	<i>use with caution</i>
F	<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

Please note that all estimates in this publication have been revised in order to correct rounding errors.

- Over 18.0 million vehicles were in-scope for the Canadian Vehicle Survey during this quarter.
- Between January 1 and March 31, 2004, these vehicles travelled an estimated 68.8 billion kilometres.
- During this quarter, vehicles weighing less than 4 500 kilograms were driven an average of 3 600 kilometres while the largest of the trucks (trucks with gross weight 15 000 kilograms or more) were driven an average of 15 800 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 first 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 October 2003. 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 October 2003 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 thirteen lists provided in October 2003 to Statistics Canada for the CVS. This set of prepared vehicle lists and the set of days within the first quarter of 2004 constitute the survey population of vehicle-days.

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 5,375 vehicles out of 18,695,810 from the survey population were drawn for the ten provinces. Another 2,764 vehicles out of 54,387 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	70%	73%	64%	63%	68%	65%	73%	63%	62%	65%
Heavy vehicles 4.5t – 14.9t	57%	68%	67%	63%	77%	53%	67%	67%	55%	60%
Heavy vehicles 15t or more	58%	59%	71%	59%	77%	72%	56%	70%	49%	69%

Vehicle response rates by territory

Territories	Y.T.	N.W.T.	Nvt.
All vehicles	16%	14%	11%

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: 27, 28, 33, 35) 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	256 761	3 982	2 597	263 340
Prince Edward Island	74 014	1 585	2 548	78 147
Nova Scotia	503 122	7 475	5 565	516 162
New Brunswick	435 916	6 884	3 063	445 863
Quebec	4 139 984	52 150	34 961	4 227 095
Ontario	6 635 786	81 133	102 662	6 819 581
Manitoba	602 067	9 696	13 752	625 515
Saskatchewan	628 621	32 930	22 122	683 673
Alberta	2 117 790	93 134	66 213	2 277 137
British Columbia	2 269 183	76 065	13 764	2 359 012
Yukon Territory	22 949	1 347	1 064	25 360
Northwest territories	19 466	588	969	21 023
Nunavut	2 861	196	114	3 171
Total - Canada	17 708 520	367 165	269 394	18 345 079

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

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 then 1987	7 880	4 056	25 615	17 496	123 669	289 080	52 924	94 465	244 049	257 254	3 926	2 005	230	1 122 649
1987	2 740	1 492	7 980	6 753	58 729	93 714	13 923	16 769	47 123	67 564	805	367	56	318 015
1988	5 530	2 431	12 602	11 467	99 449	149 793	18 747	22 029	67 022	85 695	1 014	595	94	476 468
1989	6 827	2 944	15 562	13 999	121 042	197 361	21 185	23 801	77 198	100 468	1 132	639	92	582 250
1990	7 609	3 590	18 756	16 833	153 548	232 831	25 325	26 538	88 283	117 212	1 172	723	93	692 513
1991	9 564	3 672	20 831	19 274	182 820	264 422	28 444	28 896	94 346	118 610	1 112	747	120	772 858
1992	11 785	4 658	25 582	24 087	227 042	315 387	31 506	30 591	95 727	123 883	1 050	688	151	892 137
1993	14 259	4 787	26 749	23 438	218 975	325 327	29 632	28 749	90 255	116 174	1 056	662	155	880 218
1994	15 577	5 012	29 052	25 244	217 031	341 056	30 066	31 213	96 210	112 435	1 085	782	173	904 936
1995	15 125	5 319	30 385	26 691	234 147	379 798	33 234	33 611	102 882	116 526	1 145	819	166	979 848
1996	11 752	4 436	26 033	22 342	190 967	323 252	29 676	28 116	88 176	93 659	866	684	122	820 081
1997	15 945	5 351	32 743	27 420	240 212	422 243	39 180	37 317	120 147	121 105	1 194	1 014	185	1 064 056
1998	18 378	5 474	36 294	30 775	264 851	464 161	41 191	38 113	135 001	121 623	1 085	1 113	167	1 158 226
1999	18 264	4 948	33 972	28 575	260 041	450 991	35 877	31 502	115 394	109 304	990	1 152	192	1 091 202
2000	21 622	5 380	39 065	34 711	320 468	546 738	39 728	35 917	130 606	126 740	1 020	1 458	205	1 303 658
2001	21 020	3 046	32 484	28 661	316 399	497 573	35 727	33 367	136 541	124 516	1 158	1 614	210	1 232 316
2002	24 429	3 526	40 832	34 625	386 485	576 011	43 698	39 228	164 768	154 717	1 322	1 836	224	1 471 701
2003	24 411	3 078	40 459	34 512	406 581	584 200	42 001	38 919	171 137	152 909	1 540	2 226	209	1 502 182
2004	4 017	807	8 126	8 948	115 774	180 684	9 937	9 434	52 634	48 555	273	340	17	439 546
2005	2	6	0	59	488	1 165	66	47	293	232	3	2	0	2 363
Unknown	21	0	0	4	1 266	0	0	0	0	0	0	0	0	1 291
TOTAL	256 757	74 013	503 122	435 914	4 139 984	6 635 787	602 067	628 622	2 117 792	2 269 181	22 948	19 466	2 861	17 708 514

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 - 14.9t

Vehicle Model Year	Jurisdiction													TOTAL
	Newfound-land and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory	Northwest Territories	Nunavut	
Earlier than 1987	857	842	1 622	838	10 415	6 423	2 785	23 551	34 604	13 303	469	134	44	95 887
1987	127	61	285	138	2 199	1 784	287	393	1 762	1 573	32	12	13	8 666
1988	202	75	323	166	2 856	2 454	343	411	2 411	2 362	50	22	13	11 688
1989	174	84	313	172	2 382	2 521	340	358	2 498	2 682	59	21	9	11 613
1990	192	55	342	185	2 499	2 876	449	480	2 759	3 013	52	30	7	12 939
1991	186	42	247	199	1 697	2 046	405	445	2 180	2 410	34	18	6	9 915
1992	157	35	244	238	1 542	2 148	360	420	2 123	2 449	45	16	8	9 785
1993	145	34	272	289	1 740	2 764	384	473	2 197	2 981	31	15	9	11 334
1994	198	53	284	355	2 221	3 494	405	505	2 623	3 278	46	20	9	13 491
1995	257	61	480	410	2 985	4 649	539	663	3 345	3 840	30	38	21	17 318
1996	140	29	276	303	1 834	3 392	387	428	2 340	2 685	30	22	5	11 871
1997	194	35	385	392	1 903	4 732	484	640	3 836	3 641	53	28	9	16 332
1998	167	19	394	396	2 445	4 905	396	595	3 597	3 162	44	22	6	16 148
1999	224	50	511	549	3 492	7 411	485	589	4 407	4 055	65	41	9	21 888
2000	201	28	388	382	2 941	6 531	351	506	3 879	3 756	47	40	10	19 060
2001	167	20	326	447	2 312	6 699	399	718	5 919	4 597	75	31	4	21 714
2002	207	23	329	435	2 154	6 437	363	702	5 047	5 065	69	31	5	20 867
2003	158	28	367	740	2 579	7 326	402	824	5 715	8 510	97	32	7	26 785
2004	23	8	87	247	1 416	2 489	129	228	1 882	2 692	16	13	3	9 233
2005	0	0	0	2	15	50	0	0	10	10	0	0	0	87
Unknown	5	0	0	0	523	0	0	0	0	0	0	0	0	528
TOTAL	3 981	1 582	7 475	6 883	52 150	81 131	9 693	32 929	93 134	76 064	1 344	586	197	367 149

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

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 then 1987	269	1 080	593	501	952	5 712	1 585	7 298	17 458	2 576	197	160	15	38 396
1987	77	195	156	169	474	2 336	308	801	1 361	404	14	14	3	6 312
1988	100	177	177	161	623	2 500	314	873	1 966	487	25	24	1	7 428
1989	113	139	195	141	550	2 711	318	730	1 775	484	24	30	3	7 213
1990	90	130	144	169	527	2 716	277	739	1 947	796	33	27	2	7 597
1991	84	80	86	106	331	1 847	194	520	1 468	443	20	26	8	5 213
1992	83	41	105	67	507	1 867	232	492	1 208	613	32	25	4	5 276
1993	72	60	158	131	764	2 623	402	775	1 718	573	27	24	4	7 331
1994	122	83	262	160	1 455	3 921	629	1 010	2 709	710	43	48	5	11 157
1995	188	130	389	222	2 303	6 729	750	1 382	3 454	789	46	63	9	16 454
1996	157	85	294	134	1 665	5 018	735	984	2 780	719	56	58	6	12 691
1997	139	36	264	112	1 786	5 256	696	1 003	3 328	757	51	53	3	13 484
1998	215	61	437	184	3 287	9 239	1 091	1 292	4 639	747	79	71	8	21 350
1999	199	76	503	202	3 819	10 911	1 193	953	3 758	718	66	69	15	22 482
2000	230	69	611	175	4 983	12 542	1 494	973	3 855	640	100	74	5	25 751
2001	115	38	315	109	3 017	7 767	922	750	3 747	625	85	60	5	17 555
2002	102	10	224	88	1 984	5 390	592	450	2 994	581	60	46	3	12 524
2003	140	33	383	128	3 493	7 651	1 062	607	3 179	616	64	47	9	17 412
2004	97	24	270	101	2 309	5 828	934	482	2 847	483	39	49	4	13 467
2005	3	1	0	0	91	98	24	8	24	3	0	1	0	253
Unknown	2	0	0	0	39	0	0	0	0	0	0	0	0	41
TOTAL	2 597	2 548	5 566	3 060	34 959	102 662	13 752	22 122	66 215	13 764	1 061	969	112	269 387

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	251 592	A	3 886	D	2 428	C	257 905	A
Prince Edward Island	74 256	A	1 539	C	2 548	B	78 343	A
Nova Scotia	504 632	A	6 011	C	5 572	B	516 215	A
New Brunswick	438 695	A	4 454	C	2 935	B	446 084	A
Quebec	4 086 100	A	45 237	B	34 983	B	4 166 321	A
Ontario	6 543 184	A	67 579	C	94 075	B	6 704 838	A
Manitoba	588 114	A	8 754	B	13 140	B	610 007	A
Saskatchewan	623 110	A	29 463	C	21 941	A	674 514	A
Alberta	2 105 677	A	70 690	B	65 129	B	2 241 496	A
British Columbia	2 257 818	A	55 566	B	11 456	B	2 324 839	A
Yukon Territory	23 156	A	901	C	1 089	A	25 147	A
Northwest territories	19 487	A	481	B	1 031	A	20 999	A
Nunavut	2 829	A	265	D		F	3 151	A
Total - Canada	17 518 650	A	294 826	A	256 383	A	18 069 860	A

All estimates have been revised in order to correct rounding errors.
 Due to rounding, the numbers may not add up and may differ slightly among the tables.

Estimates for Canada of the

number of vehicles in scope by type of vehicle and vehicle model year

Vehicle model year	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Later than 2001	2 877 534	B	41 453	C	40 327	B	2 959 314	A
1999 - 2001	3 872 140	A	52 006	C	58 191	B	3 982 337	A
1995 - 1998	4 343 248	A	70 538	C	51 256	C	4 465 042	A
1991 - 1994	3 330 404	B	45 661	D	34 700	D	3 410 765	B
Earlier than 1991	3 095 323	B	85 169	C	71 909	C	3 252 401	B
Total	17 518 650	A	294 826	A	256 383	A	18 069 860	A

All estimates have been revised in order to correct rounding errors.
 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 body type	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Car	9 790 226	A	...	...	...	...	9 790 226	A
Station wagon	248 605	E	...	...	...	...	248 605	E
Van	2 621 587	B	...	F	...	...	2 623 812	B
Sport utility vehicle	1 239 037	B	...	...	...	...	1 239 037	B
Pickup	3 546 274	B	29 034	E	...	...	3 575 307	B
Straight truck	...	F	237 460	B	101 977	B	400 898	B
Tractor trailer	...	...	13 623	E	154 038	B	167 661	B
Bus	...	...	...	F	...	...	...	F
Other	...	F	...	F	...	F	...	F
Total	17 518 650	A	294 826	A	256 383	A	18 069 860	A

All estimates have been revised in order to correct rounding errors.
 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	17 033 960	A	75 647	C		F	17 113 537	A
Diesel	391 077	D	215 508	B	251 991	A	858 576	B
Other		F		F		F		F
Total	17 518 650	A	294 826	A	256 383	A	18 069 860	A

All estimates have been revised in order to correct rounding errors.
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	738.3	E		F		F	760.3	E
Prince Edward Island	180.5	E		F		F	193.8	E
Nova Scotia	1 984.2	C		F	101.3	D	2 103.4	C
New Brunswick	1 774.3	D		F		F	1 811.0	D
Quebec	13 514.0	C	263.4	D	780.0	C	14 557.4	C
Ontario	26 067.0	C	310.3	E	1 681.7	C	28 058.9	B
Manitoba	2 660.8	C		F	262.4	E	2 941.9	C
Saskatchewan	2 425.7	D		F	209.4	E	2 670.8	D
Alberta	6 925.6	D	263.8	E	836.7	D	8 026.1	C
British Columbia	6 789.8	C	214.9	E	102.5	E	7 107.3	C
Yukon Territory	84.8	D	2.2	D	23.6	E	110.5	C
Northwest territories	57.5	D		F	19.2	E	77.6	D
Nunavut	7.8	E		F		F	8.6	E
Total - Canada	63 210.3	B	1 156.6	C	4 060.8	B	68 427.7	B

All estimates have been revised in order to correct rounding errors.
 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

Jurisdiction	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Newfoundland and Labrador	1 384.2	D		F		F	1 411.5	D
Prince Edward Island	239.4	E		F		F	255.1	E
Nova Scotia	3 466.8	C		F	101.3	D	3 591.9	C
New Brunswick	2 695.9	D		F		F	2 738.8	D
Quebec	21 657.2	C	289.2	D	790.0	C	22 736.4	C
Ontario	40 072.8	C	389.7	E	1 866.5	D	42 329.0	B
Manitoba	5 240.6	C		F	349.6	E	5 620.9	C
Saskatchewan	4 295.4	D		F	218.7	E	4 553.5	D
Alberta	11 048.6	D	321.9	E	836.7	D	12 207.2	C
British Columbia	11 422.3	C		F	115.2	E	11 781.6	C
Total - Provinces	101 523.1	B	1 378.3	C	4 324.6	B	107 226.0	B

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 All passenger-km estimates exclude the territories.

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 to 14.9t		Trucks 15t and over		Total	
Later than 2001	13 192.3	C	294.9	E	1 238.7	C	14 725.9	B
1999 - 2001	16 799.6	B	322.4	E	1 760.4	C	18 882.4	B
1995 - 1998	16 360.3	C	367.9	E	676.2	D	17 404.3	C
1991 - 1994	9 821.3	D		F	179.8	E	10 134.6	D
Earlier than 1991	7 036.8	D		F	205.7	E	7 280.5	D
Total	63 210.3	B	1 156.6	C	4 060.8	B	68 427.7	B

All estimates have been revised in order to correct rounding errors.
 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 model year	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Later than 2001	20 590.5	C	367.6	E	1 274.1	C	22 232.2	C
1999 - 2001	27 810.4	B	371.9	E	1 993.2	D	30 175.5	B
1995 - 1998	26 852.1	C	441.8	E	679.2	E	27 973.1	C
1991 - 1994	16 290.5	D		F		F	16 611.3	D
Earlier than 1991	9 979.6	D		F		F	10 233.9	D
Total	101 523.1	B	1 378.3	C	4 324.6	B	107 226.0	B

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 All passenger-km estimates exclude the territories.

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 to 14.9t		Trucks 15t and over		Total
Car	33 624.8	B	...	...	...	...	33 624.8 B
Station wagon		F	...	...	...	...	F
Van	10 895.3	C	F	...	...	...	10 899.2 C
Sport utility vehicle	5 565.3	E	...	...	...	...	5 565.3 E
Pickup	11 564.7	C	F	...	...	...	11 698.9 C
Straight truck		F	920.9	C	620.0	E	1 666.2 C
Tractor trailer		...	F	3 440.8	B	...	3 504.8 B
Bus		...	F	...	...	...	F
Other		F	F	F	F	F	F
Total	63 210.3	B	1 156.6	C	4 060.8	B	68 427.7 B

All estimates have been revised in order to correct rounding errors.
 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 body type	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Car	52 291.8	B	...	...	...	...	52 291.8	B
Station wagon		F	...	...	...	...		F
Van	20 347.5	C		F	...	...	20 350.9	C
Sport utility vehicle	8 979.5	D	...	...	...	...	8 979.5	D
Pickup	17 319.5	D		F	...	...	17 504.1	D
Straight truck		F	1 085.7	C	614.7	E	1 835.2	C
Tractor trailer		...		F	3 709.8	B	3 777.8	B
Bus		...		F	...	...		F
Other		F		F		F		F
Total	101 523.1	B	1 378.3	C	4 324.6	B	107 226.0	B

All estimates have been revised in order to correct rounding errors.
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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	61 354.6	B		F		F	61 529.4	B
Diesel		F	1 006.5	C	4 021.9	B	6 641.7	C
Other		F		F		F		F
Total	63 210.3	B	1 156.6	C	4 060.8	B	68 427.7	B

All estimates have been revised in order to correct rounding errors.
 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	97 845.6	B		F		F	98 069.8	B
Diesel		F	1 177.4	C	4 287.0	B	8 829.5	D
Other		F		F		F		F
Total	101 523.1	B	1 378.3	C	4 324.6	B	107 226.0	B

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 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

Day of the week	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Sunday	6 464.5	D		F	221.0	D	6 728.3	C
Monday	9 377.8	C	239.7	D	611.2	B	10 228.7	C
Tuesday	10 237.2	C	239.3	D	797.5	B	11 274.1	C
Wednesday	9 627.1	C	200.3	E	794.0	C	10 621.5	C
Thursday	9 427.4	C	222.9	D	702.3	B	10 352.5	C
Friday	10 464.2	C	168.7	E	720.8	B	11 353.6	C
Saturday	7 461.9	C		F	171.1	E	7 672.2	C
Total	63 060.1	B	1 153.0	C	4 017.8	B	68 230.9	B

All estimates have been revised in order to correct rounding errors.
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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 to 14.9t		Trucks 15t and over		Total	
Sunday	12 495.2	C		F	247.1	E	12 788.9	C
Monday	13 663.0	C	276.5	D	648.1	C	14 587.6	C
Tuesday	14 828.0	C	281.5	D	872.0	C	15 981.5	C
Wednesday	13 464.0	C	244.1	E	837.7	C	14 545.7	C
Thursday	14 082.3	C	268.4	D	763.6	C	15 114.4	C
Friday	18 292.6	C	212.4	E	764.8	B	19 269.7	C
Saturday	14 698.1	C		F	191.3	E	14 938.1	C
Total	101 523.1	B	1 378.3	C	4 324.6	B	107 226.0	A

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 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		F		F		F	1 877.8 E
25 - 34 years	8 462.0	E	280.3	E	1 146.2	C	9 888.5 E
35 - 44 years	13 964.4	D	270.8	E	911.7	C	15 146.9 D
45 - 54 years	20 600.4	C	348.0	D	1 165.2	C	22 113.6 C
55 - 64 years	10 540.7	D	197.5	E	643.6	D	11 381.8 D
65 years and over	7 176.5	E		F		F	7 197.6 E
Total	63 060.1	B	1 153.0	C	4 017.8	B	68 230.9 B

All estimates have been revised in order to correct rounding errors.
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	2 630.6	E		F		F	2 814.6	E
25 - 34 years	14 081.3	E	322.4	E	1 151.8	C	15 555.5	D
35 - 44 years	25 361.7	D	322.2	E	1 075.6	C	26 759.5	C
45 - 54 years	30 908.5	C	438.3	D	1 276.0	D	32 622.8	C
55 - 64 years	14 990.7	D	238.8	E	670.0	D	15 899.5	D
65 years and over	12 421.6	D		F		F	12 442.8	D
Total	101 523.1	B	1 378.3	C	4 324.6	B	107 226.0	B

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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	44 237.2	B	1 142.6	C	3 908.6	B	49 288.3	B
Female	18 822.9	D		F		F	18 942.6	D
Total	63 060.1	B	1 153.0	C	4 017.8	B	68 230.9	B

All estimates have been revised in order to correct rounding errors.
 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	72 686.6	B	1 367.5	C	4 116.0	B	78 170.1	B
Female	28 836.5	D		F		F	29 055.8	D
Total	101 523.1	B	1 378.3	C	4 324.6	B	107 226.0	B

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 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

Time of day	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
00:00 - 05:59	1 359.7	E	43.1	E	424.6	C	1 827.4	D
06:00 - 11:59	20 804.4	B	585.1	C	1 368.2	B	22 757.7	B
12:00 - 17:59	28 971.8	B	478.9	C	1 487.8	B	30 938.5	B
18:00 - 23:59	11 924.2	C	45.9	E	737.3	C	12 707.3	C
Total	63 060.1	B	1 153.0	C	4 017.8	B	68 230.9	B

All estimates have been revised in order to correct rounding errors.
 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	1 985.5	E	44.6	E	498.6	D	2 528.6	D
06:00 - 11:59	31 386.1	B	686.5	C	1 466.7	B	33 539.3	B
12:00 - 17:59	46 950.0	B	587.6	C	1 578.3	B	49 115.9	B
18:00 - 23:59	21 201.5	B	59.7	E	781.0	C	22 042.1	B
Total	101 523.1	B	1 378.3	C	4 324.6	B	107 226.0	B

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 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	502.9	D	547.6	D
Declared - no	1 108.4	D	3 514.9	B	4 623.3	B
Total	1 153.0	D	4 017.8	B	5 170.8	B

All estimates have been revised in order to correct rounding errors.
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	509.2	D	553.9	D
Declared - no	1 333.6	D	3 815.4	B	5 149.0	B
Total	1 378.3	D	4 324.6	B	5 702.9	B

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 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	14 156.5	C		F	430.4	D	14 669.2	C
Weekdays	48 903.7	B	1 070.6	C	3 587.4	B	53 561.7	B
Total	63 060.1	B	1 153.0	C	4 017.8	B	68 230.9	B

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 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	27 401.2	B		F	483.0	E	27 985.1	B
Weekdays	74 121.9	B	1 277.5	C	3 841.5	B	79 240.9	B
Total	101 523.1	B	1 378.3	C	4 324.6	B	107 226.0	A

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 All passenger-km estimates exclude the territories.

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 to 14.9t		Trucks 15t and over		Total	
Road with posted maximum speed of 80km/h or more	29 895.8	B	577.7	C	2 744.1	B	33 217.5	B
Other roads	33 164.4	C	575.3	C	1 273.7	C	35 013.4	C
Total	63 060.1	B	1 153.0	C	4 017.8	B	68 230.9	B

All estimates have been revised in order to correct rounding errors.
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

Road type	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Road with posted maximum speed of 80km/h or more	50 231.1	B	651.6	C	2 905.5	B	53 788.2	B
Other roads	51 292.0	C	726.7	C	1 419.0	D	53 437.7	C
Total	101 523.1	B	1 378.3	C	4 324.6	B	107 226.0	B

All estimates have been revised in order to correct rounding errors.
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 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	2 960.6	E
5 - 14 years	8 313.5	D
15 - 19 years	2 328.9	E
20 - 24 years	3 743.0	D
25 - 34 years	12 544.2	C
35 - 54 years	45 396.7	B
55 - 64 years	14 284.5	C
65 - 74 years	8 942.7	C
75 - 84 years	2 566.2	E
85 years and over		F
Total	101 523.1	A

All estimates have been revised in order to correct rounding errors.
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 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	11 846.8	B	14 594.9	C
No	51 213.3	B	86 928.2	B
Total	63 060.1	A	101 523.1	B

All estimates have been revised in order to correct rounding errors.
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Estimates of provincial total for

vehicles up to 4.5t: vehicle-km ('000 000) by origin and destination of trip

Origin	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	12 037.5	C	6 017.1	E		F		F	7 234.0	E
Driver's regular workplace	5 079.8	E		F		F		F		F
Shopping centre / bank / other place of personal business		F		F		F		F		F
Leisure / entertainment / recreational facility / restaurant		F		F		F		F		F
Other	7 006.5	E		F		F		F		F

All estimates have been revised in order to correct rounding errors.
 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

Origin	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	18 160.6	C	7 060.4	E	4 763.3	E	4 371.6	E	12 721.5	D
Driver's regular workplace	6 049.4	E		F		F		F		F
Shopping centre / bank / other place of personal business	5 850.4	E		F		F		F		F
Leisure / entertainment / recreational facility / restaurant	3 526.0	E		F		F		F		F
Other	12 128.2	D		F		F		F	6 137.0	E

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 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		F		F
	Carrying goods or equipment	706.7	D	455.0	E
	Empty		F		F
	Other work purpose		F		F
	Non work purpose		F		F
	Total	1 089.0	D	614.1	E
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	2 672.8	B
	Empty		F	415.9	D
	Other work purpose		F		F
	Non work purpose		F		F
	Total		F	3 403.7	B
Total	Driving to or from service call		F		F
	Carrying goods or equipment	760.6	D	3 127.8	B
	Empty		F	473.4	D
	Other work purpose		F		F
	Non work purpose		F	193.2	E
	Total	1 153.0	D	4 017.8	B

All estimates have been revised in order to correct rounding errors.
 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		F		F
	Carrying goods or equipment	789.1	E	455.6	E
	Empty		F		F
	Other work purpose		F		F
	Non work purpose		F		F
	Total	1 310.4	D	614.7	E
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	2 967.4	C
	Empty		F	421.1	E
	Other work purpose		F		F
	Non work purpose		F		F
	Total		F	3 709.9	C
Total	Driving to or from service call		F		F
	Carrying goods or equipment	843.1	E	3 423.0	B
	Empty		F	478.6	E
	Other work purpose		F		F
	Non work purpose		F	196.4	E
	Total	1 378.3	D	4 324.6	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		F		F	51.3	E		F
	06:00 - 11:59	3 903.1	D		F	144.9	D	4 084.5	D
	12:00 - 17:59	6 870.8	C		F	158.8	D	7 068.7	C
	18:00 - 23:59	2 890.6	E		F	71.9	E	2 964.8	E
	Total	14 156.5	C		82.4	E	430.4	C	14 669.2	B
Weekdays	00:00 - 05:59	927.5	E	42.0	E	373.3	C	1 342.8	E
	06:00 - 11:59	16 901.3	B	548.5	C	1 223.3	B	18 673.2	B
	12:00 - 17:59	22 101.1	B	439.8	C	1 329.0	B	23 869.9	B
	18:00 - 23:59	9 033.6	C	43.5	E	665.4	C	9 742.5	C
	Total	48 903.7	B	1 070.6	C	3 587.4	B	53 561.7	B
Total	00:00 - 05:59	1 359.7	E	43.1	E	424.6	C	1 827.4	D
	06:00 - 11:59	20 804.4	B	585.1	C	1 368.2	B	22 757.7	B
	12:00 - 17:59	28 971.8	B	478.9	C	1 487.8	B	30 938.5	B
	18:00 - 23:59	11 924.2	C	45.9	E	737.3	C	12 707.3	C
	Total	63 060.1	B	1 153.0	C	4 017.8	B	68 230.9	B

All estimates have been revised in order to correct rounding errors.
 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	886.7	E		F	68.5	E	956.7	E
	06:00 - 11:59	7 432.7	D		F	155.9	D	7 630.8	C
	12:00 - 17:59	13 283.3	C		F	176.8	D	13 511.3	C
	18:00 - 23:59	5 798.5	D		F	81.8	E	5 886.2	D
	Total	27 401.2	B	100.8	E	483.0	D	27 985.1	B
Weekdays	00:00 - 05:59		F	43.0	E	430.1	D	1 571.9	E
	06:00 - 11:59	23 953.4	B	644.3	C	1 310.8	B	25 908.5	B
	12:00 - 17:59	33 666.7	B	536.4	C	1 401.5	B	35 604.6	B
	18:00 - 23:59	15 403.0	C	53.8	E	699.1	C	16 155.9	C
	Total	74 121.9	B	1 277.5	C	3 841.5	B	79 240.9	B
Total	00:00 - 05:59	1 985.5	E	44.6	E	498.6	D	2 528.6	D
	06:00 - 11:59	31 386.1	B	686.5	C	1 466.7	B	33 539.3	B
	12:00 - 17:59	46 950.0	B	587.6	C	1 578.3	B	49 115.9	B
	18:00 - 23:59	21 201.5	B	59.7	E	781.0	C	22 042.1	B
	Total	101 523.1	B	1 378.3	C	4 324.6	B	107 226.0	B

All estimates have been revised in order to correct rounding errors.
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		F		F		F
	Female		F		F		F		F
	Total		F		F		F	2 502.5	E
25 - 54 years	Male	29 968.5	C	891.2	C	3 114.1	B	33 973.7	B
	Female	13 058.3	E		F		F	13 175.3	E
	Total	43 026.8	C	899.1	C	3 223.1	B	47 149.0	B
55 years and over	Male	12 980.6	D	206.9	E	652.7	D	13 840.3	D
	Female	4 736.5	E		F		F	4 739.1	E
	Total	17 717.1	C	209.3	E	653.0	D	18 579.4	C
Total	Male	44 237.2	B	1 142.6	C	3 908.6	B	49 288.3	B
	Female	18 822.9	D		F		F	18 942.6	D
	Total	63 060.1	B	1 153.0	C	4 017.8	B	68 230.9	B

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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 to 14.9t		Trucks 15t and over		Total	
Age of driver	Sex of driver								
Under 25 years	Male		F		F		F	2 314.3	E
	Female		F		F		F		F
	Total	3 759.3	E		F		F	3 945.9	E
25 - 54 years	Male	49 679.0	B	1 074.5	C	3 295.4	B	54 048.9	B
	Female	20 672.4	D		F		F	20 888.9	D
	Total	70 351.5	B	1 082.8	C	3 503.5	B	74 937.8	B
55 years and over	Male	20 879.8	C	248.2	E	678.9	D	21 807.0	C
	Female	6 532.5	E		F		F	6 535.4	E
	Total	27 412.4	C	250.6	E	679.3	D	28 342.3	C
Total	Male	72 686.6	B	1 367.5	C	4 116.0	B	78 170.1	B
	Female	28 836.5	D		F		F	29 055.8	D
	Total	101 523.1	B	1 378.3	C	4 324.6	B	107 226.0	B

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 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	33 131.8	C	...	...	...	33 131.8	C
	Diesel		F	...	...	...		F
Station wagon	Gasoline		F	...	...	...		F
	Diesel		F	...	...	...		F
Van	Gasoline	10 731.7	D	...	...	...	10 731.7	D
	Diesel		F	F	...	...		F
Sport utility vehicle	Gasoline	5 508.2	E	...	...	...	5 508.2	E
	Diesel		F	...	...	...		F
Pickup	Gasoline	10 354.9	C	F	...	...	10 393.6	C
	Diesel		F	94.5	E	...		F
Straight truck	Gasoline		F	F	...	...		F
	Diesel		F	816.3	C	576.5	1 440.5	C
Tractor trailer	Gasoline	...	...	...	...	...	...	...
	Diesel	...	...	F	3 403.7	B	3 467.7	B
Bus	Gasoline	...	...	7.2	E	...	7.2	E
	Diesel	...	...	F	...	...		F
Other	Gasoline		F	...	...	...		F
	Diesel		...	F	...	F		F
Total	Gasoline	61 220.1	B	143.8	E	F	61 393.3	B
	Diesel		F	1 004.5	C	3 980.3	6 582.4	C

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 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		F	...	...	...			F
Van	Gasoline		F	...	...	...			F
	Diesel		F	F	...	...			F
Sport utility vehicle	Gasoline		F	...	...	...			F
	Diesel		F	...	...	...			F
Pickup	Gasoline		F	F	...	...			F
	Diesel		F	F	...	...			F
Straight truck	Gasoline		F	F	F	F			F
	Diesel		F	234.8	C	175.8	D	416.4	C
Tractor trailer	Gasoline		...	...	...	...			...
	Diesel		...	F	1 279.1	B	1 299.5	B	B
Bus	Gasoline		...	F	...	...			F
	Diesel		...	F	...	...			F
Other	Gasoline		F	...	...	...			F
	Diesel		...	F	F	F			F
Total	Gasoline	7 843.0	E	F	F	F	7 897.4	E	E
	Diesel		F	293.0	C	1 455.0	B	1 985.3	C

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 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

Activity type	Vehicle type			
	Trucks 4.5t to 14.9t		Trucks 15t and over	
For-hire trucking	38 134	D	113 095	B
Owner operator trucking	52 862	C	58 086	C
Private trucking	164 850	B	67 183	C
Other	37 333	D	15 842	E
Total	293 179	A	254 206	A

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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

Activity type	Estimates of			
	vehicle-km ('000 000)		passenger-km ('000 000)	
For-hire trucking	232.2	E		F
Owner operator trucking	285.2	E	334.4	E
Private trucking	551.4	E	675.2	E
Other		F		F
Total	1 153.0	D	1 378.3	D

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 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

Activity type	Estimates of			
	vehicle-km ('000 000)		passenger-km ('000 000)	
For-hire trucking	2 350.3	C	2 551.7	C
Owner operator trucking	1 202.3	D	1 285.5	D
Private trucking	409.6	E	414.5	E
Other		F		F
Total	4 017.8	B	4 324.6	B

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 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

Trip type	Estimates of			
	vehicle-km ('000 000)		passenger-km ('000 000)	
Within province	1 025.3	D	1 232.3	D
Between provinces	82.0	E	95.6	E
Across CAN-US border		F		F
Outside Canada	
Total	1 153.0	D	1 378.3	D

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 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

Trip type	Estimates of			
	vehicle-km ('000 000)		passenger-km ('000 000)	
Within province	2 158.7	B	2 175.5	C
Between provinces	652.2	D	685.2	D
Across CAN-US border	789.9	D	902.6	D
Outside Canada	417.0	E		F
Total	4 017.8	B	4 324.6	B

All estimates have been revised in order to correct rounding errors.
 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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