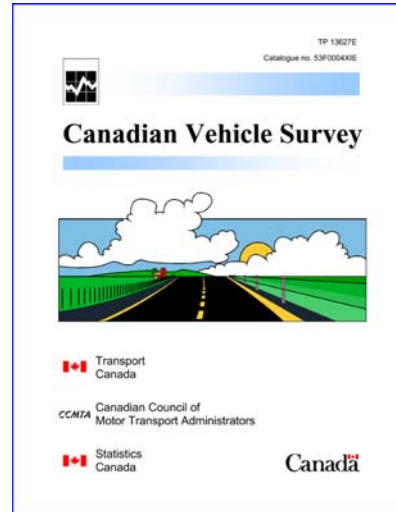




Catalogue no. 53F0004XIE

# Canadian Vehicle Survey

Third quarter 2004 (revised)



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Statistics Canada

Transportation Division

# Canadian Vehicle Survey

Third quarter 2004 (revised)

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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.

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## Symbols

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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<sup>s</sup> value rounded to 0 (zero) where there is a meaningful distinction between true zero and the value that was rounded
- <sup>p</sup> preliminary
- <sup>r</sup> 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".

---

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

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## Highlights

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

- Over 18.5 million vehicles were in-scope for the Canadian Vehicle Survey during this quarter.
- Between July 1 and September 30, 2004, these vehicles travelled an estimated 82.5 billion kilometres.
- During this quarter, vehicles weighing less than 4 500 kilograms were driven an average of 4 150 kilometres while the largest of the trucks (trucks with gross weight 15 000 kilograms or more) were driven an average of 19 850 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 third 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](mailto: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 April 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 April 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 thirteen lists provided in April 2004 to Statistics Canada for the CVS. This set of prepared vehicle lists and the set of days within the third 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 18,246,708 from the survey population were drawn for the ten provinces. Another 2,515 vehicles out of 47,969 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	58%	69%	61%	57%	67%	63%	69%	60%	58%	56%
Heavy vehicles 4.5t – 14.9t	43%	61%	60%	49%	62%	60%	67%	59%	61%	63%
Heavy vehicles 15t or more	55%	61%	67%	67%	71%	62%	64%	60%	46%	70%

#### Vehicle response rates by territory

Territories	Y.T.	N.W.T.	Nvt.
All vehicles	22%	14%	12%

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	250 308	4 015	3 097	257 420
Prince Edward Island	76 048	1 746	2 810	80 604
Nova Scotia	533 013	9 454	8 249	550 716
New Brunswick	447 457	8 027	4 771	460 255
Quebec	4 286 040	61 634	39 080	4 386 754
Ontario	6 730 264	88 158	112 201	6 930 623
Manitoba	627 598	10 439	15 315	653 352
Saskatchewan	655 046	43 810	26 404	725 260
Alberta	2 168 082	100 493	70 833	2 339 408
British Columbia	2 286 299	80 076	14 579	2 380 954
Yukon Territory	24 718	1 598	1 214	27 530
Northwest territories	20 316	618	860	21 794
Nunavut	3 002	230	144	3 376
Total - Canada	18 108 191	410 298	299 557	18 818 046

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 than 1987	6 897	4 155	24 402	19 629	146 375	281 179	56 610	104 851	233 492	258 165	4 107	1 997	216	1 142 075
1987	2 330	1 345	6 682	6 237	54 651	76 623	13 007	16 418	43 224	63 028	806	349	51	284 751
1988	4 797	2 159	10 623	10 351	90 568	134 438	17 563	21 599	62 019	80 491	1 068	571	102	436 349
1989	5 837	2 640	13 001	12 476	109 034	165 900	19 811	23 229	72 315	94 931	1 143	618	86	521 021
1990	6 492	3 224	16 101	15 005	140 088	213 382	24 216	26 008	84 029	111 412	1 186	703	94	641 940
1991	8 290	3 398	18 290	17 571	169 771	235 350	27 413	28 325	90 809	113 584	1 140	726	123	714 790
1992	10 452	4 418	23 381	22 568	215 323	298 828	30 794	30 023	92 971	119 457	1 102	706	140	850 163
1993	12 996	4 669	25 412	22 382	210 980	304 289	29 086	28 375	88 429	112 425	1 084	648	160	840 935
1994	14 680	4 984	28 450	24 668	212 659	333 171	29 855	31 046	94 825	109 439	1 105	806	168	885 856
1995	14 501	5 354	30 495	26 357	231 229	368 666	33 250	33 328	101 879	113 786	1 163	797	175	960 980
1996	11 409	4 506	26 488	22 229	189 426	321 022	29 765	27 964	87 418	91 570	900	670	134	813 501
1997	15 582	5 479	33 785	27 489	239 133	417 101	39 537	37 318	119 589	119 048	1 247	1 011	187	1 056 506
1998	18 002	5 627	37 519	30 844	263 281	464 354	41 553	38 102	134 581	119 198	1 139	1 111	190	1 155 501
1999	17 849	5 148	35 545	28 818	260 638	449 553	36 432	31 602	115 406	107 482	1 033	1 159	197	1 090 862
2000	20 936	5 867	42 103	35 110	320 501	551 499	41 384	36 842	131 865	125 540	1 053	1 429	216	1 314 345
2001	20 342	3 524	33 991	28 564	310 046	490 257	36 661	34 447	135 633	122 235	1 208	1 606	233	1 218 747
2002	23 720	3 848	42 736	34 671	385 826	573 128	44 083	39 271	163 178	149 267	1 363	1 833	247	1 463 171
2003	24 499	3 509	43 138	35 581	416 009	599 232	46 190	40 827	176 099	152 762	1 716	2 303	204	1 542 069
2004	10 279	1 969	35 822	24 560	295 805	409 332	28 190	24 339	129 333	111 708	1 067	1 189	74	1 073 667
2005	394	223	5 049	2 344	23 910	42 959	2 198	1 135	10 989	10 772	91	84	4	100 152
Unknown	21	0	0	5	786	0	0	0	0	0	0	0	0	812
TOTAL	250 305	76 046	533 013	447 459	4 286 039	6 730 263	627 598	655 049	2 168 083	2 286 300	24 721	20 316	3 001	18 108 193

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

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	832	878	2 235	1 144	12 153	7 023	2 996	33 273	35 953	13 919	533	135	43	111 117
1987	129	74	327	171	2 644	1 871	323	498	1 960	1 544	38	16	13	9 608
1988	196	90	383	218	3 431	2 569	357	490	2 645	2 376	56	23	14	12 848
1989	171	96	382	208	2 849	2 639	344	430	2 724	2 645	64	19	9	12 580
1990	188	65	402	222	2 840	2 970	466	589	2 958	3 021	58	31	12	13 822
1991	184	52	286	231	1 883	2 141	419	518	2 245	2 383	41	17	7	10 407
1992	151	38	278	266	1 808	2 226	372	467	2 226	2 477	45	18	7	10 379
1993	142	48	310	306	2 073	2 832	418	533	2 284	2 924	32	14	14	11 930
1994	197	60	321	374	2 640	3 562	429	567	2 752	3 250	55	21	10	14 238
1995	256	65	554	433	3 405	4 734	564	732	3 460	3 703	31	36	26	17 999
1996	138	32	331	320	2 194	3 534	388	450	2 404	2 668	35	20	5	12 519
1997	195	43	420	400	2 288	4 872	489	667	3 946	3 536	56	29	13	16 954
1998	177	24	441	421	2 848	5 048	409	656	3 691	3 083	40	24	9	16 871
1999	227	52	584	575	3 902	7 662	511	612	4 629	3 981	67	41	13	22 856
2000	201	31	484	395	3 263	6 677	373	531	4 122	3 714	53	45	11	19 900
2001	168	24	388	455	2 548	6 713	413	772	6 003	4 447	63	30	6	22 030
2002	208	25	403	442	2 384	6 601	376	656	5 152	4 826	100	35	5	21 213
2003	167	28	476	754	2 999	7 784	418	800	6 223	8 164	122	35	10	27 980
2004	71	18	401	655	2 451	6 076	324	541	4 502	7 071	103	25	3	22 241
2005	9	0	48	34	649	625	52	27	614	345	1	4	1	2 409
Unknown	6	0	0	0	381	0	0	0	0	0	0	0	0	387
TOTAL	4 013	1 743	9 454	8 024	61 633	88 159	10 441	43 809	100 493	80 077	1 593	618	231	410 288

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 than 1987	374	1 145	1 005	1 038	1 225	7 355	1 839	9 787	18 149	2 932	258	168	21	45 296
1987	102	213	283	343	525	2 785	371	956	1 403	434	18	12	4	7 449
1988	141	210	281	291	716	2 936	380	1 045	2 045	501	32	20	1	8 599
1989	152	158	313	253	600	3 123	350	865	1 864	495	28	25	2	8 228
1990	108	147	210	284	573	2 967	314	891	2 037	791	38	27	4	8 391
1991	100	88	132	141	351	1 845	204	601	1 520	454	20	25	6	5 487
1992	93	51	143	116	541	1 875	239	572	1 243	573	35	25	4	5 510
1993	83	64	223	191	801	2 703	451	879	1 787	565	30	20	3	7 800
1994	134	92	362	235	1 583	4 006	676	1 143	2 799	703	37	36	7	11 813
1995	219	147	500	293	2 442	6 854	805	1 519	3 563	766	52	51	10	17 221
1996	180	92	392	188	1 763	5 006	754	1 074	2 842	687	59	48	9	13 094
1997	154	39	343	155	1 863	5 346	707	1 044	3 392	748	53	43	6	13 893
1998	243	71	574	234	3 375	9 238	1 131	1 385	4 846	745	75	60	8	21 985
1999	221	80	669	248	3 936	11 043	1 215	1 038	3 855	691	73	58	20	23 147
2000	249	76	820	204	5 081	12 687	1 442	981	3 938	614	99	57	7	26 255
2001	121	38	420	128	3 149	7 907	905	791	3 764	632	88	52	6	18 001
2002	104	12	289	95	2 057	5 505	619	448	3 015	542	61	34	6	12 787
2003	144	34	499	139	3 683	7 879	1 133	550	3 268	646	66	37	13	18 091
2004	139	41	573	133	3 228	8 030	1 247	683	3 935	769	72	53	6	18 909
2005	34	11	218	64	1 559	3 110	531	150	1 569	291	19	6	0	7 562
Unknown	2	0	0	0	28	0	0	0	0	0	0	0	0	30
TOTAL	3 097	2 809	8 249	4 773	39 079	112 200	15 313	26 402	70 834	14 579	1 213	857	143	299 548

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	243 258	A	4 015	B	2 815	C	250 088	A
Prince Edward Island	75 310	B	1 599	C	2 810	C	79 719	B
Nova Scotia	534 556	A	7 858	C	8 196	B	550 611	A
New Brunswick	443 342	A	6 028	D	4 424	C	453 795	A
Quebec	4 223 007	A	52 223	B	39 642	B	4 314 872	A
Ontario	6 656 345	A	72 788	B	110 565	B	6 839 698	A
Manitoba	618 377	A	10 674	B	14 912	B	643 962	A
Saskatchewan	640 130	A	33 018	D	25 869	B	699 017	A
Alberta	2 148 510	A	81 074	B	70 951	B	2 300 535	A
British Columbia	2 305 853	A	68 170	B	14 754	B	2 388 776	A
Yukon Territory	23 975	A	1 471	B	1 256	A	26 701	A
Northwest territories	19 244	A	582	B	1 095	A	20 921	A
Nunavut	2 992	A	173	E	108	E	3 272	A
Total - Canada	17 934 897	A	339 671	A	297 398	A	18 571 967	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	3 572 591	A	53 860	C	55 262	B	3 681 713	A
1999 to 2001	4 219 095	A	64 490	B	67 661	B	4 351 245	A
1995 to 1998	4 452 667	A	78 769	C	87 479	B	4 618 916	A
1991 to 1994	3 252 805	B	48 252	D	26 351	E	3 327 408	B
Earlier than 1991	2 437 739	B	94 300	C	60 644	C	2 592 684	B
Total	17 934 897	A	339 671	A	297 398	A	18 571 967	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	10 082 153	A	...	...	...	...	10 082 153	A
Station wagon	280 156	E	...	...	...	...	280 156	E
Van	2 985 185	B	19 282	E		F	3 004 499	B
Sport utility vehicle	1 302 097	B	...	...	...	...	1 302 097	B
Pickup	3 217 933	B	48 407	C	...	...	3 266 340	B
Straight truck		F	250 836	B	124 135	B	410 142	B
Tractor trailer		F	13 328	E	172 293	B	186 461	B
Bus		...	...	...	...	...		...
Other		F		F		F		F
Total	17 934 897	A	339 671	A	297 398	A	18 571 967	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	17 411 418	A	98 985	C		F	17 512 478	A
Diesel	473 368	D	225 034	B	295 257	A	993 659	B
Other		F	15 652	E	65	A		F
Total	17 934 897	A	339 671	A	297 398	A	18 571 967	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

Jurisdiction	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Newfoundland and Labrador	948.8	D		F	40.5	E	1 005.5	D
Prince Edward Island	372.2	D		F		F	394.1	D
Nova Scotia	2 602.4	C		F	103.2	E	2 763.4	C
New Brunswick	1 669.3	D		F	48.5	E	1 748.8	D
Quebec	18 086.0	B	533.3	E	1 153.7	C	19 772.9	B
Ontario	28 081.2	C	384.0	E	2 244.5	C	30 709.8	B
Manitoba	1 994.3	D	42.8	E	450.5	D	2 487.6	C
Saskatchewan	2 749.4	D		F	302.7	E	3 202.4	D
Alberta	8 418.4	C	465.3	E	1 349.5	D	10 233.1	C
British Columbia	9 361.5	C	441.5	E	143.4	D	9 946.4	C
Yukon Territory	120.1	C	6.7	D	33.7	C	160.5	C
Northwest territories	75.8	C	0.5	E	11.9	C	88.2	C
Nunavut	5.2	C		F		F	5.6	C
Total - Canada	74 484.5	B	2 133.5	C	5 900.4	B	82 518.4	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

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	1 662.3	D		F		F	1 737.7	D
Prince Edward Island	698.9	E		F		F	725.9	E
Nova Scotia	4 977.3	C		F	108.1	E	5 154.0	C
New Brunswick	2 920.3	D		F	51.1	E	3 025.1	D
Quebec	29 390.3	C		F	1 196.2	C	31 467.4	B
Ontario	48 615.5	C	427.8	E	2 376.5	C	51 419.8	C
Manitoba	3 474.6	E		F	490.3	D	4 012.6	E
Saskatchewan	4 506.8	D		F	313.8	E	4 982.8	D
Alberta	13 170.0	D	734.7	E	1 567.8	D	15 472.5	C
British Columbia	15 738.2	C	587.5	E	171.0	E	16 496.7	C
Total - Provinces	125 154.4	B	2 999.1	C	6 341.1	B	134 494.5	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 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	18 802.0	B	453.1	D	1 534.0	C	20 789.1	B
1999 to 2001	18 458.2	B	436.3	D	1 818.5	C	20 713.0	B
1995 to 1998	18 606.2	C	523.7	E	1 879.4	D	21 009.2	C
1991 to 1994	11 871.4	D		F		F	12 550.1	D
Earlier than 1991	6 746.7	D		F	294.2	E	7 456.9	D
Total	74 484.5	B	2 133.5	C	5 900.4	B	82 518.4	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 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	34 867.9	C	599.3	E	1 646.9	C	37 114.1	C
1999 to 2001	30 169.6	B	568.8	D	1 940.5	C	32 679.0	B
1995 to 1998	31 180.7	C	718.6	E	2 011.5	D	33 910.9	C
1991 to 1994	19 054.8	D		F		F	19 879.4	D
Earlier than 1991	9 881.3	E		F		F	10 911.2	D
Total	125 154.4	B	2 999.1	C	6 341.1	B	134 494.5	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 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	40 036.7	B	...	...	...	...	40 036.7	B
Station wagon		F	...	...	...	...		F
Van	11 566.2	C	F	F	F	F	11 652.4	C
Sport utility vehicle	4 556.3	E	...	...	...	...	4 556.3	E
Pickup	16 454.6	C	235.3	E	...	...	16 689.8	C
Straight truck		F	1 710.9	D	1 309.0	D	3 206.5	C
Tractor trailer		F	F	F	4 590.6	B	4 667.9	B
Bus		...	...	...	...	...		...
Other		F	F	F	F	F		F
Total	74 484.5	B	2 133.5	C	5 900.4	B	82 518.4	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 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	63 397.6	B	...	...	...	...	63 397.6 B
Station wagon		F	...	...	...	...	F
Van	23 869.5	C	F	...	...	...	23 974.2 C
Sport utility vehicle	8 120.1	E	...	...	...	...	8 120.1 E
Pickup	26 786.8	D	262.7	E	...	...	27 049.6 D
Straight truck		F	2 496.8	E	1 562.6	D	4 459.3 C
Tractor trailer		F	F	4 778.1	B	...	4 882.9 B
Bus		...	...	...	...	...	...
Other		F	F	F	F	...	F
Total	125 154.4	B	2 999.1	D	6 341.1	B	134 494.5 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 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	72 220.7	B	444.5	E		F	72 686.0	B
Diesel	2 114.5	E	1 656.5	C	5 877.6	B	9 648.5	B
Other		F		F		F		F
Total	74 484.5	B	2 133.5	C	5 900.4	B	82 518.4	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.

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 Estimates of the provincial total of

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

Fuel type	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Gasoline	121 699.1	B	582.9	E		F	122 304.9	B
Diesel	3 170.0	E	2 374.0	D	6 318.2	B	11 862.2	B
Other		F		F		...		F
Total	125 154.4	B	2 999.1	C	6 341.1	B	134 494.5	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 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	10 077.9	C	156.1	E	315.1	E	10 549.1	C
Monday	10 361.8	C	384.1	D	885.0	B	11 630.9	B
Tuesday	10 508.8	C	436.5	C	1 072.1	B	12 017.4	B
Wednesday	10 560.3	C	377.2	D	1 018.2	B	11 955.8	C
Thursday	11 565.4	D	361.0	E	1 240.6	C	13 166.9	C
Friday	11 171.9	C	289.5	D	954.3	C	12 415.7	C
Saturday	10 037.1	C		F	369.4	D	10 528.3	C
Total	74 283.4	B	2 126.0	C	5 854.7	B	82 264.1	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 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	20 802.8	B		F	350.9	E	21 364.9	B
Monday	15 328.6	C	557.4	D	927.0	C	16 813.0	C
Tuesday	15 935.5	C	621.7	D	1 165.1	B	17 722.3	C
Wednesday	17 005.9	C	512.3	D	1 081.4	C	18 599.6	C
Thursday	18 706.6	D	519.1	E	1 371.5	C	20 597.2	D
Friday	19 173.9	C	368.2	E	1 050.1	C	20 592.2	C
Saturday	18 201.1	C		F	395.0	D	18 805.3	C
Total	125 154.4	B	2 999.1	C	6 341.1	B	134 494.5	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 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 to 24 years	3 083.2	E		F		F	3 369.2	E
25 to 34 years	8 577.2	E	348.0	E	1 022.3	D	9 947.4	D
35 to 44 years	14 004.3	D	587.6	D	1 772.7	C	16 364.7	C
45 to 54 years	22 931.9	C	492.0	E	1 772.1	C	25 196.0	C
55 to 64 years	12 974.1	D		F	1 114.4	D	14 478.8	C
65 years and over	11 289.6	D		F	113.9	E	11 467.7	D
Total	74 283.4	B	2 126.0	C	5 854.7	B	82 264.1	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 to 24 years	5 491.5	E		F		F	6 000.2	E
25 to 34 years	12 794.6	E	398.2	E	1 131.7	D	14 324.5	D
35 to 44 years	25 203.6	D	769.2	E	1 942.2	C	27 915.0	C
45 to 54 years	38 026.7	D	632.5	E	1 915.2	C	40 574.5	C
55 to 64 years	21 332.3	D		F	1 135.4	D	23 128.6	D
65 years and over	20 145.4	D		F		F	20 370.4	C
Total	125 154.4	B	2 999.1	D	6 341.1	B	134 494.5	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.



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 Estimates of the provincial total of

vehicle-km ('000 000) by type of vehicle and sex of driver

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Sex of driver								
Male	49 322.0	B	2 123.0	C	5 794.6	B	57 239.6	B
Female	24 961.4	C		F		F	25 024.5	C
Total	74 283.4	B	2 126.0	C	5 854.7	B	82 264.1	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.

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 Estimates of the provincial total of

passenger-km ('000 000) by type of vehicle and sex of driver

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Sex of driver								
Male	85 796.9	B	2 995.9	D	6 234.5	B	95 027.3	B
Female	39 357.4	C		F		F	39 467.2	C
Total	125 154.4	B	2 999.1	D	6 341.1	B	134 494.5	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 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 to 05:59	1 730.2	E		F	558.3	C	2 407.0	D
06:00 to 11:59	25 180.5	B	894.5	C	2 054.9	B	28 129.8	B
12:00 to 17:59	32 326.5	B	949.4	C	2 115.2	B	35 391.1	B
18:00 to 23:59	15 046.2	C	163.7	E	1 126.3	C	16 336.2	C
Total	74 283.4	B	2 126.0	C	5 854.7	B	82 264.1	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 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 to 05:59	2 564.6	E		F	625.4	D	3 371.9	E
06:00 to 11:59	39 571.6	B	1 252.3	D	2 219.4	B	43 043.2	B
12:00 to 17:59	56 095.4	B	1 332.8	D	2 297.3	B	59 725.5	B
18:00 to 23:59	26 922.8	C	232.1	E	1 199.0	C	28 353.9	B
Total	125 154.4	B	2 999.1	C	6 341.1	B	134 494.5	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.

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 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	312.7	E	281.5	E	594.2	D
Declared - no	1 813.3	D	5 573.2	B	7 386.5	B
Total	2 126.0	D	5 854.7	B	7 980.7	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 carrying dangerous goods

	Vehicle type					
	Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Carrying dangerous goods						
Declared - yes	520.7	E	281.6	E	802.3	E
Declared - no	2 478.4	D	6 059.5	B	8 537.9	B
Total	2 999.1	D	6 341.1	B	9 340.2	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.

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 Estimates of the provincial total of

vehicle-km ('000 000) by type of vehicle and type of day

Type of day	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Weekends and holidays	22 481.9	B	348.5	E	1 054.6	D	23 885.0	B
Weekdays	51 801.5	B	1 777.5	C	4 800.1	B	58 379.1	B
Total	74 283.4	B	2 126.0	C	5 854.7	B	82 264.1	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.

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 Estimates of the provincial total of

passenger-km ('000 000) by type of vehicle and type of day

Type of day	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Weekends and holidays	43 176.2	B		F	1 147.8	D	44 831.5	B
Weekdays	81 978.1	B	2 491.6	C	5 193.3	B	89 663.0	B
Total	125 154.4	B	2 999.1	C	6 341.1	B	134 494.5	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.



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 Estimates of the provincial total of

vehicle-km ('000 000) by type of vehicle and road type

Road type	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Road with posted maximum speed of 80km/h or more	40 470.4	B	1 127.8	D	4 013.5	B	45 611.7	B
Other roads	33 813.0	C	998.2	C	1 841.2	C	36 652.4	C
<b>Total</b>	<b>74 283.4</b>	<b>B</b>	<b>2 126.0</b>	<b>C</b>	<b>5 854.7</b>	<b>B</b>	<b>82 264.1</b>	<b>B</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	70 322.7	B	1 760.3	E	4 332.6	B	76 415.6	B
Other roads	54 831.6	C	1 238.8	D	2 008.5	C	58 079.0	C
<b>Total</b>	<b>125 154.4</b>	<b>B</b>	<b>2 999.1</b>	<b>C</b>	<b>6 341.1</b>	<b>B</b>	<b>134 494.5</b>	<b>B</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 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	3 144.7	E
5 to 14 years	7 310.5	E
15 to 19 years		F
20 to 24 years	5 939.3	E
25 to 34 years	14 222.3	C
35 to 54 years	49 212.0	B
55 to 64 years	19 480.7	C
65 to 74 years	14 319.7	C
75 to 84 years	5 042.6	D
85 years and over		F
Total	125 154.4	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 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	12 542.8	C	17 723.0	C
No	61 740.6	B	107 431.4	B
Total	74 283.4	B	125 154.4	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

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	12 440.3	C	6 681.1	D		F		F	8 966.1	D
Driver's regular workplace	5 462.8	E	4 234.7	E		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	8 736.5	D		F		F		F	7 275.2	D

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	22 219.0	C	7 845.6	E		F	4 451.0	E	15 270.2	D
Driver's regular workplace	6 365.0	E	6 023.6	E		F		F		F
Shopping centre / bank / other place of personal business		F		F		F		F		F
Leisure / entertainment / recreational facility / restaurant	4 922.2	E		F		F		F		F
Other	15 281.6	D		F		F		F	14 762.6	E

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 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	1 232.1	D	693.1	E
	Empty		F		F
	Other work purpose		F		F
	Non work purpose		F		F
	Total	2 052.4	D	1 305.5	D
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	3 277.0	C
	Empty		F	1 049.0	D
	Other work purpose		F		F
	Non work purpose		F		F
	Total		F	4 549.2	B
Total	Driving to or from service call	522.5	E	428.8	E
	Carrying goods or equipment	1 258.9	D	3 970.1	B
	Empty		F	1 198.7	D
	Other work purpose		F		F
	Non work purpose		F		F
	Total	2 126.0	D	5 854.7	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 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	662.4	E		F
	Carrying goods or equipment	1 840.0	E	758.9	E
	Empty		F		F
	Other work purpose		F		F
	Non work purpose		F		F
	Total	2 898.5	E	1 562.6	D
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	3 360.7	C
	Empty		F	1 131.5	D
	Other work purpose		F		F
	Non work purpose		F		F
	Total		F	4 778.5	B
Total	Driving to or from service call	694.4	E	601.3	E
	Carrying goods or equipment	1 870.2	E	4 119.6	B
	Empty		F	1 287.9	D
	Other work purpose		F		F
	Non work purpose		F		F
	Total	2 999.1	D	6 341.1	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 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 to 05:59		F		F	141.3	E		F
	06:00 to 11:59	7 393.2	C	140.1	E	331.0	D	7 864.2	C
	12:00 to 17:59	9 777.5	C	155.2	E	374.7	D	10 307.4	C
	18:00 to 23:59	4 927.2	D	34.3	E	216.6	E	5 178.2	D
	Total	22 481.9	B	348.5	E	1 054.6	D	23 885.0	B
Weekdays	00:00 to 05:59	1 238.8	E		F	417.0	C	1 750.4	D
	06:00 to 11:59	17 787.3	B	754.4	C	1 723.9	B	20 265.6	B
	12:00 to 17:59	22 549.0	B	794.2	C	1 740.5	B	25 083.7	B
	18:00 to 23:59	10 119.0	C	129.4	E	909.7	C	11 158.0	C
	Total	51 801.5	B	1 777.5	C	4 800.1	B	58 379.1	B
Total	00:00 to 05:59	1 730.2	E		F	558.3	C	2 407.0	D
	06:00 to 11:59	25 180.5	B	894.5	C	2 054.9	B	28 129.8	B
	12:00 to 17:59	32 326.5	B	949.4	C	2 115.2	B	35 391.1	B
	18:00 to 23:59	15 046.2	C	163.7	E	1 126.3	C	16 336.2	C
	Total	74 283.4	B	2 126.0	C	5 854.7	B	82 264.1	A

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Estimates of the provincial total of  
passenger-km ('000 000) by type of vehicle, type of day and time of day

		Vehicle type							
		Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Type of day	Time of day								
Weekends and holidays	00:00 to 05:59		F		F	157.3	E		F
	06:00 to 11:59	13 515.3	C		F	356.9	D	14 072.3	C
	12:00 to 17:59	19 442.8	C		F	407.0	D	20 078.9	B
	18:00 to 23:59	9 431.1	D		F	226.6	E	9 697.7	C
	Total	43 176.2	B		507.4	E	1 147.8	D	44 831.5
Weekdays	00:00 to 05:59	1 777.5	E		F	468.1	D	2 389.3	E
	06:00 to 11:59	26 056.3	C	1 052.2	C	1 862.5	B	28 971.0	B
	12:00 to 17:59	36 652.6	B	1 103.6	C	1 890.4	B	39 646.6	B
	18:00 to 23:59	17 491.8	C	192.1	E	972.3	C	18 656.2	C
	Total	81 978.1	B	2 491.6	C	5 193.3	B	89 663.0	B
Total	00:00 to 05:59	2 564.6	E		F	625.4	D	3 371.9	E
	06:00 to 11:59	39 571.6	B	1 252.3	D	2 219.4	B	43 043.2	B
	12:00 to 17:59	56 095.4	B	1 332.8	D	2 297.3	B	59 725.5	B
	18:00 to 23:59	26 922.8	C	232.1	E	1 199.0	C	28 353.9	B
	Total	125 154.4	B	2 999.1	C	6 341.1	B	134 494.5	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, 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	243.9	E		F		F
	Female		F		F		F		F
	Total	4 506.3	E	243.9	E		F	4 809.5	E
25 to 54 years	Male	30 414.9	C	1 424.7	C	4 506.9	B	36 346.5	B
	Female	15 098.5	D		F		F	15 161.6	D
	Total	45 513.4	B	1 427.6	C	4 567.0	B	51 508.1	B
55 years and over	Male	17 978.4	C	454.5	E	1 228.3	C	19 661.2	C
	Female	6 285.3	E		F		F	6 285.3	E
	Total	24 263.7	C	454.5	E	1 228.3	C	25 946.5	C
Total	Male	49 322.0	B	2 123.0	C	5 794.6	B	57 239.6	B
	Female	24 961.4	C		F		F	25 024.5	C
	Total	74 283.4	B	2 126.0	C	5 854.7	B	82 264.1	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, 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	6 448.9	E		F		F	6 448.9	E
	Total	7 651.7	E		F		F	8 181.5	E
25 to 54 years	Male	52 529.5	C	1 796.7	C	4 882.6	B	59 208.8	C
	Female	23 495.4	D		F		F	23 605.2	D
	Total	76 024.9	C	1 799.9	C	4 989.2	B	82 813.9	B
55 years and over	Male	32 064.6	C		F	1 292.5	C	34 085.9	C
	Female	9 413.2	E		F		F	9 413.2	E
	Total	41 477.7	C		F	1 292.5	C	43 499.1	C
Total	Male	85 796.9	B	2 995.9	D	6 234.5	B	95 027.3	B
	Female	39 357.4	C		F		F	39 467.2	C
	Total	125 154.4	B	2 999.1	D	6 341.1	B	134 494.5	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	39 531.3	B	...	...	...	39 531.3	B
	Diesel		F	...	...	...		F
Station wagon	Gasoline		F	...	...	...		F
	Diesel		...	...	...	...		...
Van	Gasoline	11 203.9	D	F	...	...	11 226.6	D
	Diesel		F	55.1	E	...		F
Sport utility vehicle	Gasoline	4 498.2	E	...	...	...	4 498.2	E
	Diesel		F	...	...	...		F
Pickup	Gasoline	14 959.2	C	F	...	...	15 029.0	C
	Diesel		F	157.5	E	...		F
Straight truck	Gasoline		F	339.7	E	F	505.5	E
	Diesel		F	1 347.2	D	1 285.7	2 671.3	C
Tractor trailer	Gasoline		F	...	...	...		F
	Diesel		...	F	4 548.7	B	4 622.4	B
Bus	Gasoline		F	F	...	F		F
	Diesel		F	F	...	F		F
Other	Gasoline		F	F	...	...		F
	Diesel		...	F	...	F		F
Total	Gasoline	72 017.9	B	439.6	E	F	72 477.3	B
	Diesel	2 116.2	E	1 653.9	C	5 834.4	9 604.5	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.  
 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	...			F
Sport utility vehicle	Gasoline		F	...	...	...			F
	Diesel		F	...	...	...			F
Pickup	Gasoline	1 762.9	E	F	F	...		1 779.1	E
	Diesel		F	F	F	...			F
Straight truck	Gasoline		F	F	F	F			F
	Diesel		F	306.1	D	483.0	D	793.2	C
Tractor trailer	Gasoline		F	...	...	...			F
	Diesel		...	F	F	1 483.2	B	1 504.5	B
Bus	Gasoline		...	...	...	...			...
	Diesel		...	...	...	...			...
Other	Gasoline		F	F	F	...			F
	Diesel		...	F	F	F			F
Total	Gasoline	7 304.8	E	F	F	F		7 398.6	E
	Diesel		F	374.3	C	1 966.2	B	2 590.4	C

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 This table does not include other fuel types (natural gas, propane, ethanol, etc.).

Estimates of the provincial total of 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	48 648	D	128 305	B
Owner operator trucking	71 135	C	82 686	C
Private trucking	174 103	B	55 306	C
Other	43 559	D	28 642	D
Total	337 446	A	294 939	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 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		F		F
Owner operator trucking	604.0	E	793.8	E
Private trucking	860.2	E	1 146.5	E
Other		F		F
Total	2 126.0	D	2 999.1	D

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.



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 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	3 292.1	C	3 415.3	C
Owner operator trucking	1 390.6	D	1 542.9	D
Private trucking	815.4	E	989.6	E
Other		F	393.2	E
Total	5 854.7	B	6 341.1	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 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	1 859.7	D	2 478.0	D
Between provinces		F		F
Across CAN-US border		F		F
Outside Canada		F		F
Total	2 126.0	D	2 999.1	D

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 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	3 174.5	C	3 504.4	C
Between provinces	667.0	E	693.8	E
Across CAN-US border	1 441.1	C	1 476.5	C
Outside Canada	572.2	E	666.4	E
Total	5 854.7	B	6 341.1	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	<b>Canadian Vehicle Survey – Annual.</b> English.
53-223-XIF	<b>Canadian Vehicle Survey – Annual.</b> French.
50-002-XIB	<b>Surface and Marine Transport - Service Bulletin.</b> Bilingual.
51-004-XIB	<b>Aviation - Service Bulletin -</b> Bilingual.
51-203-XIB	<b>Air Carrier Traffic at Canadian Airports - Annual.</b> Bilingual.
51-204-XIE	<b>Air Passenger Origin and Destination: Domestic Report - Annual.</b> English.
51-204-XIF	<b>Air Passenger Origin and Destination: Domestic Report - Annual.</b> French.
51-206-XIB	<b>Canadian Civil Aviation - Annual.</b> Bilingual.
51-207-XIB	<b>Air Charter Statistics - Annual.</b> Bilingual.
52-001-XIE	<b>Railway Carloadings – Monthly.</b> English.
52-001-XIF	<b>Railway Carloadings – Monthly.</b> French.
52-216-XIB	<b>Rail in Canada - Annual.</b> Bilingual.
53-215-XIB	<b>Passenger Bus and Urban Transit Statistics - Annual.</b> Bilingual.
53-222-XIB	<b>Trucking in Canada - Annual.</b> Bilingual.
54-205-XIB	<b>Shipping in Canada - Annual.</b> Bilingual.
66-001-PIE	<b>International Travel, Advance Information (Touriscope) - Monthly.</b> English.
66-001-PIF	<b>International Travel, Advance Information (Touriscope) - Monthly.</b> French.
66-201-XIB	<b>International Travel - Annual.</b> Bilingual.
87-003-XIE	<b>Travel Log - Quarterly.</b> English.
87-003-XIF	<b>Travel Log - Quarterly.</b> French.

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