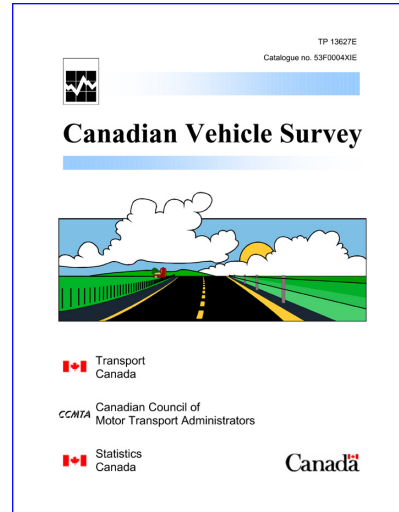




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Canadian Vehicle Survey

Quarter 3, 2002



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Transportation Division

Canadian Vehicle Survey

Quarter 3, 2002

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Note of appreciation

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

Symbols

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

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

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

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HIGHLIGHTS

- Over 18.2 million vehicles were in-scope for the Canadian Vehicle Survey during this quarter.
- Between July 1 and September 30, 2002, these vehicles travelled an estimated 88.3 billion kilometres.
- During this quarter, vehicles weighing less than 4 500 kilograms were driven an average of 4 600 kilometres while the largest of the trucks (trucks with gross weight 15 000 kilograms or more) were driven an average of 18 400 kilometres.

1. INTRODUCTION

Canadian transport activity statistics were inadequate due to the lack of any routine measurement of road vehicle activity. While road vehicles dominate passenger travel and freight traffic, no measures of total vehicle-kilometres or passenger-kilometres were available.

The Canadian Vehicle Survey (CVS) was developed at the request of Transport Canada to fill this data gap. The survey provides quarterly and annual estimates of the amount of road travel, broken down by types of vehicles and characteristics, such as age and sex of driver, time of day and season. The results will be the prime source of road vehicle use information for researchers and interested members of the public.

Transport Canada plans to combine survey data with other data to improve road safety, monitor fuel consumption and deal with the impact of vehicle usage on the environment.

This document describes concepts, employed methods and discusses data quality. The reference period for all the information presented in this document is the third quarter of 2002.

2. SURVEY OVERVIEW

The CVS is a voluntary vehicle-based survey that provides annual estimates of road vehicle activity (vehicle-kilometres and passenger-kilometres) of vehicles registered in Canada. A quarterly sample of vehicles is drawn from vehicle registration lists provided by the provincial and territorial governments.

The provincial component of the survey consists of two stages. The first stage is a computer assisted telephone interview (CATI) with the registered owners of the sampled vehicles. This interview is used to collect some general information on the usage of the vehicle as well as to ask the respondent to complete a seven-day trip log. The trip log is then mailed out. If respondents cannot be contacted by phone, the trip log is mailed out with a short questionnaire to collect some of the information normally collected during the CATI.

The territorial component of the survey consists of two postcards. One is mailed to the respondents at the beginning of the quarter and the other is mailed at the end of the quarter. The first postcard asks respondents to record the odometer reading at the beginning of the first day of the quarter. All those returning the first postcards are mailed second postcards asking them to record the odometer reading at the beginning of the first day of the next quarter. These two odometer readings allow the calculation of the distance the vehicle was driven during the quarter.

Survey collection began on February 1, 1999. Only eight provincial / territorial vehicle registration lists were received in time to be included in the sample at that time, but over the remainder of 1999, the other lists were received. Starting October 1, 1999, vehicles from all provinces and territories were included in the survey.

The CVS provides annual and quarterly estimates of road activity for vehicles registered in Canada. The estimates are provided by type of vehicle and other variables, such as driver and vehicle characteristics, time of day and season.

Users who require additional information from Statistics Canada can obtain it from the Transportation Division upon request by phoning 1-866-500-8400 or e-mailing transportationstatistics@statcan.ca.

3. CONCEPTS AND DEFINITIONS

3.1 THE POPULATION OF INTEREST

The *in-scope vehicles* for the CVS include all motor vehicles except motorcycles, off road vehicles (e.g., snowmobiles, dune buggies, amphibious vehicles) and special equipment (e.g., cranes, street cleaners, snowplows and backhoes) registered in Canada anytime during the survey reference period that have not been scrapped or salvaged.

The *population of interest* consists of vehicle-days composed from the in-scope vehicles and the days within the survey reference period.

3.2 DEFINITIONS OF VARIABLES IN TABLES

Vehicle-kilometres is the distance traveled by vehicles on roads.

Passenger-kilometres is the sum of the distances traveled by individual passengers. Trucks with gross vehicle weight of 4.5 tonnes or more (see the *Vehicle type* definition below) and urban buses were not required to report passengers. Therefore, these passengers are not included in the estimates of passenger-kilometres. Also the number of passengers is calculated as the average of the number of passengers at the beginning of each trip and the number of passengers at the end of each trip (see the *Trip* definition below) plus the driver.

Fuel purchased is the amount of fuel purchased to operate vehicles. This includes purchases for the off-road operation of the vehicle. However, these purchases are considered negligible.

The number of vehicles on the registration lists is the average number of the registered vehicles in the registration lists at the beginning and at the end of the reference period.

The number of vehicles in scope is an estimate of the average number of vehicles registered during the quarter based on the lists from jurisdictions and the survey responses. This number slightly differs from the previous one because we incorporate into it all our findings from the survey. Note that this number includes vehicles used and not used on the roads during the reference period.

3.3 DEFINITIONS OF VEHICLE CHARACTERISTICS

Vehicle type is the classification created for CVS based on the information available on the vehicle registration lists. There are four vehicle types. Buses are identified first. The remaining vehicles are then divided into three weight types: light vehicles with gross vehicle weights below 4.5 tonnes, trucks with gross vehicle weights of 4.5 tonnes or more and less than 15 tonnes, and trucks with gross vehicle weights of 15 tonnes or more.

The respondent determines vehicle body type. The respondent is asked to choose among: car, station wagon, van, sport utility vehicle, pick-up, straight truck, truck-tractor, bus and other. Missing or unusual responses are verified against registration lists, if possible.

Fuel type is derived based on the information available on the registration lists. All vehicles are divided into three classes: vehicles powered by gasoline, vehicles powered by diesel fuel and vehicles powered by other energy source.

Vehicle model year is derived based on the information available on the registration lists.

3.4 DEFINITIONS OF VEHICLE USAGE CHARACTERISTICS

The CVS definition of a *Trip* determines the trip characteristics. The definition of what delimits a trip depends on the *vehicle type*:

For *buses*, if any of the following events happened:

- a stop of more than 30 minutes
- a change of driver
- a change in the type of bus service
- all the passengers have been dropped off and another passenger trip begins (does not apply to scheduled urban buses)

For *light vehicle*, if any of the following events happened:

- a stop of more than 30 minutes
- a change of driver
- a change in the main trip purpose

For *vehicles (trucks) weighing 4.5 tonnes or more* if any of the following events happened:

- a stop of more than 30 minutes
- a change of driver
- a change of purpose or use
- a change in the truck configuration
- a change in the status of the load from loaded to unloaded or the reverse

For each trip the respondent provides the following information:

- Beginning and end times and dates of the trip that are used to determine the *time of day* and *day of week* the trip takes place.
- *Driver age group* and *driver sex*.
- The *trip purpose* determined by the respondent. If there were several purposes for the trip, the respondent is asked to indicate the main purpose of the trip. Multiple trip purposes are not allowed. The choice of purpose is specific to the vehicle type.
- If *dangerous goods* are carried (as defined by the Transportation of Dangerous Goods Act). Does not apply to buses.
- *Number of kilometres traveled on roads with posted speed limit of 80 km/h or more*
- *Age group (0 - 4, 5 - 14 and 15 years and over) of passengers and the number of passengers within each group*, to calculate passenger-km (urban buses are excluded). Passenger age information is collected only for light vehicles. See 3.2. For all other vehicles we collect only the total number of passengers.
- *Truck configuration* for vehicles (trucks) weighing 4.5 tonnes or more.
- Cost (for light vehicles and buses) or quantity (for trucks and buses) of *Fuel purchased*.

4. METHODS

CVS has been designed as a quarterly survey. The survey design also allows the calculation of annual estimates based on the data collected during the four quarters.

4.1 SURVEY DESIGN

4.1.1 Survey Population

The survey population was derived from the 13 jurisdiction vehicle registration lists (ten Provincial and three Territorial Governments) created three months before the reference period. The sample for this quarter was drawn from lists of motor vehicles with valid registrations in any province or territory available in April 2002. Motorcycles, off-road vehicles (e.g., snowmobiles, dune buggies, amphibious vehicles) and special equipment (e.g., cranes, street cleaners, snowplows and backhoes) are excluded from the survey. This population differs from the population of interest; e.g., vehicles that were registered after April 2002 are not included.

The incoming lists underwent thorough preparation procedure:

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

The last set of processed lists, before the beginning of the reference period, consisted of the eleven lists provided in April 2002 to Statistics Canada for CVS and the most recent list available for Quebec and Ontario, created in January 2002. This set of prepared vehicle lists and the set of days within the third quarter of 2002 constitute the survey population.

4.1.2 Sample design

All vehicles from the survey population were stratified (grouped) into 104 strata. First, the vehicles were stratified into four vehicle types (buses, light vehicles, and two groups of trucks, see 3.3) and 13 jurisdictions (ten provinces and three territories). Then, for efficiency of estimates, they were further divided into two vehicle-age strata of newer and older vehicles.

Next, a sample of vehicles (first stage sample) was selected from the survey population. A sample from each stratum was selected. To minimize respondent burden, no vehicle is selected more than once during any consecutive four quarters for provinces (two consecutive quarters for territories) and the three characters of the postal code were used to spread the sample over all regions.

Subsequently, seven consecutive days starting within the quarter were randomly assigned (second stage) to each vehicle selected at the first stage. Within each stratum, the first reporting day was evenly spread over the quarter to ensure a uniform number of responses over time and for each day of the week. This step was not applied to the vehicles registered in the three territories since only odometer readings are collected (see 2.).

Since the sample was selected in two stages, the sampling weight (see 6. for definition) was also calculated in two steps. The first-stage sampling weight was calculated for each vehicle in the first-stage sample. Then the second-stage sampling weight was calculated for each vehicle-day selected from all days within the reference period. Finally, these two weights were multiplied together to obtain the final weight for a vehicle-day. The weighted values are obtained by multiplying the final weights and the collected values. They were aggregated to produce the estimates.

4.1.3 Sample size

A total of 4,998 vehicles out of 17,907,715 from the survey population were drawn for the ten provinces. Another 2,629 vehicles out of 48,719 were included in the sample for the three territories.

4.2 DATA COLLECTION AND PROCESSING

4.2.1 Data Collection

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

Provincial collection

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

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

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

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

Territorial collection

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

4.2.2 Edit and Imputation

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

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

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

4.2.3 Estimation

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

The following estimates of totals are available:

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

5. DATA QUALITY

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

5.1 SOURCES OF ERRORS

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

5.2 SAMPLING ERROR

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

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

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

5.3 NON-SAMPLING ERRORS

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

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

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

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

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

5.3.1 Coverage errors

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

The following sources of coverage errors for CVS were observed:

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

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

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

5.3.2 Response errors

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

Few response errors were discovered during editing of the data.

5.3.3 Nonresponse errors

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

5.3.4 Processing errors

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

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

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

5.4 MEASURING QUALITY

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

5.4.1 Response rates

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

PROVINCES	Vehicle-kilometres and trip characteristics reported			Only vehicle-kilometres reported (trip characteristics imputed)			Vehicles out of scope	Contact made but no data
	All	0 km	Non - 0 km	All	0 km	Non - 0 km		
Light vehicles	34%	13%	21%	30%	5%	26%	6%	5%
Trucks 4.5t – 15t	31%	22%	9%	17%	5%	12%	5%	11%
Trucks 15t or more	34%	21%	13%	20%	6%	15%	5%	19%
Buses	38%	30%	8%	1%	0%	1%	7%	28%

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

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

5.4.2 Relative imputation rates and percentage of vehicle days imputed

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

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

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

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

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

PROVINCES	Vehicle days reported			Vehicle days imputed		
	All	0 km	Non - 0 km	All	0 km	Non - 0 km
Light vehicles	53%	20%	33%	47%	7%	40%
Trucks 4.5t – 15t	65%	47%	18%	35%	10%	25%
Trucks 15t or more	62%	39%	23%	38%	10%	27%
Buses	96%	77%	20%	4%	0%	4%

TERRITORIES	Vehicle km reported			Vehicle km imputed		
	All	0 km	Non - 0 km	All	0 km	Non - 0 km
Light vehicles	100%	5%	95%	N/A	N/A	N/A
Trucks 4.5t – 15t	100%	8%	92%	N/A	N/A	N/A
Trucks 15t or more	100%	5%	95%	N/A	N/A	N/A
Buses	100%	0%	100%	N/A	N/A	N/A

5.4.3 Coefficient of variation

As a measure of the sampling error of the estimates, the estimated coefficients of variation (CV) were calculated. CV's for estimates may be obtained from the Transportation Division of Statistics Canada upon request. Note that the calculated CV estimates compensate partially for the fact that some of the data were imputed.

5.4.4 Quality indicator

The CV and the relative imputation rate should be considered simultaneously to make an assessment of the reliability of an estimate. To assist the user in evaluating the potential effect of nonresponse, imputation and sampling error, an all-embracing quality indicator accompanies every estimate. The quality indicator takes into account simultaneously the CV and the relative imputation rate.

Quality Symbol	C.V. equivalent	Explanation of estimate quality
A	Less than 5%	Excellent
B	5% to 10%	Very good
C	10% to 15%	Good
D	15% to 20%	Acceptable
E	20% to 35%	Use with caution
F	35% or more	Too unreliable to be published

The quality of counts (direct from registration lists) not accompanied by a quality symbol is good or better.

5.5 NOTES FOR HISTORICAL COMPARISON

Beginning with Quarter 4, 2001, vehicles that were registered but did not have license plates were removed from the registration lists for Quebec. As a result, some estimates for Quebec may be lower than the estimates from previous quarters.

Beginning with Quarter 1, 2001, the following changes were made and may affect comparability with previous quarters:

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

The following change was made in the third quarter of 2000 and may affect comparability with previous quarterly results:

- Owners of buses and trucks registered in the territories are now sent two postcards to record odometer readings at the start and end of the quarter. This process was always used for light vehicles in the territories and replaces the previous method of sending only one postcard at the end of the quarter and requesting that bus and truck owners rely on maintenance records to provide odometer readings for the start of the quarter.

The following changes were made in the first quarter of 2000 to improve the quality of the survey by diminishing non-sampling errors.

- The changes that affect comparability with 1999 results:
 - The trip purpose choices (for all vehicle types) were changed. The purpose is now based on the destination of the trip. Thus the results from 2000 and 1999 are not comparable for this item.
 - Passenger-kilometers were not collected for trucks in 2000.
- The changes that may affect comparability with the 1999 results:
 - A new log was developed for survey year 2000 for all trucks. In 1999 trucks with gross vehicle weights of 4.5 tonnes or more and less than 15 tonnes had a different log than trucks with gross vehicle weights of 15 tonnes or more.
 - The fuel purchased question was attached to each trip for the 2000 survey year for trucks. Previously it was recorded separately from the trips.

6. GLOSSARY

Population of interest: the collection of all units (e.g., vehicle-days) for which the information is required.

Survey Population: the collection of all units (e.g., vehicle-days) for which the information can be realistically provided to the survey. The survey population may differ from the population of interest due to the operational difficulty of identifying all the units that belong to the population of interest. A list of all units in the survey population with their classification information (e.g., geographical, vehicle characteristics, date) is used for sample design, selection and estimation.

Stratification: a non-overlapping partition of the survey population into relatively homogeneous groups with respect to certain characteristics such as geographical classification, size, etc. These groups are called strata and are used for sample allocation and selection.

Sampling weight: a raising factor is attached to each sampled unit (vehicle-day) to obtain estimates for the population from a sample. The basic concept of the sampling weight can be explained by using the representation rate. For example, if 2 units are selected out of 10 population units at random, then each selected unit represents 5 units in the population including itself, and is given the sampling weight of 5. A survey with a complex sample design like CVS requires a more complicated way of calculating the sampling weight. However, the sampling weight is still equal to the number of units in the registration lists the sampled unit represents.

Editing: the application of checks that identify missing, invalid or inconsistent entries or that point to data records that are potentially in error. Some of these checks involve logical relationships that follow directly from the concepts and definitions. Others are more empirical in nature or are obtained as a result of the application of statistical tests or procedures.

Imputation: the process used to resolve problems of missing, invalid or inconsistent responses identified during editing. This is done by changing some of the responses or missing values on the record being edited to ensure that a plausible, internally coherent record is created. Some problems are eliminated earlier through contact with the respondent or through manual study of the questionnaire. It is generally impossible to resolve all problems at these early stages due to concerns of response burden, cost and timeliness. Imputation is then used to handle remaining edit failures, since it is desirable to produce a complete and consistent file containing imputed data. Although, imputation can improve the quality of the final data by correcting for missing, invalid or inconsistent responses, some methods of imputation do not preserve the relationships between variables or can actually distort underlying distributions.

Number of Vehicles on the Registration Lists by Type of Vehicle and Jurisdiction

	Vehicle Type				
	Vehicles up to 4.5t	Trucks 4.5t - 15t	Trucks 15t or more	Buses	Total
Jurisdiction					
Newfoundland and Labrador	248 422	4 137	3 317	1 240	257 116
Prince Edward Island	74 328	1 926	2 712	63	79 029
Nova Scotia	520 293	9 560	7 429	1 851	539 133
New Brunswick	449 064	7 618	4 424	2 831	463 937
Quebec	4 093 075	58 881	36 355	16 797	4 205 108
Ontario	6 603 036	84 526	110 407	28 181	6 826 150
Manitoba	610 960	10 281	13 432	3 616	638 289
Saskatchewan	656 063	45 876	25 492	3 883	731 314
Alberta	2 114 408	91 009	69 387	12 751	2 287 555
British Columbia	2 309 900	70 840	14 376	8 328	2 403 444
Yukon Territory	24 452	1 565	1 289	294	27 600
Northwest Territories	19 661	629	980	103	21 373
Nunavut	2 929	312	157	16	3 414
Total - Canada	17 726 591	387 160	289 757	79 954	18 483 462

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

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

Vehicles up to 4.5t														
Vehicle Model Year	Jurisdiction													
	Newfoundland and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory	Northwest Territories	Nunavut	TOTAL
Earlier than 1985	5 359,	3 638,	23 563,	17 536,	109 963,	242 514,	53 230,	100 324,	224 199,	236 189,	3 652,	1 767,	160,	1 022 094,
, 1985	1 945,	1 245,	7 347,	6 124,	43 423,	69 319,	14 267,	19 110,	48 522,	54 839,	657,	441,	66,	267 305,
, 1986	2 882,	1 623,	10 611,	8 521,	66 455,	112 047,	19 810,	25 657,	68 337,	81 448,	969,	524,	66,	398 950,
, 1987	4 102,	2 324,	14 075,	11 692,	97 297,	144 063,	20 027,	22 463,	62 325,	85 760,	1 002,	478,	87,	465 695,
, 1988	8 151,	3 602,	21 335,	18 361,	154 533,	237 506,	26 121,	27 955,	85 266,	105 700,	1 222,	756,	125,	690 633,
, 1989	10 405,	4 204,	24 659,	21 405,	177 072,	275 193,	27 477,	29 049,	93 873,	119 274,	1 275,	814,	115,	784 815,
, 1990	11 110,	4 795,	27 501,	23 583,	204 278,	314 754,	31 155,	31 134,	102 702,	133 678,	1 298,	848,	138,	886 974,
, 1991	12 848,	4 508,	28 295,	24 527,	223 918,	323 330,	33 407,	32 710,	105 665,	131 926,	1 200,	835,	162,	923 331,
, 1992	14 487,	5 306,	32 024,	28 391,	261 525,	372 645,	35 166,	33 549,	104 240,	134 605,	1 146,	773,	158,	1 024 015,
, 1993	16 152,	5 181,	31 575,	26 199,	241 656,	360 578,	32 161,	30 951,	96 354,	124 801,	1 141,	756,	163,	967 668,
, 1994	16 636,	5 196,	32 859,	27 058,	232 630,	370 660,	31 871,	33 110,	101 886,	119 293,	1 134,	891,	179,	973 403,
, 1995	15 635,	5 373,	33 577,	28 000,	247 627,	399 827,	34 682,	35 273,	108 019,	122 982,	1 197,	959,	175,	1 033 326,
, 1996	11 955,	4 347,	28 175,	22 971,	198 540,	336 572,	30 382,	29 283,	91 387,	97 441,	898,	775,	137,	852 863,
, 1997	16 227,	5 112,	34 818,	27 826,	248 770,	432 068,	39 525,	38 419,	124 407,	124 880,	1 268,	1 184,	202,	1 094 706,
, 1998	18 447,	5 096,	37 894,	31 085,	270 303,	471 177,	41 173,	38 727,	138 416,	123 473,	1 111,	1 265,	181,	1 178 348,
, 1999	18 639,	4 035,	34 740,	28 475,	266 446,	445 330,	33 792,	30 138,	116 310,	109 819,	1 043,	1 383,	184,	1 090 334,
, 2000	23 736,	3 697,	41 869,	35 953,	351 723,	578 973,	37 951,	33 787,	136 688,	129 876,	1 129,	1 688,	190,	1 377 260,
, 2001	21 433,	2 497,	34 202,	29 410,	330 386,	521 251,	35 638,	33 429,	144 766,	128 425,	1 485,	1 818,	210,	1 284 950,
, 2002	17 818,	2 377,	20 599,	30 057,	341 893,	546 126,	32 587,	29 469,	152 035,	137 125,	1 560,	1 634,	225,	1 313 505,
, 2003	438,	170,	578,	1 882,	24 587,	49 103,	539,	1 528,	9 012,	8 365,	68,	70,	6,	96 346,
, Unknown	15,	0,	0,	6,	50,	0,	0,	0,	0,	0,	0,	1,	0,	72,
, TOTAL	248 420,	74 326,	520 296,	449 062,	4 093 075,	6 603 036,	610 961,	656 065,	2 114 409,	2 309 899,	24 455,	19 660,	2 929,	17 726 593,

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

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

Trucks 4.5t - 15t

Vehicle Model Year	Jurisdiction													TOTAL
	Newfound- land and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche- wan	Alberta	British Columbia	Yukon Territory	Northwest Territor- ies	Nunavut	
Earlier than 1985	739	942	2 435	992	10 638	6 403	2 718	35 810	36 782	13 196	517	128	54	111 354
, 1985	139	85	280	185	2 068	1 566	337	639	2 087	1 396	46	16	5	8 849
, 1986	174	98	336	213	2 306	2 098	411	708	2 374	1 933	38	19	13	10 721
, 1987	165	89	404	218	2 973	2 508	355	508	1 982	1 755	40	13	22	11 032
, 1988	261	99	462	267	3 798	3 432	402	511	2 786	2 558	59	18	18	14 671
, 1989	206	101	475	256	3 037	3 405	382	448	2 865	2 850	61	26	17	14 129
, 1990	240	62	468	265	3 109	3 702	517	573	2 842	3 158	67	38	16	15 057
, 1991	208	51	322	255	2 053	2 615	441	519	2 234	2 497	48	23	11	11 277
, 1992	167	38	303	293	1 885	2 714	384	462	2 105	2 543	40	21	13	10 968
, 1993	173	45	354	374	2 077	3 297	400	526	2 279	3 072	35	19	19	12 670
, 1994	208	58	330	439	2 595	4 123	413	531	2 623	3 358	51	21	15	14 765
, 1995	270	55	537	497	3 362	5 273	582	688	3 080	4 038	42	41	36	18 501
, 1996	143	28	329	383	2 066	3 768	397	411	2 110	2 790	37	19	10	12 491
, 1997	186	36	421	454	2 240	5 224	515	643	3 549	3 699	52	34	12	17 065
, 1998	146	18	481	469	2 787	5 336	404	593	3 282	3 188	48	26	14	16 792
, 1999	218	49	570	607	3 865	7 999	508	549	3 951	4 257	77	41	14	22 705
, 2000	193	28	504	465	3 185	7 154	344	459	3 581	3 914	123	46	14	20 010
, 2001	162	26	389	522	2 427	7 166	420	646	5 690	4 847	81	37	5	22 418
, 2002	130	14	155	424	1 884	6 221	321	614	4 486	5 421	96	41	4	19 811
, 2003	3	1	3	39	525	522	30	36	322	371	2	2	0	1 856
, Unknown	3	0	0	0	2	0	0	0	0	0	0	0	0	5
, TOTAL	4 134	1 923	9 558	7 617	58 882	84 526	10 281	45 874	91 010	70 841	1 560	629	312	387 147

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

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

Trucks 15t or more

Vehicle Model Year	Jurisdiction													TOTAL
	Newfoundland and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory	Northwest Territories	Nunavut	
Earlier than 1985	397	985	906	755	896	5 894	1 536	8 539	17 154	2 669	247	152	26	40 156
1985	115	145	189	195	378	1 837	311	836	1 555	304	28	23	1	5 917
1986	122	184	198	224	447	2 654	357	970	1 835	432	28	20	1	7 472
1987	157	209	284	345	702	3 564	405	1 002	1 592	508	26	18	6	8 818
1988	207	200	315	289	939	3 823	412	1 085	2 232	574	35	26	2	10 139
1989	220	148	313	257	808	3 936	397	879	2 065	557	29	40	2	9 651
1990	136	126	215	270	741	3 719	377	850	2 285	898	42	29	4	9 692
1991	126	71	143	139	450	2 307	222	564	1 702	496	25	29	10	6 284
1992	104	43	155	116	641	2 281	281	555	1 445	649	38	22	7	6 337
1993	103	53	237	177	1 021	3 419	466	849	1 950	621	34	23	2	8 955
1994	161	76	365	190	1 968	5 025	697	1 064	3 041	769	46	56	7	13 465
1995	218	118	546	269	2 974	8 354	827	1 396	3 852	812	65	65	17	19 513
1996	179	66	404	171	2 072	5 996	816	981	3 049	767	71	47	8	14 627
1997	155	33	327	154	2 174	6 094	726	1 009	3 637	805	72	60	5	15 251
1998	233	54	605	198	3 904	10 431	1 187	1 299	5 156	779	91	78	12	24 027
1999	216	71	686	230	4 477	11 868	1 262	1 083	4 333	756	97	73	24	25 176
2000	235	71	888	209	5 547	13 487	1 484	1 135	4 406	700	125	86	8	28 381
2001	124	34	427	115	3 261	8 155	861	823	4 330	651	118	74	8	18 981
2002	87	13	195	83	2 041	5 238	536	460	3 081	525	59	48	3	12 369
2003	19	12	32	36	910	2 325	270	115	688	104	11	8	4	4 534
Unknown	4	0	0	0	1	0	0	0	0	0	0	0	0	5
TOTAL	3 318	2 712	7 430	4 422	36 352	110 407	13 430	25 494	69 388	14 376	1 287	977	157	289 750

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

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

Buses														
Vehicle Model Year	Jurisdiction													
	Newfoundland and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory	Northwest Territories	Nunavut	TOTAL
Earlier than 1985	44	22	149	842	562	1 427	301	558	2 204	931	47	13	5	7 105
1985	1	2	30	99	181	301	178	145	261	117	5	1	4	1 325
1986	9	3	52	116	194	328	128	134	329	152	4	1	1	1 451
1987	24	2	58	118	163	520	146	312	423	195	2	4	0	1 967
1988	67	0	88	154	245	730	221	208	532	294	6	2	0	2 547
1989	165	1	71	107	424	907	162	226	626	397	6	3	0	3 095
1990	183	1	116	192	746	1 473	130	256	677	430	5	1	0	4 210
1991	167	1	127	76	1 004	1 579	200	211	576	503	7	1	0	4 452
1992	153	3	74	82	1 036	1 615	197	169	594	387	17	0	0	4 327
1993	60	0	102	98	908	1 409	181	182	546	330	7	0	0	3 823
1994	37	1	49	34	1 429	1 257	241	115	406	388	10	1	0	3 968
1995	32	1	181	162	948	1 814	176	128	535	496	12	0	0	4 485
1996	25	2	69	20	1 208	1 913	169	147	452	591	15	0	0	4 611
1997	49	0	101	124	1 151	1 563	158	156	693	373	22	3	1	4 394
1998	35	0	191	192	1 091	1 968	191	180	722	606	10	1	0	5 187
1999	68	0	97	91	1 399	2 354	228	216	799	542	9	20	0	5 823
2000	56	2	185	100	1 318	2 646	204	172	815	659	18	9	4	6 188
2001	50	8	79	109	1 443	2 305	122	187	841	578	71	24	1	5 818
2002	15	13	32	104	1 072	1 455	277	142	646	347	20	17	0	4 140
2003	0	0	0	7	275	617	4	35	75	13	1	0	0	1 027
Unknown	0	0	0	1	0	0	0	0	0	0	0	0	0	1
TOTAL	1 240	62	1 851	2 828	16 797	28 181	3 614	3 879	12 752	8 329	294	101	16	79 944

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

Estimates of the

Number of Vehicles in Scope by Type of Vehicle and Jurisdiction

Jurisdiction	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Newfoundland and Labrador	242 436	A	3 753	B	3 317	A	1 177	C	250 683	A
Prince Edward Island	72 599	A	1 656	C	2 683	A	63	A	77 001	A
Nova Scotia	507 115	A	7 111	C	6 927	B	1 724	B	522 876	A
New Brunswick	434 322	A	5 758	B	3 954	B	1 754	C	445 787	A
Quebec	4 014 447	A	53 550	A	35 848	A	16 497	A	4 120 342	A
Ontario	6 617 595	A	76 906	A	108 194	A	30 759	A	6 833 455	A
Manitoba	605 924	A	9 252	A	13 432	A	3 616	A	632 224	A
Saskatchewan	650 226	A	42 842	A	25 492	A	3 673	B	722 233	A
Alberta	2 075 364	A	82 221	A	65 079	A	12 363	B	2 235 026	A
British Columbia	2 293 786	A	61 871	A	13 588	A	7 956	B	2 377 202	A
Yukon Territory	24 339	A	1 028	B	1 266	A	324	B	26 957	A
Northwest Territories	19 490	A	579	B	1 115	A	103	A	21 287	A
Nunavut	3 183	A		F	157	A		F	3 386	A
Total - Canada	17 560 825	A	346 572	A	281 053	A	80 008	A	18 268 458	A

THE SYMBOL BESIDE EACH ESTIMATE CLASSIFIES ITS QUALITY: A - EXCELLENT, B - VERY GOOD, C - GOOD, D - ACCEPTABLE, E - USE WITH CAUTION,
 F - TOO UNRELIABLE TO BE PUBLISHED, ... - NOT APPLICABLE, . - NOT AVAILABLE FOR ANY REFERENCE PERIOD.
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Estimates for Canada of the

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

Vehicle Model Year	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Later than 1999	3 417 922	B	56 863	B	62 020	B	13 444	B	3 550 248	B
1997 - 1999	3 677 071	B	53 852	B	61 059	B	17 745	B	3 809 727	A
1993 - 1996	4 220 063	A	41 141	C	56 508	C	21 617	B	4 339 329	A
1989 - 1992	3 708 863	A	50 443	C	26 243	D	15 052	D	3 800 602	A
Earlier than 1989	2 536 907	B	144 272	B	75 223	B	12 150	D	2 768 552	A
Total	17 560 825	A	346 572	A	281 053	A	80 008	A	18 268 458	A

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Estimates for Canada of the

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

Vehicle Body Type	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Car	10 005 173	A	...	...	...	...	...	...	10 005 173	A
Station wagon	450 430	D	...	...	...	...	...	...	450 430	D
Van	2 391 484	B	20 449	E	...	...	F	...	2 417 432	B
Sport utility vehicle	1 395 835	B	...	...	...	...	...	...	1 395 835	B
Pickup	3 175 678	B	94 324	B	...	F	...	F	3 271 608	B
Straight truck	...	F	200 270	A	99 464	B	...	F	409 051	C
Tractor trailer	...	...	11 555	E	178 688	A	...	...	190 243	A
Bus	...	F	...	F	73 761	A	98 691	D
Other	...	F	14 006	E	...	F	F
Total	17 560 825	A	346 572	A	281 053	A	80 008	A	18 268 458	A

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Estimates for Canada of the

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

Fuel Type	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Gasoline	17 193 362	A	145 610	B	13 595	E	18 126	C	17 370 694	A
Diesel	345 805	D	192 131	A	267 065	A	58 850	A	863 852	B
Other		F		F		F	3 032	E		F
Total	17 560 825	A	346 572	A	281 053	A	80 008	A	18 268 458	A

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Estimates of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Jurisdiction										
Newfoundland and Labrador	1 111.8	B	13.8	E	36.4	D		F	1 162.3	B
Prince Edward Island	388.1	B		F	7.8	E		F	398.6	B
Nova Scotia	2 551.6	B	32.3	E	111.2	D		F	2 696.4	B
New Brunswick	2 039.9	B	24.8	E	38.5	E	9.5	E	2 112.8	B
Quebec	19 346.8	B	324.2	C	981.8	B	66.3	D	20 719.1	B
Ontario	31 603.2	B	430.1	D	2 309.2	B	107.3	E	34 449.8	B
Manitoba	2 140.1	B	69.0	D	358.9	C	5.7	E	2 573.7	B
Saskatchewan	2 656.3	B	43.7	E	317.8	E	8.1	E	3 026.0	B
Alberta	8 437.7	B	271.3	D	863.1	C	50.4	E	9 622.5	B
British Columbia	10 937.4	B	227.8	D	85.6	D		F	11 268.3	B
Yukon Territory	103.0	B	4.4	D	40.5	E		F	150.0	B
Northwest Territories	79.6	B	4.0	E	29.1	D		F	113.0	B
Nunavut	12.3	E		F		F		F	13.0	E
Total - Canada	81 407.7	A	1 448.2	B	5 180.5	B	269.0	C	88 305.4	A

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Estimates of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Jurisdiction										
Newfoundland and Labrador	2 163.2	D	16.9	E		F		F	2 225.9	C
Prince Edward Island	702.3	C		F		F		F	720.2	C
Nova Scotia	4 518.9	C	37.7	E	125.1	E		F	4 708.0	C
New Brunswick	3 445.4	C	30.4	E		F		F	3 727.8	C
Quebec	29 446.2	C	362.5	E	1 165.7	E	981.6	E	31 956.1	C
Ontario	51 923.8	B		F	2 548.2	D		F	56 066.8	B
Manitoba	4 122.7	D	75.3	D	457.1	D		F	4 723.4	D
Saskatchewan	4 799.1	C	55.7	E		F	176.0	E	5 379.6	C
Alberta	17 315.9	D	373.3	E	1 014.7	D		F	19 126.1	D
British Columbia	19 350.9	C		F	101.3	E		F	20 092.5	C
Total - Provinces	137 788.3	B	2 058.7	D	5 861.0	C	3 018.3	D	148 726.3	B

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Estimates for Canada of

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

Vehicle Model Year	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Later than 1999	21 548.7	B	489.6	D	2 036.0	C	70.1	E	24 144.4	B
1997 - 1999	21 230.3	B	428.2	C	1 811.1	C	71.8	D	23 541.4	B
1993 - 1996	18 856.0	B	172.5	E	926.6	D	60.7	E	20 015.8	B
1989 - 1992	13 289.2	B	136.1	D	145.2	E	44.0	E	13 614.4	B
Earlier than 1989	6 483.6	B	221.8	E	261.6	E		F	6 989.4	B
Total	81 407.7	A	1 448.2	B	5 180.5	B	269.0	C	88 305.4	A

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Estimates of the Provincial Total of

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

Vehicle model year	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Later than 1999	38 384.7	C		F	2 336.7	D		F	42 323.2	C
1997 - 1999	35 389.9	C	541.0	D	2 080.5	E	875.9	E	38 887.4	C
1993 - 1996	32 310.4	C		F		F	620.6	E	34 190.1	C
1989 - 1992	21 907.8	D	189.3	E		F		F	22 837.2	C
Earlier than 1989		F		F	283.8	E		F		F
Total	137 788.3	B	2 058.7	D	5 861.0	C	3 018.3	D	148 726.3	B

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Estimates for Canada of

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

Vehicle Body Type	Vehicle Type											
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total			
Car	45 419.9	B	...	...	...	...	...	...	45 419.9	B
Station wagon	2 811.5	E	...	...	...	...	...	...	2 811.5	E
Van	11 866.6	B		F	...	...	F		12 060.3	B
Sport utility vehicle	5 894.0	C	...	...	...	...	...	...	5 894.0	C
Pickup	13 839.0	B		380.8	D		F		14 225.4	B		
Straight truck		F		803.3	B		715.4	C		F		
Tractor trailer		...		F			4 459.7	B		4 525.6	B	
Bus		F		F			...	243.8	C	294.0	D	
Other		F		F		F		...		F		
Total	81 407.7	A		1 448.2	B		5 180.5	B	269.0	C	88 305.4	A

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Estimates of the Provincial Total of

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

Vehicle Body Type	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Car	75 649.9	B	...	...	...	...	...	...	75 649.9	B
Station wagon		F	...	...	...	...	...	...		F
Van	23 190.5	C		F	...	...	F		23 565.9	C
Sport utility vehicle	10 662.4	D		...	...	...	...		10 662.4	D
Pickup	21 555.9	C		F		F		...	22 191.6	C
Straight truck		F	1 037.9	D	796.1	D		...		F
Tractor trailer		...		F	5 058.0	C		...	5 136.4	C
Bus		F		F		...	2 907.1	E	3 001.0	E
Other		F		F		F		...		F
Total	137 788.3	B	2 058.7	D	5 861.0	C	3 018.3	D	148 726.3	B

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Estimates for Canada of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Fuel Type										
Gasoline	78 724.7	A	278.2	D		F	36.4	E	79 053.9	A
Diesel		F	1 134.5	B	5 165.2	B	229.4	C	9 138.7	C
Other		F		F		F		F		F
Total	81 407.7	A	1 448.2	B	5 180.5	B	269.0	C	88 305.4	A

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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 - 15t		Trucks 15t or more		Buses		Total	
Gasoline	134 108.7	B		F		F	306.4	E	134 893.6	B
Diesel		F	1 554.7	D	5 843.3	C	2 637.9	E	13 617.0	C
Other		F		F		F		F		F
Total	137 788.3	B	2 058.7	D	5 861.0	C	3 018.3	D	148 726.3	B

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Day of the Week										
Sunday	9 729.7	B	55.7	E	235.8	D	9.9	E	10 031.0	B
Monday	11 860.7	B		F	971.4	D	41.6	D	13 146.0	B
Tuesday	11 834.0	B	269.0	C	993.4	C	40.9	C	13 137.2	B
Wednesday	11 928.3	B	265.3	C	982.0	C	49.7	C	13 225.4	B
Thursday	12 788.4	B	282.0	C	963.0	C	50.6	C	14 084.0	B
Friday	14 004.2	B	223.2	C	792.7	C	54.9	C	15 075.0	B
Saturday	9 067.7	B	72.1	D	172.0	D	19.0	E	9 330.8	B
Total	81 212.9	A	1 439.7	B	5 110.3	B	266.6	C	88 029.4	A

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Estimates of the Provincial Total of

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

Day of the Week	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Sunday	18 027.5	B		F	259.0	D		F	18 420.0	B
Monday	20 873.9	C		F	1 083.3	D	396.9	E	22 781.6	C
Tuesday	19 959.2	C	389.9	E	1 106.5	C	449.4	D	21 905.0	B
Wednesday	19 243.1	B	356.5	C	1 138.1	D	486.2	D	21 223.9	B
Thursday	20 314.2	B	363.5	C	1 107.6	C	543.8	D	22 329.1	B
Friday	22 397.7	B	324.0	C	980.1	D	738.6	E	24 440.4	B
Saturday	16 972.8	B	121.9	E	186.3	D		F	17 626.3	B
Total	137 788.3	B	2 058.7	D	5 861.0	C	3 018.3	D	148 726.3	B

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 ALL PASSENGER-KM ESTIMATES EXCLUDE URBAN TRANSIT BUSES AND THE TERRITORIES.

Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Age of Driver										
Under 20 years	1 562.9	E		F		F		F	1 574.0	D
20 - 24 years	4 281.1	E	63.4	E		F		F	4 425.3	E
25 - 34 years	12 722.7	D	259.4	E	846.1	E	18.4	E	13 846.6	C
35 - 44 years	22 005.9	C	522.2	D	2 127.9	D	82.1	E	24 738.1	B
45 - 54 years	18 840.2	B		F	1 186.3	D	122.8	D	20 535.0	B
55 - 64 years	13 116.4	C	167.2	E	852.4	D	39.3	E	14 175.3	C
65 years and over	8 683.7	C	31.4	E		F		F	8 735.0	C
Total	81 212.9	A	1 439.7	B	5 110.3	B	266.6	C	88 029.4	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Age of Driver										
Under 20 years	2 401.4	E		F		F		F	2 430.2	E
20 - 24 years		F		F		F		F		F
25 - 34 years		F	365.5	E	954.7	E		F	24 787.8	D
35 - 44 years	36 705.3	B	750.9	D		F	527.7	E	40 497.4	B
45 - 54 years	32 463.5	C		F	1 299.4	D	1 708.9	E	36 091.8	B
55 - 64 years	21 183.7	D	188.4	E	979.4	E		F	22 935.2	D
65 years and over	14 847.1	C		F		F		F	14 986.2	C
Total	137 788.3	B	2 058.7	D	5 861.0	C	3 018.3	D	148 726.3	B

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Sex of Driver										
Male	54 982.3	B	1 355.2	B	4 942.7	C	223.7	C	61 503.9	B
Female	26 230.6	B		F		F	42.8	E	26 525.5	B
Total	81 212.9	A	1 439.7	B	5 110.3	B	266.6	C	88 029.4	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Sex of Driver										
Male	97 045.3	B	1 904.9	C	5 578.7	C	2 437.3	E	106 966.2	B
Female	40 743.0	B		F		F	581.0	E	41 760.1	B
Total	137 788.3	B	2 058.7	D	5 861.0	C	3 018.3	D	148 726.3	B

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Estimates of the Provincial Total of

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

Time of Day	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
00:00 - 05:59		F	45.7	E	540.3	D		F	2 598.8	C
06:00 - 11:59	27 402.3	B	597.2	B	1 910.5	B	118.9	C	30 029.0	B
12:00 - 17:59	36 219.8	B	617.3	C	1 756.0	B	105.8	C	38 698.9	B
18:00 - 23:59	15 591.1	B		F	903.5	D	28.6	E	16 702.7	B
Total	81 212.9	A	1 439.7	B	5 110.3	B	266.6	C	88 029.4	A

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Estimates of the Provincial Total of

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

Time of Day	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
00:00 - 05:59		F		F	635.6	D		F		F
06:00 - 11:59	43 813.0	B	823.0	C	2 174.1	C	1 313.6	D	48 123.7	B
12:00 - 17:59	61 299.3	B	888.8	D	2 005.3	C	1 405.4	E	65 598.9	B
18:00 - 23:59	30 107.4	B		F	1 046.0	D		F	31 718.3	B
Total	137 788.3	B	2 058.7	D	5 861.0	C	3 018.3	D	148 726.3	B

THE SYMBOL BESIDE EACH ESTIMATE CLASSIFIES ITS QUALITY: A - EXCELLENT, B - VERY GOOD, C - GOOD, D - ACCEPTABLE, E - USE WITH CAUTION,
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 ALL PASSENGER-KM ESTIMATES EXCLUDE URBAN TRANSIT BUSES AND THE TERRITORIES.

Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Carrying Dangerous Goods										
Declared - yes		...		F	565.5	E		...	661.0	E
Declared - no	81 212.9	B	1 344.1	C	4 544.8	C	266.6	C	87 368.4	A
Total	81 212.9	A	1 439.7	B	5 110.3	B	266.6	C	88 029.4	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Carrying Dangerous Goods										
Declared - yes		...		F	646.3	E		...	754.0	E
Declared - no	137 788.3	B	1 951.0	D	5 214.7	C	3 018.3	D	147 972.3	B
Total	137 788.3	B	2 058.7	D	5 861.0	C	3 018.3	D	148 726.3	B

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Estimates of the Provincial Total of

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

Type of Day	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Weekends and Holidays	21 199.8	A		F	609.6	D	28.7	E	22 069.7	A
Weekdays	60 013.1	A	1 208.0	B	4 500.7	B	237.9	C	65 959.7	A
Total	81 212.9	A	1 439.7	B	5 110.3	B	266.6	C	88 029.4	A

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Estimates of the Provincial Total of

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

Type of Day	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Weekends and Holidays	39 141.5	B		F	663.7	D		F	40 578.5	B
Weekdays	98 646.8	B	1 689.3	C	5 197.3	C	2 614.4	D	108 147.8	B
Total	137 788.3	B	2 058.7	D	5 861.0	C	3 018.3	D	148 726.3	B

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Estimates of the Provincial Total of

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

Road Type	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Road with posted maximum speed of 80km/h or more	46 650.8	B	601.9	C	3 231.1	C	78.1	E	50 561.9	B
Other roads	34 562.1	A	837.8	C	1 879.2	C	188.5	C	37 467.5	A
Total	81 212.9	A	1 439.7	B	5 110.3	B	266.6	C	88 029.4	A

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Estimates of the Provincial Total of

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

Road Type	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Road with posted maximum speed of 80km/h or more	82 617.8	B	855.9	D	3 709.3	C	1 346.8	E	88 529.7	B
Other roads	55 170.6	B		F	2 151.7	C	1 671.5	D	60 196.6	A
Total	137 788.3	B	2 058.7	D	5 861.0	C	3 018.3	D	148 726.3	B

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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		F
5-14 years	10 974.7	C
15 years and over	122 810.2	B
Total	137 788.3	B

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Estimates of the Provincial Total of

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

Trip Purpose	Estimates of			
	Passenger-km ('000 000)		Vehicle-km ('000 000)	
Scheduled urban	.		100.9	E
Scheduled intercity		F		F
School	1 806.3	E	92.8	C
Charter		F		F
Other		F	33.0	E
Total	3 018.3	D	266.6	C

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Estimates of Provincial Total for

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

Trip Purpose	Vehicle Group					
	Car and Station wagon		Other below 4.5t		Total	
To go home	15 964.7	B	8 531.2	B	24 495.8	B
To go to work or school	6 789.6	C	5 277.5	C	12 067.1	B
To do shopping or errands	7 985.1	B	5 328.8	C	13 313.9	B
To go to a recreational or social activity	7 555.6	C	3 401.5	C	10 957.1	B
To go somewhere else	8 226.9	D	5 170.9	D	13 397.9	C
(Job) picking up or delivering goods		F		F		F
(Job) to or from service call		F		F	1 505.6	E
(Job) other work purpose	734.0	E	1 524.2	E	2 258.2	D
Total	48 177.0	B	33 036.0	B	81 212.9	A

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Estimates of Provincial Total for

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

Trip Purpose	Vehicle Group					
	Car and Station wagon		Other below 4.5t		Total	
To go home	25 692.8	C	14 862.1	B	40 554.8	B
To go to work or school	7 617.7	B	6 361.9	C	13 979.6	B
To do shopping or errands	13 077.8	B	10 275.5	D	23 353.3	B
To go to a recreational or social activity	15 942.3	C	7 639.0	C	23 581.3	C
To go somewhere else	16 351.7	E	11 589.8	D	27 941.5	C
(Job) picking up or delivering goods		F		F		F
(Job) to or from service call		F		F		F
(Job) other work purpose		F		F		F
Total	80 498.6	B	57 289.7	B	137 788.3	B

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Estimates of Provincial Total for

Trucks 4.5t or more: Vehicle-km ('000 000) by Vehicle Group and Trip Purpose

		Vehicle Type			
		Trucks 4.5t - 15t		Trucks 15t or more	
Vehicle Group	Trip Purpose				
Straight truck	Driving to or from service call	149.8	E		F
	Carrying goods or equipment	748.1	D	527.6	D
	Empty		F	152.1	E
	Other work purpose		F		F
	Non work purpose		F		F
	Total	1 373.7	B	720.7	C
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	3 568.1	C
	Empty		F		F
	Other work purpose		...		F
	Non work purpose		F		F
	Total		F	4 389.6	B
Total	Driving to or from service call	162.3	D	63.1	E
	Carrying goods or equipment	780.2	C	4 095.7	C
	Empty	104.1	E	853.5	D
	Other work purpose		F		F
	Non work purpose	240.9	E	64.9	E
	Total	1 439.7	B	5 110.3	B

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Estimates of Provincial Total for

Trucks 4.5t or more: Passenger-km ('000 000) by Vehicle Group and Trip Purpose

		Vehicle Type			
		Trucks 4.5t - 15t		Trucks 15t or more	
Vehicle Group	Trip Purpose				
Straight truck	Driving to or from service call		F		F
	Carrying goods or equipment		F	600.2	D
	Empty		F	154.7	E
	Other work purpose		F		F
	Non work purpose	372.9	E		F
	Total		F	802.7	D
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	4 128.0	C
	Empty		F		F
	Other work purpose		...		F
	Non work purpose		F	53.4	E
	Total		F	5 058.2	C
Total	Driving to or from service call	253.3	D	79.3	E
	Carrying goods or equipment	1 005.7	E	4 728.2	C
	Empty	122.4	E	945.0	D
	Other work purpose		F		F
	Non work purpose	389.6	E	71.8	E
	Total	2 058.7	D	5 861.0	C

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Estimates of Provincial Total for

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

		Vehicle Type									
		Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Type of Day	Time of Day										
Weekends and Holidays	00:00 - 05:59	501.6	D		F	50.6	E		F	557.7	C
	06:00 - 11:59	6 419.4	B		F	232.0	E	10.1	E	6 732.6	B
	12:00 - 17:59	9 306.7	B		F	183.9	D	10.7	E	9 589.2	B
	18:00 - 23:59	4 972.2	B		F	143.1	E		F	5 190.2	B
	Total	21 199.8	A		F	609.6	D	28.7	E	22 069.7	A
Weekdays	00:00 - 05:59	1 498.1	C	42.2	E	489.6	D		F	2 041.2	C
	06:00 - 11:59	20 982.9	B	526.1	B	1 678.6	B	108.8	C	23 296.4	A
	12:00 - 17:59	26 913.1	B	529.4	C	1 572.0	C	95.1	C	29 109.7	B
	18:00 - 23:59	10 618.9	B	110.4	E	760.4	D	22.7	E	11 512.5	B
	Total	60 013.1	A	1 208.0	B	4 500.7	B	237.9	C	65 959.7	A
Total	00:00 - 05:59		F	45.7	E	540.3	D		F	2 598.8	C
	06:00 - 11:59	27 402.3	B	597.2	B	1 910.5	B	118.9	C	30 029.0	B
	12:00 - 17:59	36 219.8	B	617.3	C	1 756.0	B	105.8	C	38 698.9	B
	18:00 - 23:59	15 591.1	B		F	903.5	D	28.6	E	16 702.7	B
	Total	81 212.9	A	1 439.7	B	5 110.3	B	266.6	C	88 029.4	A

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Estimates of the Provincial Total of

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

		Vehicle Type									
		Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Type of Day	Time of Day										
Weekends and Holidays	00:00 - 05:59	691.4	E		F	57.5	E		F	760.0	D
	06:00 - 11:59	10 837.5	B		F	253.5	E		F	11 276.2	B
	12:00 - 17:59	17 151.3	B		F	197.2	D		F	17 694.5	B
	18:00 - 23:59	10 461.4	C		F	155.5	E		F	10 847.8	C
	Total	39 141.5	B		F	663.7	D		F	40 578.5	B
Weekdays	00:00 - 05:59		F		F	578.1	D		F		F
	06:00 - 11:59	32 975.5	B	709.7	C	1 920.6	C	1 241.7	D	36 847.5	B
	12:00 - 17:59	44 148.0	B	741.2	C	1 808.1	C	1 207.0	D	47 904.4	B
	18:00 - 23:59	19 646.0	B		F		F		F	20 870.6	B
	Total	98 646.8	B	1 689.3	C	5 197.3	C	2 614.4	D	108 147.8	B
Total	00:00 - 05:59		F		F	635.6	D		F		F
	06:00 - 11:59	43 813.0	B	823.0	C	2 174.1	C	1 313.6	D	48 123.7	B
	12:00 - 17:59	61 299.3	B	888.8	D	2 005.3	C	1 405.4	E	65 598.9	B
	18:00 - 23:59	30 107.4	B		F	1 046.0	D		F	31 718.3	B
	Total	137 788.3	B	2 058.7	D	5 861.0	C	3 018.3	D	148 726.3	B

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Estimates of the Provincial Total of

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

		Vehicle Type									
		Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Age of Driver	Sex of Driver										
Under 25 years	Male		F	71.6	E		F		F		F
	Female	2 096.5	E		F		F		F	2 099.0	E
	Total	5 844.0	E	73.9	E		F		F	5 999.4	E
25 - 55 years	Male	34 889.7	B	1 085.1	C	3 998.2	C	181.9	D	40 155.0	B
	Female	18 679.1	B		F		F	41.5	E	18 964.8	B
	Total	53 568.8	B	1 167.2	C	4 160.3	C	223.4	C	59 119.8	B
55 years and over	Male	16 345.1	C	198.5	D	863.9	D	41.1	E	17 448.6	C
	Female	5 455.0	C		F		F		F	5 461.7	C
	Total	21 800.1	B	198.5	D	869.5	D	42.2	E	22 910.3	B
Total	Male	54 982.3	B	1 355.2	B	4 942.7	C	223.7	C	61 503.9	B
	Female	26 230.6	B		F		F	42.8	E	26 525.5	B
	Total	81 212.9	A	1 439.7	B	5 110.3	B	266.6	C	88 029.4	A

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Estimates of the Provincial Total of

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

		Vehicle Type									
		Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Age of Driver	Sex of Driver										
Under 25 years	Male		F	84.1	E		F		F		F
	Female	3 139.4	E		F		F		F	3 143.6	E
	Total	9 230.2	E	86.3	E		F		F	9 428.0	E
25 - 55 years	Male	62 349.0	B	1 584.9	D	4 496.5	C	1 795.9	E	70 226.3	B
	Female	30 178.3	C		F		F	549.6	E	31 150.6	C
	Total	92 527.3	B	1 736.4	D	4 767.6	C	2 345.6	E	101 376.9	B
55 years and over	Male	28 605.4	C	235.9	E	988.5	E		F	30 455.5	C
	Female	7 425.4	D		F		F		F	7 465.9	D
	Total	36 030.8	C	236.0	D	999.6	E		F	37 921.4	C
Total	Male	97 045.3	B	1 904.9	C	5 578.7	C	2 437.3	E	106 966.2	B
	Female	40 743.0	B		F		F	581.0	E	41 760.1	B
	Total	137 788.3	B	2 058.7	D	5 861.0	C	3 018.3	D	148 726.3	B

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Estimates of the Provincial Total of

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

Fuel Type	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Gasoline	8 303.2	B	75.6	E		F	10.7	E	8 397.6	B
Diesel		F	306.5	D	2 025.3	C	66.9	D	2 841.5	C

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FOR FURTHER READING

Selected Publications from Statistics Canada

Catalogue

53-223-XIE	Canadian Vehicle Survey – Annual. English.
53-223-XIF	Canadian Vehicle Survey – Annual. French.
50-002-XIB	Surface and Marine Transport - Service Bulletin. Bilingual.
51-004-XIB	Aviation - Service Bulletin - Monthly. Bilingual.
51-203-XIB	Air Carrier Traffic at Canadian Airports - Annual. Bilingual.
51-204-XIE	Air Passenger Origin and Destination: Domestic Report - Annual. English.
51-204-XIF	Air Passenger Origin and Destination: Domestic Report - Annual. French.
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