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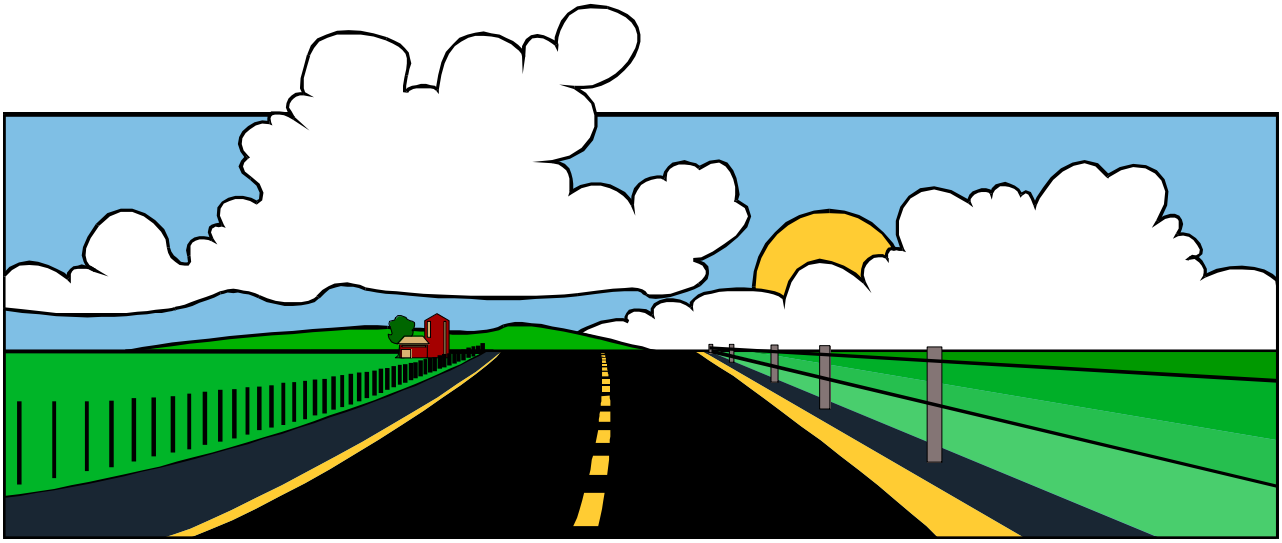
Canadian Vehicle Survey

Annual, 2001



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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:

.	*not available for any reference period.*
..	*not available for a specific reference period.*
...	*not applicable*
p	*preliminary*
r	*revised*
x	*suppressed to meet confidentiality requirements*
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 authors of this publication were **Adam Wronski** and **Wendy Christoff.**

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

LIST OF TABLES

HIGHLIGHTS

- On average, 17.4 million vehicles were in-scope for the Canadian Vehicle Survey during the year.

- Between January 1 and December 31, 2001, these vehicles travelled an estimated 310.2 billion kilometres.

- Vehicles with gross weight less than 4 500 kilograms were driven an average of 17 thousand kilometres while the largest of the trucks (trucks with gross weight 15 000 kilograms or more) were driven an average of 73 thousand 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 year 2001.

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 613-951-2486, e-mailing laroque@statcan.ca, or faxing: 613-951-0579.

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 each quarter of 2001was drawn from lists of motor vehicles with valid registrations in any province or territory available three months before the beginning of each quarter. Motorcycles, off-road vehicles (e.g., snowmobiles, dune buggies, amphibious vehicles) and special equipment (e.g., cranes, street cleaners, snowplows and backhoes) were excluded from the survey. This population differs from the population of interest; e.g., vehicles that were registered less than three month before the quarter began (or during the quarter) were not included in that quarter's sample.

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 most recent set of prepared lists was used to select the sample for each quarter of 2001. These sets of vehicle lists and the days within the respective quarter 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 sample of 19,157 vehicles was drawn for the ten provinces. Another 10,054 vehicles 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 have a unique VIN this is likely to cause some overcoverage and consequently overestimation.
- A vehicle that was registered and subsequently unregistered between two consecutive registration lists causes undercoverage.

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

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

5.3.2 Response errors

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

Few response errors were discovered during editing of the data.

5.3.3 Nonresponse errors

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

5.3.4 Processing errors

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

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

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

5.4 MEASURING QUALITY

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

5.4.1 Response rates

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

PROVINCES	Vehicle-kilometres and trip characteristics reported			Only vehicle-kilometres reported (trip characteristics imputed)			Vehicles out of scope	Contact made but no data
	All	0 km	Non 0 km	All	0 km	Non 0 km		
Light vehicles	38%	14%	24%	32%	5%	27%	4%	5%
Trucks 4.5t – 15t	32%	22%	10%	17%	5%	13%	7%	11%
Trucks 15t or more	38%	25%	14%	21%	5%	16%	7%	14%
Buses	37%	24%	13%	3%	0%	3%	6%	29%

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%	15%	7%	9%
Trucks 4.5t – 15t	N/A	N/A	N/A	12%	2%	10%	11%	9%
Trucks 15t or more	N/A	N/A	N/A	12%	1%	10%	11%	8%
Buses	N/A	N/A	N/A	11%	1%	11%	10%	6%

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

5.4.2 Relative imputation rates and percentage of vehicle days imputed

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

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

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

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

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

PROVINCES	Vehicle days reported			Vehicle days imputed		
	All	0 km	Non 0 km	All	0 km	Non 0 km
Light vehicles	54%	20%	34%	46%	7%	39%
Trucks 4.5t – 15t	65%	45%	20%	35%	10%	25%
Trucks 15t or more	64%	41%	23%	36%	9%	27%
Buses	92%	60%	32%	8%	0%	8%

TERRITORIES	Vehicle km reported			Vehicle km imputed		
	All	0 km	Non 0 km	All	0 km	Non 0 km
Light vehicles	100%	3%	97%	N/A	N/A	N/A
Trucks 4.5t – 15t	100%	16%	84%	N/A	N/A	N/A
Trucks 15t or more	100%	9%	91%	N/A	N/A	N/A
Buses	100%	6%	94%	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

The following changes may affect comparability with the annual 2000 estimates:

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 decrease.

Beginning with Quarter 1, 2001:

- Previously, records with duplicate Vehicle Identification Numbers (VIN) within and among registration lists of each jurisdiction were removed, leaving only the record that had been updated most recently. Starting in 2001, records were checked for duplicate VIN's within each jurisdiction's 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).

Beginning with Quarter 3, 2000:

- 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.

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	241 926	3 960	2 772	1 291	249 949
Prince Edward Island	72 560	1 913	2 529	54	77 056
Nova Scotia	518 473	9 734	7 022	1 863	537 091
New Brunswick	433 601	10 300	3 918	2 717	450 536
Quebec	3 856 621	54 682	30 094	14 904	3 956 301
Ontario	6 443 518	80 039	102 048	24 867	6 650 471
Manitoba	592 212	9 862	12 156	3 537	617 767
Saskatchewan	613 623	46 054	24 422	3 829	687 929
Alberta	1 998 768	107 433	66 938	12 324	2 185 463
British Columbia	2 245 015	61 572	13 646	8 452	2 328 685
Yukon Territory	17 753	989	699	163	19 604
Northwest Territories	18 090	549	764	76	19 479
Nunavut	2 646	252	130	16	3 043
Total - Canada	17 054 805	387 337	267 137	74 092	17 783 371

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

	Jurisdiction													
	Newfoundland and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory	Northwest Territories	Nunavut	TOTAL
Vehicle model year														
Earlier then 1984	4 726	2 919	20 299	13 589	81 404	213 883	46 329	83 682	209 205	211 430	2 416	1 608	143	891 637
1984	1 685	1 183	6 520	5 803	34 122	63 887	12 753	17 992	44 146	49 883	494	355	46	238 876
1985	2 603	1 614	8 961	8 036	55 464	101 999	17 013	21 016	57 342	63 450	573	478	77	338 633
1986	3 938	2 109	12 887	11 157	85 436	154 319	23 723	27 935	79 181	92 294	869	576	68	494 497
1987	5 636	2 980	17 014	14 979	123 700	204 151	23 295	24 319	70 883	95 306	879	509	103	583 761
1988	11 061	4 534	25 094	22 735	189 087	302 927	29 555	29 777	93 716	115 016	1 102	793	136	825 538
1989	13 597	5 016	28 102	25 475	206 801	348 085	30 381	30 349	100 547	127 798	1 146	870	145	918 315
1990	13 886	5 413	30 209	26 667	224 999	361 667	33 483	31 974	107 438	140 318	1 178	889	144	978 271
1991	14 930	4 885	30 177	26 577	237 054	364 097	35 111	33 209	107 947	136 866	1 036	857	169	992 922
1992	15 913	5 486	33 330	29 635	269 210	397 540	36 189	33 643	105 246	138 622	1 036	755	159	1 066 767
1993	16 980	5 237	32 522	26 746	244 847	381 230	32 831	30 766	96 430	127 685	1 020	784	162	997 246
1994	17 099	5 183	33 534	27 066	233 283	381 085	32 074	32 699	100 854	121 517	998	927	176	986 500
1995	15 952	5 262	34 123	27 702	248 002	410 482	34 755	34 652	106 828	124 477	1 034	976	173	1 044 424
1996	12 157	4 196	28 515	22 495	198 327	340 492	30 209	28 715	89 981	98 395	760	793	137	855 178
1997	16 298	4 736	35 034	27 268	248 151	435 642	39 272	37 438	122 452	125 443	1 080	1 222	187	1 094 227
1998	19 120	4 090	37 900	30 771	277 759	471 557	39 467	36 438	135 146	124 153	939	1 280	177	1 178 801
1999	20 595	2 890	36 130	29 527	295 315	490 714	34 562	27 594	118 382	115 345	872	1 448	161	1 173 540
2000	23 631	3 136	41 506	35 796	354 344	597 112	37 389	30 399	136 793	132 708	308	1 709	153	1 394 990
2001	11 525	1 540	24 598	19 818	230 079	387 074	22 327	18 987	105 994	95 436	3	1 172	109	918 669
2002	569	141	2 010	1 745	19 187	35 564	1 485	2 030	10 247	8 862	0	79	11	81 934
2003	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Unknown	14	0	0	4	41	0	0	0	0	0	0	0	0	61
TOTAL	241 925	72 559	518 472	433 600	3 856 620	6 443 516	592 211	613 622	1 998 767	2 245 015	17 753	18 089	2 645	17 054 798

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

	Jurisdiction													
	Newfoundland and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory	Northwest Territories	Nunavut	TOTAL
Vehicle model year														
Earlier then 1984	655	931	2 408	876	9 758	6 112	2 485	30 833	37 179	11 736	360	86	40	103 464
1984	112	68	249	116	1 386	1 038	232	604	1 751	1 001	30	22	3	6 618
1985	149	80	326	187	2 071	1 718	335	655	2 368	1 334	37	21	6	9 292
1986	177	89	369	228	2 313	2 343	425	773	2 850	1 873	32	19	12	11 507
1987	182	85	433	235	2 914	2 841	363	602	1 867	1 723	27	11	17	11 305
1988	278	91	502	299	3 729	3 884	414	672	3 357	2 449	46	20	18	15 765
1989	222	95	513	285	2 930	3 680	407	576	3 323	2 752	49	27	14	14 878
1990	238	70	496	293	3 036	4 017	511	692	3 661	3 062	50	36	16	16 182
1991	208	47	350	294	2 042	2 779	441	617	3 530	2 375	36	22	9	12 756
1992	170	37	320	359	1 792	2 849	382	603	3 201	2 404	36	22	9	12 189
1993	179	44	352	521	1 959	3 456	388	849	3 443	2 803	23	17	9	14 050
1994	204	49	347	576	2 408	4 297	397	844	4 318	3 143	44	22	13	16 666
1995	257	53	541	674	3 147	5 364	569	1 022	4 808	3 715	40	37	27	20 260
1996	140	24	332	578	1 965	3 869	412	653	3 595	2 641	29	18	9	14 269
1997	173	33	406	691	2 105	5 316	491	944	5 707	3 563	42	36	14	19 525
1998	129	18	477	909	2 671	5 530	422	972	5 323	3 073	30	21	11	19 593
1999	198	44	560	1 247	3 617	8 348	502	1 399	5 564	4 266	56	41	8	25 856
2000	179	29	465	978	2 840	7 203	356	1 480	5 493	3 824	13	37	5	22 909
2001	89	17	260	872	1 675	5 006	299	1 175	5 685	3 516	0	24	1	18 624
2002	7	1	18	72	310	380	22	80	400	310	0	2	0	1 605
2003	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	4	0	0	0	3	0	0	0	0	0	0	0	0	7
TOTAL	3 959	1 912	9 732	10 299	54 681	80 038	9 861	46 053	107 432	61 571	989	548	251	387 330

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

	Jurisdiction													
	Newfoundland and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory	Northwest Territories	Nunavut	TOTAL
Vehicle model year														
Earlier then 1984	272	856	883	478	713	4 418	1 280	6 682	16 688	2 466	150	133	16	35 038
1984	73	137	130	134	232	1 101	214	491	968	248	7	19	2	3 762
1985	98	139	207	158	392	1 829	309	677	1 656	311	24	21	0	5 828
1986	107	179	206	181	475	2 546	364	785	1 896	441	18	15	0	7 220
1987	135	200	302	268	759	3 475	410	781	1 665	513	15	12	3	8 543
1988	174	179	330	245	994	3 747	414	862	2 293	583	26	20	0	9 871
1989	185	125	324	206	807	3 951	404	721	2 157	536	27	30	1	9 479
1990	112	107	218	232	772	3 726	362	714	2 353	911	31	26	3	9 571
1991	114	61	143	134	453	2 373	214	489	1 817	497	17	25	9	6 351
1992	94	34	162	98	639	2 406	274	464	1 515	669	35	23	6	6 426
1993	89	46	228	162	1 010	3 557	470	698	2 057	631	21	20	1	8 994
1994	144	65	353	183	1 847	5 170	697	901	3 166	759	27	42	5	13 363
1995	191	99	516	263	2 650	8 575	824	1 080	3 894	820	30	61	14	19 023
1996	150	57	385	173	1 866	6 204	785	826	3 032	740	47	49	8	14 327
1997	134	26	302	162	1 913	6 235	706	839	3 614	806	45	49	5	14 842
1998	200	51	551	197	3 512	10 304	1 145	1 561	5 154	753	65	57	12	23 568
1999	178	68	636	258	3 862	11 764	1 224	2 240	4 320	712	53	54	24	25 398
2000	211	66	757	232	4 441	13 035	1 326	2 473	4 449	649	49	56	8	27 757
2001	87	24	327	123	2 356	6 615	643	1 048	3 633	498	2	37	4	15 403
2002	12	1	52	22	386	1 005	81	81	601	92	0	5	0	2 346
2003	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	3	0	0	0	6	0	0	0	0	0	0	0	0	10
TOTAL	2 771	2 528	7 021	3 916	30 093	102 047	12 154	24 421	66 937	13 645	698	763	129	267 129

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

	Jurisdiction													
	Newfoundland and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory	Northwest Territories	Nunavut	TOTAL
Vehicle model year														
Earlier then 1984	34	15	122	711	520	1 332	297	489	2 347	970	38	7	4	6 892
1984	2	0	24	139	176	165	66	139	219	127	6	3	0	1 070
1985	5	1	33	109	204	352	224	183	308	130	2	1	4	1 560
1986	15	3	62	124	216	372	156	192	359	186	3	0	0	1 691
1987	118	3	70	130	194	668	168	351	445	224	2	4	0	2 380
1988	188	1	107	158	366	1 003	248	226	556	325	10	2	0	3 194
1989	184	1	87	118	713	1 250	178	240	651	438	6	2	0	3 872
1990	149	1	129	187	893	1 715	138	273	680	456	10	2	0	4 638
1991	131	0	129	76	990	1 586	200	215	581	551	5	1	0	4 469
1992	121	2	75	82	983	1 531	192	173	596	426	3	0	0	4 189
1993	48	0	101	97	836	1 280	178	180	556	361	2	1	0	3 645
1994	25	0	51	38	1 322	1 128	247	113	405	416	9	1	0	3 759
1995	27	0	184	157	858	1 596	176	121	528	544	12	0	0	4 208
1996	23	2	70	19	1 103	1 747	171	145	436	593	14	0	0	4 326
1997	46	0	105	125	1 054	1 466	157	145	688	392	16	2	0	4 202
1998	35	0	190	188	969	1 812	194	170	715	672	6	2	0	4 957
1999	59	0	98	90	1 279	2 234	229	208	781	560	4	20	1	5 568
2000	53	12	177	97	1 146	2 276	201	142	801	641	6	8	1	5 567
2001	21	8	39	64	927	1 234	59	83	626	411	0	13	0	3 491
2002	0	0	0	0	146	109	49	33	35	21	0	0	0	397
2003	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	2	0	0	0	0	0	0	0	0	0	2
TOTAL	1 290	53	1 862	2 716	14 903	24 866	3 536	3 828	12 323	8 451	162	75	15	74 086

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

Estimates of the

Number of Vehicles in Scope by Type of Vehicle and Jurisdiction

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Jurisdiction										
Newfoundland and Labrador	235 439	A	3 615	A	2 522	A	1 236	A	242 813	A
Prince Edward Island	72 376	A	1 655	A	2 328	A	57	A	76 416	A
Nova Scotia	510 159	A	7 908	A	6 957	A	1 838	A	526 862	A
New Brunswick	427 202	A	7 678	A	3 838	A	1 581	B	440 299	A
Quebec	3 788 810	A	48 953	A	29 191	A	14 126	A	3 881 081	A
Ontario	6 326 390	A	72 162	A	97 833	A	24 017	A	6 520 401	A
Manitoba	579 123	A	8 568	A	11 816	A	3 474	A	602 982	A
Saskatchewan	612 103	A	43 780	A	21 649	A	3 581	A	681 113	A
Alberta	1 974 115	A	81 952	A	62 836	A	11 955	A	2 130 857	A
British Columbia	2 226 189	A	52 203	A	12 860	A	8 090	A	2 299 341	A
Yukon Territory	17 575	A	750	A	716	A	162	B	19 202	A
Northwest Territories	18 281	A	571	C	1 008	A	69	A	19 929	A
Nunavut	2 774	A	249	C	93	A	8	B	3 124	A
Total - Canada	16 790 536	A	330 043	A	253 648	A	70 195	A	17 444 421	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.
DUE TO ROUNDING THE NUMBERS MAY NOT ADD UP AND MAY DIFFER SLIGHTLY AMONG THE TABLES.

Estimates for Canada of the

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Vehicle Model Year										
Later than 1998	3 096 661	A	51 616	A	60 910	A	10 654	B	3 219 841	A
1996 - 1998	3 281 393	A	47 658	A	53 251	A	15 891	B	3 398 193	A
1992 - 1995	4 433 812	A	52 696	B	48 508	A	15 165	B	4 550 181	A
1988 - 1991	3 756 956	A	49 100	B	37 296	B	16 762	A	3 860 113	A
Earlier than 1988	2 221 713	A	128 973	A	53 683	B	11 722	B	2 416 093	A
Total	16 790 536	A	330 043	A	253 648	A	70 195	A	17 444 421	A

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

Estimates for Canada of the

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Vehicle Body Type										
Car	10 168 489	A		F		F		...	10 169 651	A
Station wagon	375 557	B		...		...		...	375 557	B
Van	2 349 540	A	20 183	C		...	5 928	C	2 375 652	A
Sport utility vehicle	1 272 544	A		F		...		...	1 273 872	A
Pickup	2 530 224	A	86 130	B	5 070	E		F	2 621 512	A
Straight truck	76 506	D	202 337	A	94 287	A		...	373 130	A
Tractor trailer		F	10 912	C	152 365	A		F	163 392	A
Bus		F		F		...	64 141	A	69 295	A
Other		F	8 068	E		F		...	22 361	E
Total	16 790 536	A	330 043	A	253 648	A	70 195	A	17 444 421	A

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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 - 15t		Trucks 15t or more		Buses		Total	
Fuel Type										
Gasoline	16 298 227	A	148 685	A	12 008	D	11 648	B	16 470 569	A
Diesel	437 164	B	172 391	A	241 368	A	54 284	A	905 207	A
Other	55 145	E	8 966	D		F	4 263	C	68 645	D
Total	16 790 536	A	330 043	A	253 648	A	70 195	A	17 444 421	A

THE SYMBOL BESIDE EACH ESTIMATE CLASSIFIES ITS QUALITY: A - EXCELLENT, B - VERY GOOD, C - GOOD, D - ACCEPTABLE, E - USE WITH CAUTION,
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DUE TO ROUNDING THE NUMBERS MAY NOT ADD UP AND MAY DIFFER SLIGHTLY AMONG THE TABLES.

Estimates of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Jurisdiction										
Newfoundland and Labrador	4 299.9	B	120.8	E	164.2	C	22.6	D	4 607.6	B
Prince Edward Island	1 157.6	B	19.5	E	47.0	C		F	1 225.4	B
Nova Scotia	9 009.4	B	161.5	D	546.4	B	52.5	B	9 769.9	B
New Brunswick	7 775.8	B	172.5	C	127.8	C	33.0	C	8 109.1	A
Quebec	65 536.7	A	1 041.7	B	3 119.9	A	355.9	B	70 054.2	A
Ontario	105 100.2	A	1 916.1	B	8 202.3	A	724.4	B	115 943.0	A
Manitoba	9 669.3	B	200.6	C	1 332.1	B	60.1	B	11 262.0	B
Saskatchewan	11 131.2	B	477.5	C	986.5	C	68.3	B	12 663.6	B
Alberta	35 252.8	A	1 403.1	B	3 517.6	B	247.9	B	40 421.3	A
British Columbia	33 809.3	A	942.4	B	387.5	B	168.9	B	35 308.2	A
Yukon Territory	292.9	B	9.4	C	60.8	C	3.7	E	366.9	A
Northwest Territories	304.7	B	9.4	E	85.0	D		F	400.1	B
Nunavut	40.6	C	1.4	E		F		F	42.3	C
Total - Canada	283 380.4	A	6 476.0	A	18 577.2	A	1 739.9	A	310 173.4	A

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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 - 15t		Trucks 15t or more		Buses		Total	
Jurisdiction										
Newfoundland and Labrador	7 971.4	C		F		F	263.2	D	8 598.5	B
Prince Edward Island	1 780.1	B		F		F		F	1 895.1	B
Nova Scotia	15 305.5	B	229.0	E	594.7	D	1 468.4	D	17 597.6	B
New Brunswick	12 768.2	B	261.1	E	133.9	E	508.3	C	13 671.5	B
Quebec	101 052.9	B	1 310.5	C	3 362.9	C	5 018.1	D	110 744.3	B
Ontario	174 422.9	B		F	8 502.4	C	8 496.7	C	194 297.7	B
Manitoba	15 784.1	B	266.3	D	1 447.9	C	843.9	C	18 342.2	B
Saskatchewan	18 744.0	C	709.2	E	1 081.0	D	802.3	C	21 336.5	C
Alberta	58 389.5	B	2 064.7	D	3 993.7	C	2 614.3	D	67 062.2	B
British Columbia	54 405.6	B		F	419.3	C	2 763.6	D	58 951.4	B
Total - Provinces	460 624.1	A	9 295.9	C	19 760.7	B	22 816.3	B	512 497.0	A

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

Estimates for Canada of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Vehicle Model Year										
Later than 1998	72 606.5	A	1 975.7	B	7 925.7	B	293.4	C	82 801.3	A
1996 - 1998	61 356.3	A	1 627.4	B	5 995.5	B	578.5	B	69 557.7	A
1992 - 1995	75 293.5	A	1 344.8	C	2 941.1	B	335.6	C	79 915.0	A
1988 - 1991	51 707.5	A	742.5	C	1 169.7	D	300.9	B	53 920.6	A
Earlier than 1988	22 416.6	B	785.7	C	545.0	C	231.5	C	23 978.8	B
Total	283 380.4	A	6 476.0	A	18 577.2	A	1 739.9	A	310 173.4	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Vehicle model year										
Later than 1998	120 046.4	B		F	8 409.7	C	3 936.2	D	135 209.4	B
1996 - 1998	104 161.7	B	2 492.2	C	6 432.5	C	7 310.2	D	120 396.7	B
1992 - 1995	120 940.5	B		F	3 085.0	C	6 105.4	D	132 059.7	B
1988 - 1991	82 544.7	B	1 039.6	E	1 273.4	E	4 196.1	C	89 053.8	B
Earlier than 1988	32 930.7	C	1 018.1	E	560.1	E	1 268.5	E	35 777.5	C
Total	460 624.1	A	9 295.9	C	19 760.7	B	22 816.3	B	512 497.0	A

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

Estimates for Canada of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Vehicle Body Type										
Car	158 975.6	A		F		F		...	159 011.2	A
Station wagon	5 627.2	C		...		...		...	5 627.2	C
Van	46 255.7	B	648.9	D		...	90.4	E	46 995.0	B
Sport utility vehicle	24 514.4	B		F		...		...	24 543.2	B
Pickup	45 843.5	A	1 715.8	B		F		...	47 697.7	A
Straight truck	1 633.8	E	3 661.6	B	2 610.6	B		...	7 906.0	B
Tractor trailer		F	291.0	E	15 820.6	A		F	16 119.2	A
Bus		F		F		...	1 644.0	A	1 757.3	B
Other		F		F		F		...		F
Total	283 380.4	A	6 476.0	A	18 577.2	A	1 739.9	A	310 173.4	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Vehicle Body Type										
Car	248 315.6	B		F		F		...	248 376.7	B
Station wagon	10 089.2	E		...		...		...	10 089.2	E
Van	89 688.7	B	978.1	E		...		F	91 493.1	B
Sport utility vehicle	41 823.2	C		F		...		...	41 867.7	C
Pickup	66 432.1	B		F		F		...		F
Straight truck		F		F	2 960.0	D		...		F
Tractor trailer		F		F	16 617.2	B		F	17 052.6	B
Bus		F		F		...	21 984.7	B	22 170.0	B
Other		F		F		F		...		F
Total	460 624.1	A	9 295.9	C	19 760.7	B	22 816.3	B	512 497.0	A

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Estimates for Canada of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Fuel Type										
Gasoline	271 554.7	A	1 487.1	B	156.9	E	119.9	C	273 318.7	A
Diesel	10 922.1	C	4 864.7	A	18 420.0	A	1 508.4	A	35 715.1	A
Other	903.6	E	124.2	E		F	111.6	D	1 139.7	E
Total	283 380.4	A	6 476.0	A	18 577.2	A	1 739.9	A	310 173.4	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Fuel Type										
Gasoline	442 981.6	A	2 235.2	D		F	1 377.5	E	446 783.6	A
Diesel	16 159.3	D	6 906.0	C	19 570.9	B	20 077.2	B	62 713.4	B
Other		F		F		F	1 361.7	D	2 999.9	E
Total	460 624.1	A	9 295.9	C	19 760.7	B	22 816.3	B	512 497.0	A

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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	34 423.2	A	207.4	C	1 122.7	C	66.6	C	35 819.9	A
Monday	41 654.7	A	1 240.7	C	3 054.3	B	290.9	B	46 240.5	A
Tuesday	40 879.0	A	1 156.6	B	3 298.4	B	323.0	A	45 657.0	A
Wednesday	41 627.4	A	1 142.6	B	3 543.8	B	312.0	A	46 625.8	A
Thursday	43 485.7	A	1 233.3	B	3 312.6	B	341.1	A	48 372.8	A
Friday	44 571.8	A	1 100.9	C	2 933.9	B	311.4	B	48 917.9	A
Saturday	36 100.4	A	374.4	C	1 165.6	C	89.9	C	37 730.3	A
Total	282 742.3	A	6 455.7	A	18 431.3	A	1 734.8	A	309 364.2	A

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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 - 15t		Trucks 15t or more		Buses		Total	
Day of the Week										
Sunday	60 729.9	B		F	1 188.6	D	663.4	E	62 963.3	B
Monday	65 045.7	B	1 737.0	C	3 216.9	C	3 834.1	C	73 833.7	B
Tuesday	64 574.6	B	1 628.8	C	3 507.0	B	4 242.9	B	73 953.3	B
Wednesday	65 120.5	B	1 657.2	C	3 879.9	B	4 297.2	C	74 954.8	B
Thursday	67 537.9	B	1 831.5	C	3 606.0	B	4 662.4	B	77 637.8	A
Friday	71 380.8	B	1 523.8	C	3 086.3	B	4 369.6	C	80 360.4	B
Saturday	66 234.8	B	536.1	D	1 276.1	C	746.8	E	68 793.8	B
Total	460 624.1	A	9 295.9	C	19 760.7	B	22 816.3	B	512 497.0	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Age of Driver										
Under 20 years		F		F		F		F		F
20 - 24 years		F		F	801.5	E	10.0	E		F
25 - 34 years	43 475.3	B	1 556.4	C	3 384.9	C	222.9	C	48 639.5	B
35 - 44 years	74 264.1	B	1 856.4	C	6 690.7	C	548.9	B	83 360.1	A
45 - 54 years	75 576.9	B	1 832.1	C	5 127.6	C	579.7	B	83 116.3	B
55 - 64 years	40 658.4	B	450.1	D	2 241.2	C	323.5	B	43 673.2	B
65 years and over	28 521.7	B		F		F	49.5	E	28 901.3	B
Total	282 742.3	A	6 455.7	A	18 431.3	A	1 734.8	A	309 364.2	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		F		F		F		F		F
20 - 24 years		F	677.4	E	874.4	E		F		F
25 - 34 years	69 990.2	C	2 218.8	C	3 638.0	C	2 683.4	E	78 530.5	C
35 - 44 years	122 559.6	B	2 630.8	C	7 384.7	C	7 001.8	C	139 576.8	B
45 - 54 years	122 580.7	B	2 639.2	C	5 305.0	C	6 168.3	C	136 693.3	B
55 - 64 years	63 900.4	B		F	2 373.2	D	5 753.6	C	72 672.7	B
65 years and over	49 224.5	B		F		F		F	50 954.6	B
Total	460 624.1	A	9 295.9	C	19 760.7	B	22 816.3	B	512 497.0	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Sex of Driver										
Male	192 639.6	A	6 259.6	B	18 243.1	B	1 203.6	B	218 345.8	A
Female	90 102.7	A	196.2	E		F	531.3	B	91 018.3	A
Total	282 742.3	A	6 455.7	A	18 431.3	A	1 734.8	A	309 364.2	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	320 865.2	B	8 968.9	C	19 525.5	B	14 840.9	C	364 200.4	A
Female	139 758.9	B	327.0	E		F	7 975.4	C	148 296.6	B
Total	460 624.1	A	9 295.9	C	19 760.7	B	22 816.3	B	512 497.0	A

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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 - 15t		Trucks 15t or more		Buses		Total	
Time of Day										
00:00 - 05:59	8 562.7	B	249.5	D	2 070.0	C	60.5	D	10 942.7	B
06:00 - 11:59	91 067.8	A	2 951.5	C	6 317.7	B	726.9	A	101 063.9	A
12:00 - 17:59	123 730.1	A	2 783.7	B	6 653.2	B	752.1	A	133 919.0	A
18:00 - 23:59	59 381.6	A	471.0	D	3 390.4	B	195.4	C	63 438.5	A
Total	282 742.3	A	6 455.7	A	18 431.3	A	1 734.8	A	309 364.2	A

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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 - 15t		Trucks 15t or more		Buses		Total	
Time of Day										
00:00 - 05:59	12 308.6	B	369.2	E	2 192.2	C		F	15 630.9	B
06:00 - 11:59	139 288.6	A	4 162.1	C	6 770.8	B	9 755.7	B	159 977.2	A
12:00 - 17:59	206 670.0	B	4 002.0	C	7 164.5	B	10 459.0	B	228 295.5	A
18:00 - 23:59	102 356.9	B		F	3 633.3	C	1 840.6	E	108 593.3	A
Total	460 624.1	A	9 295.9	C	19 760.7	B	22 816.3	B	512 497.0	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Carrying Dangerous Goods										
Declared - yes		F	249.5	E	1 356.2	D		...	1 764.8	C
Declared - no	282 583.2	A	6 206.2	B	17 075.0	B	1 734.8	A	307 599.4	A
Total	282 742.3	A	6 455.7	A	18 431.3	A	1 734.8	A	309 364.2	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	287.4	E	1 412.5	D		...	1 887.7	C
Declared - no	460 436.2	A	9 008.5	C	18 348.2	B	22 816.3	B	510 609.3	A
Total	460 624.1	A	9 295.9	C	19 760.7	B	22 816.3	B	512 497.0	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Type of Day										
Weekends and Holidays	76 929.4	A	717.9	C	2 594.2	C	165.0	C	80 406.6	A
Weekdays	205 812.9	A	5 737.8	B	15 837.1	B	1 569.8	A	228 957.6	A
Total	282 742.3	A	6 455.7	A	18 431.3	A	1 734.8	A	309 364.2	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Type of Day										
Weekends and Holidays	138 431.7	B	1 140.1	D	2 790.3	C	1 561.0	E	143 923.2	B
Weekdays	322 192.4	A	8 155.8	C	16 970.4	B	21 255.3	B	368 573.8	A
Total	460 624.1	A	9 295.9	C	19 760.7	B	22 816.3	B	512 497.0	A

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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 Road Type

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Road Type										
Road with posted maximum speed of 80km/h or more	149 964.5	A	3 315.1	C	11 765.0	B	524.2	B	165 568.8	A
Other roads	132 777.8	A	3 140.6	C	6 666.3	B	1 210.6	B	143 795.4	A
Total	282 742.3	A	6 455.7	A	18 431.3	A	1 734.8	A	309 364.2	A

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Estimates of the Provincial Total of

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

	Vehicle Type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Road Type										
Road with posted maximum speed of 80km/h or more	252 695.6	B	4 738.0	C	12 528.1	B	9 930.1	C	279 891.8	B
Other roads	207 928.5	A	4 557.9	C	7 232.6	C	12 886.2	B	232 605.2	A
Total	460 624.1	A	9 295.9	C	19 760.7	B	22 816.3	B	512 497.0	A

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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	15 580.5	C
5-14 years	29 842.6	B
15 years and over	415 200.9	A
Total	460 624.1	A

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Estimates of the Provincial Total of

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

	Estimates of			
	Passenger-km ('000 000)		Vehicle-km ('000 000)	
Trip Purpose				
Scheduled urban		.	620.5	C
Scheduled intercity		F	97.0	E
School	15 396.5	B	790.7	B
Charter	4 659.5	E	137.6	E
Other	773.1	E	89.1	D
Total	22 816.3	B	1 734.8	A

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Estimates of Provincial Total for

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

	Vehicle Group					
	Car and Station wagon		Other below 4.5t		Total	
Trip Purpose						
To go home	48 339.0	A	29 795.6	B	78 134.6	A
To go to work or school	29 791.2	B	18 809.1	B	48 600.3	A
To do shopping or errands	33 104.5	B	19 681.8	B	52 786.4	A
To go to a recreational or social activity	23 380.8	B	13 672.6	B	37 053.4	B
To go somewhere else	21 494.9	C		F		F
(Job) picking up or delivering goods		F	5 834.5	D		F
(Job) to or from service call		F	5 412.8	C	7 010.6	C
(Job) other work purpose	4 540.4	C	6 279.5	C	10 820.0	C
Total	164 420.5	A	118 321.8	A	282 742.3	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

	Vehicle Group					
	Car and Station wagon		Other below 4.5t		Total	
Trip Purpose						
To go home	74 132.9	B	52 889.1	B	127 021.9	B
To go to work or school	37 006.5	B	25 169.5	B	62 176.0	B
To do shopping or errands	54 288.4	B	33 593.2	B	87 881.6	A
To go to a recreational or social activity	43 025.0	B	31 241.8	B	74 266.8	B
To go somewhere else		F		F		F
(Job) picking up or delivering goods		F	6 449.8	D		F
(Job) to or from service call		F	6 000.7	C	7 740.7	C
(Job) other work purpose		F		F		F
Total	258 404.8	B	202 219.3	B	460 624.1	A

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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		F	277.0	E
	Carrying goods or equipment		F	1 852.6	D
	Empty		F	340.5	E
	Other work purpose	428.6	E		F
	Non work purpose		F	160.6	E
	Total	6 164.7	A	2 740.0	B
Other over 4.5t	Driving to or from service call		F	160.1	E
	Carrying goods or equipment		F	11 721.6	B
	Empty		F	2 905.0	C
	Other work purpose		F		F
	Non work purpose		F		F
	Total	291.0	E	15 691.3	A
Total	Driving to or from service call	869.7	D	437.1	E
	Carrying goods or equipment	3 150.2	C	13 574.2	B
	Empty	512.2	D	3 245.5	C
	Other work purpose	431.8	D	224.9	E
	Non work purpose	1 491.8	C	949.6	E
	Total	6 455.7	A	18 431.3	A

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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	2 111.2	D
	Empty		F	346.0	E
	Other work purpose	814.6	E		F
	Non work purpose		F	183.2	E
	Total		F	3 140.0	D
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	12 454.4	C
	Empty		F		F
	Other work purpose		F		F
	Non work purpose		F		F
	Total		F	16 620.7	B
Total	Driving to or from service call	1 134.7	D	537.2	E
	Carrying goods or equipment	3 964.4	C	14 565.6	B
	Empty	691.4	D	3 362.0	C
	Other work purpose	820.4	E		F
	Non work purpose	2 684.9	D		F
	Total	9 295.9	C	19 760.7	B

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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	2 025.4	B	27.2	E	305.8	D	12.7	E	2 371.1	B
	06:00 - 11:59	22 942.7	A	316.7	C	823.1	C	57.1	C	24 139.7	A
	12:00 - 17:59	34 836.7	A	313.1	C	870.8	C	62.5	C	36 083.1	A
	18:00 - 23:59	17 124.6	A	60.9	E	594.5	C	32.7	D	17 812.6	A
	Total	76 929.4	A	717.9	C	2 594.2	C	165.0	C	80 406.6	A
Weekdays	00:00 - 05:59	6 537.3	B	222.3	E	1 764.2	C	47.8	E	8 571.6	B
	06:00 - 11:59	68 125.1	A	2 634.8	B	5 494.6	B	669.8	A	76 924.2	A
	12:00 - 17:59	88 893.4	A	2 470.6	B	5 782.4	B	689.6	A	97 835.9	A
	18:00 - 23:59	42 257.1	A	410.2	D	2 795.9	B	162.7	C	45 625.9	A
	Total	205 812.9	A	5 737.8	B	15 837.1	B	1 569.8	A	228 957.6	A
Total	00:00 - 05:59	8 562.7	B	249.5	D	2 070.0	C	60.5	D	10 942.7	B
	06:00 - 11:59	91 067.8	A	2 951.5	C	6 317.7	B	726.9	A	101 063.9	A
	12:00 - 17:59	123 730.1	A	2 783.7	B	6 653.2	B	752.1	A	133 919.0	A
	18:00 - 23:59	59 381.6	A	471.0	D	3 390.4	B	195.4	C	63 438.5	A
	Total	282 742.3	A	6 455.7	A	18 431.3	A	1 734.8	A	309 364.2	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	3 158.7	C	48.9	E	329.1	D		F	3 649.8	C
	06:00 - 11:59	38 942.3	B		F	901.8	C	555.6	E	40 877.9	B
	12:00 - 17:59	64 424.1	B		F	928.6	C	600.9	E	66 435.9	B
	18:00 - 23:59	31 906.5	B	130.8	E	630.8	C	291.5	E	32 959.7	B
	Total	138 431.7	B	1 140.1	D	2 790.3	C	1 561.0	E	143 923.2	B
Weekdays	00:00 - 05:59	9 149.8	C		F	1 863.1	C		F	11 981.1	B
	06:00 - 11:59	100 346.3	B	3 684.0	C	5 868.9	B	9 200.1	B	119 099.4	A
	12:00 - 17:59	142 245.9	B	3 519.7	C	6 235.9	B	9 858.1	B	161 859.7	A
	18:00 - 23:59	70 450.4	B		F	3 002.4	C	1 549.1	E	75 633.6	B
	Total	322 192.4	A	8 155.8	C	16 970.4	B	21 255.3	B	368 573.8	A
Total	00:00 - 05:59	12 308.6	B	369.2	E	2 192.2	C		F	15 630.9	B
	06:00 - 11:59	139 288.6	A	4 162.1	C	6 770.8	B	9 755.7	B	159 977.2	A
	12:00 - 17:59	206 670.0	B	4 002.0	C	7 164.5	B	10 459.0	B	228 295.5	A
	18:00 - 23:59	102 356.9	B		F	3 633.3	C	1 840.6	E	108 593.3	A
	Total	460 624.1	A	9 295.9	C	19 760.7	B	22 816.3	B	512 497.0	A

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Estimates of the Provincial Total of

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

		Vehicle Type									
		Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Age of Driver	Sex of Driver										
Under 25 years	Male		F	551.3	E	855.9	E		F		F
	Female		F		F		F		F		F
	Total		F	561.7	E	855.9	E	10.4	E		F
25 - 55 years	Male	127 592.8	B	5 077.8	B	15 015.0	B	879.6	B	148 565.1	A
	Female	65 723.6	B	167.0	E		F	471.9	B	66 550.7	B
	Total	193 316.4	A	5 244.8	B	15 203.2	B	1 351.5	B	215 115.8	A
55 years and over	Male	53 858.6	B	630.5	E	2 372.2	C	318.0	B	57 179.3	B
	Female	15 321.5	B		F		F	55.0	E	15 395.2	B
	Total	69 180.1	B	649.2	E	2 372.2	C	373.0	B	72 574.6	B
Total	Male	192 639.6	A	6 259.6	B	18 243.1	B	1 203.6	B	218 345.8	A
	Female	90 102.7	A	196.2	E		F	531.3	B	91 018.3	A
	Total	282 742.3	A	6 455.7	A	18 431.3	A	1 734.8	A	309 364.2	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	684.4	E	928.8	E		F		F
	Female		F		F		F		F		F
	Total		F	699.0	E	928.8	E		F		F
25 - 55 years	Male	212 363.6	B	7 204.8	C	16 092.5	B	8 651.4	C	244 312.3	B
	Female	102 767.0	B	284.0	E		F	7 202.1	C	110 488.3	B
	Total	315 130.6	B	7 488.8	C	16 327.7	B	15 853.5	B	354 800.6	A
55 years and over	Male	90 519.0	B		F	2 504.2	D	6 125.6	D	100 228.5	B
	Female	22 605.9	B		F		F	764.6	E	23 398.9	B
	Total	113 124.9	B		F	2 504.2	D	6 890.2	C	123 627.4	B
Total	Male	320 865.2	B	8 968.9	C	19 525.5	B	14 840.9	C	364 200.4	A
	Female	139 758.9	B	327.0	E		F	7 975.4	C	148 296.6	B
	Total	460 624.1	A	9 295.9	C	19 760.7	B	22 816.3	B	512 497.0	A

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Estimates of the Provincial Total of

Fuel ('000 000 litres) Purchased 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	30 364.4	A	329.7	C		F	45.7	D	30 792.8	A
Diesel		F	1 188.5	C	7 332.1	B	556.8	B	10 266.2	B

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FOR FURTHER READING

Selected Publications from Statistics Canada

Catalogue	
53F0004XIE	**Canadian Vehicle Survey –** *Quarterly.* English.
53F0004XIF	**Canadian Vehicle Survey –** *Quarterly.* 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.
51-206-XIB	**Canadian Civil Aviation** - *Annual.* Bilingual.
51-207-XIB	**Air Charter Statistics** - *Annual.* Bilingual.
52-001-XIE	**Railway Carloadings –** *Monthly.* English.
52-001-XIF	**Railway Carloadings –** *Monthly.* French.
52-216-XIB	**Rail in Canada** - *Annual.* Bilingual.
53-215-XIB	**Passenger Bus and Urban Transit Statistics** - *Annual.* Bilingual.
53-218-XIB	**Road Motor Vehicles - Fuel Sales** - *Annual.* Bilingual.
53-222-XIB	**Trucking in Canada** - *Annual.* Bilingual.
54-205-XIB	**Shipping in Canada** - *Annual.* Bilingual.
66-001-PPB	**International Travel, Advance Information** (Touriscope) - *Monthly.* Bilingual.
66-201-XIB	**International Travel** - *Annual.* Bilingual.
87-003-XIB	**Travel Log** - *Quarterly.* Bilingual.

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