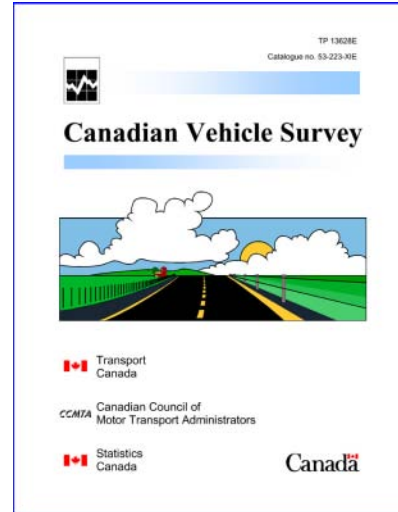




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# Canadian Vehicle Survey

Annual, 2003



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Transportation Division

# Canadian Vehicle Survey

Annual, 2003

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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.*

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## Symbols

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

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

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

---

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

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<b>1. Introduction .....</b>	<b>8</b>
<b>2. Survey overview .....</b>	<b>8</b>
<b>3. Concepts and definitions .....</b>	<b>9</b>
3.1 The population of interest .....	9
3.2 Definitions of variables in tables .....	9
3.3 Definitions of vehicle characteristics .....	9
3.4 Definitions of vehicle usage characteristics .....	10
<b>4. Methods .....</b>	<b>11</b>
4.1 Survey design .....	11
4.1.1 <i>Survey population</i> .....	11
4.1.2 <i>Sample design</i> .....	11
4.1.3 <i>Sample size</i> .....	12
4.2 Data collection and processing .....	12
4.2.1 <i>Data collection</i> .....	12
4.2.2 <i>Edit and imputation</i> .....	13
4.2.3 <i>Estimation</i> .....	13
<b>5. Data quality .....</b>	<b>14</b>
5.1 Sources of errors .....	14
5.2 Sampling error .....	14
5.3 Non-sampling errors .....	14
5.3.1 <i>Coverage errors</i> .....	15
5.3.2 <i>Response errors</i> .....	15
5.3.3 <i>Nonresponse errors</i> .....	15
5.3.4 <i>Processing errors</i> .....	16
5.4 Measuring quality .....	16
5.4.1 <i>Response rates</i> .....	16
5.4.2 <i>Relative imputation rates and percentage of vehicle days imputed</i> .....	17
5.4.3 <i>Coefficient of variation</i> .....	17
5.4.4 <i>Quality indicator</i> .....	18
5.5 Notes for historical comparison .....	19
<b>6. Glossary .....</b>	<b>20</b>

## List of tables

1.	Number of vehicles on the registration lists by type of vehicle and jurisdiction .....	21
2.	Number of vehicles on the registration lists by jurisdiction and vehicle model year for vehicles up to 4.5 t .....	22
3.	Number of vehicles on the registration lists by jurisdiction and vehicle model year for trucks 4.5 t - 15 t .....	23
4.	Number of vehicles on the registration lists by jurisdiction and vehicle model year for trucks 15 t or more .....	24
5.	Number of vehicles on the registration lists by jurisdiction and vehicle model year for buses .....	25
6.	Estimates of the number of vehicles in scope by type of vehicle and jurisdiction .....	26
7.	Estimates for Canada of the number of vehicles in scope by type of vehicle and vehicle model year .....	27
8.	Estimates for Canada of the number of vehicles in scope by type of vehicle and vehicle body type .....	28
9.	Estimates for Canada of the number of vehicles in scope by type of vehicle and type of fuel .....	29
10.	Estimates of the vehicle-km by type of vehicle and jurisdiction .....	30
11.	Estimates of the passenger-km by type of vehicle and jurisdiction .....	31
12.	Estimates for Canada of vehicle-km by type of vehicle and vehicle model year .....	32
13.	Estimates of the provincial total of passenger-km by type of vehicle and vehicle model year .....	33
14.	Estimates for Canada of vehicle-km by type of vehicle and vehicle body type .....	34
15.	Estimates of the provincial total of passenger-km by type of vehicle and vehicle body type .....	35
16.	Estimates for Canada of vehicle-km by type of vehicle and type of fuel .....	36
17.	Estimates of the provincial total of passenger-km by type of vehicle and type of fuel .....	37
18.	Estimates of the provincial total of vehicle-km by type of vehicle and day of the week .....	38
19.	Estimates of the provincial total of passenger-km by type of vehicle and day of the week .....	39
20.	Estimates of the provincial total of vehicle-km by type of vehicle and driver age group .....	40
21.	Estimates of the provincial total of passenger-km by type of vehicle and driver age group .....	41
22.	Estimates of the provincial total of vehicle-km by type of vehicle and sex of driver .....	42
23.	Estimates of the provincial total of passenger-km by type of vehicle and sex of driver .....	43
24.	Estimates of the provincial total of vehicle-km by type of vehicle and time of day .....	44
25.	Estimates of the provincial total of passenger-km by type of vehicle and time of day .....	45
26.	Estimates of the provincial total of vehicle-km by type of vehicle and carrying dangerous goods .....	46
27.	Estimates of the provincial total of passenger-km by type of vehicle carrying dangerous goods .....	47
28.	Estimates of the provincial total of vehicle-km by type of vehicle and type of day .....	48
29.	Estimates of the provincial total of passenger-km by type of vehicle and type of day .....	49
30.	Estimates of the provincial total of vehicle-km by type of vehicle and road type .....	50
31.	Estimates of the provincial total of passenger-km by type of vehicle and road type .....	51
32.	Estimates of the provincial total of vehicles up to 4.5 t: passenger-km by passenger age group .....	52
33.	Estimates of the provincial total of passenger-km and vehicle-km for buses by trip purpose .....	53
34.	Estimates of the provincial total for vehicles up to 4.5 t: vehicle-km by vehicle group and trip purpose .....	54
35.	Estimates of the provincial total for vehicles up to 4.5 t: passenger-km by vehicle group and trip purpose .....	55
36.	Estimates of the provincial total for trucks 4.5 t or more: vehicle-km by vehicle group and trip purpose .....	56
37.	Estimates of the provincial total for trucks 4.5 t or more: passenger-km by vehicle group and trip purpose .....	57
38.	Estimates of the provincial total of vehicle-km by type of vehicle, type of day and time of day .....	58
39.	Estimates of the provincial total of passenger-km by type of vehicle, type of day and time of day .....	59
40.	Estimates of the provincial total of vehicle-km by type of vehicle, driver age group and sex of driver .....	60
41.	Estimates of the provincial total of passenger-km by type of vehicle, driver age group and sex of driver .....	61
42.	Estimates of the provincial total of fuel purchased by type of vehicle and type of fuel .....	62

## Highlights

- On average, 18.2 million vehicles were in-scope for the Canadian Vehicle Survey during the year.
- Between January 1 and December 31, 2003, these vehicles travelled an estimated 312.6 billion kilometres.
- Vehicles with gross weight less than 4 500 kilograms were driven an average of 16 350 kilometres while the largest of the trucks (trucks with gross weight 15 000 kilograms or more) were driven an average of 66 650 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 2003.

## 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](mailto:transportationstatistics@statcan.ca).



### 3. Concepts and definitions

#### 3.1 The population of interest

The *in-scope vehicles* for the CVS include all motor vehicles except 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 2003 was 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 months 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, motor homes, 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 2003. 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 19,994 vehicles was drawn for the ten provinces. Another 10,773 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 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	31%	13%	17%	33%	6%	27%	4%	5%
Trucks 4.5t – 15t	31%	24%	7%	16%	5%	11%	7%	11%
Trucks 15t or more	36%	26%	10%	20%	6%	15%	5%	15%
Buses	33%	22%	11%	2%	0%	2%	6%	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%	6%	8%
Trucks 4.5t – 15t	N/A	N/A	N/A	9%	1%	8%	10%	8%
Trucks 15t or more	N/A	N/A	N/A	12%	1%	11%	10%	7%
Buses	N/A	N/A	N/A	12%	2%	10%	11%	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	48%	21%	27%	52%	9%	43%
Trucks 4.5t – 15t	66%	50%	16%	34%	11%	23%
Trucks 15t or more	64%	46%	18%	36%	11%	26%
Buses	93%	62%	31%	7%	0%	7%

TERRITORIES	Vehicle km reported			Vehicle km imputed		
	All	0 km	Non 0 km	All	0 km	Non 0 km
Light vehicles	100%	6%	94%	N/A	N/A	N/A
Trucks 4.5t – 15t	100%	15%	85%	N/A	N/A	N/A
Trucks 15t or more	100%	11%	89%	N/A	N/A	N/A
Buses	100%	18%	82%	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
<b>A</b>	Less than 5%	Excellent
<b>B</b>	5% to 10%	Very good
<b>C</b>	10% to 15%	Good
<b>D</b>	15% to 20%	Acceptable
<b>E</b>	20% to 35%	Use with caution
<b>F</b>	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 previous annual estimates:

Beginning with Quarter 2, 2003

- Vehicles that were insured but not registered were removed from the registration lists for Manitoba. As a result, some estimates for Manitoba may decrease.

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:

- Duplicate records were previously removed from within and between registration lists. Starting in this quarter, duplicate records were removed from within each list only. This change may cause some overcoverage and consequently overestimation.
- Type of fuel used and body type are collected for the territories. Consequently, the four tables (pages: 28, 29, 34, 36) now include the territories.
- The 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

Jurisdiction	Vehicle type				
	Vehicles up to 4.5t	Trucks 4.5t - 15t	Trucks 15t or more	Buses	Total
Newfoundland and Labrador	252 912	4 039	2 921	1 285	261 157
Prince Edward Island	74 198	1 740	2 667	59	78 664
Nova Scotia	526 585	8 817	7 603	1 842	544 847
New Brunswick	442 260	7 274	3 852	2 698	456 084
Quebec	4 147 587	57 107	36 578	16 947	4 258 218
Ontario	6 626 805	82 698	106 926	28 180	6 844 609
Manitoba	605 115	10 005	13 516	3 678	632 313
Saskatchewan	638 149	39 031	23 658	3 821	704 659
Alberta	2 107 518	91 696	68 048	12 703	2 279 964
British Columbia	2 287 360	73 552	14 118	8 301	2 383 331
Yukon Territory	23 778	1 451	1 185	258	26 671
Northwest territories	19 949	606	986	97	21 637
Nunavut	2 875	241	136	16	3 268
Total - Canada	17 755 089	378 258	282 192	79 882	18 495 421

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

Number of vehicles on the registration lists by jurisdiction and vehicle model year for vehicles up to 4.5t

Vehicle model year	Jurisdiction													TOTAL
	Newfoundl- 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 1986	6 327	3 735	23 553	17 042	117 328	260 486	50 255	93 806	225 790	235 367	3 662	1 901	193	1 039 449
1986	2 306	1 265	7 409	6 253	50 841	84 318	15 886	21 512	57 511	70 257	845	447	53	318 909
1987	3 205	1 791	9 929	8 637	75 109	114 210	16 382	19 121	53 316	75 286	906	420	70	378 389
1988	6 529	2 874	15 483	14 230	123 133	187 379	21 705	24 592	74 518	94 315	1 114	664	116	566 657
1989	8 133	3 469	18 738	17 064	145 868	231 813	23 887	26 064	84 175	108 631	1 210	726	101	669 886
1990	9 037	4 110	22 091	19 767	176 977	270 122	27 844	28 499	94 239	124 506	1 223	785	105	779 308
1991	10 977	4 094	23 918	21 588	202 413	293 197	30 659	30 591	99 031	124 534	1 150	801	131	843 089
1992	12 976	4 977	28 552	26 115	243 919	342 819	33 181	31 825	99 209	128 735	1 091	744	159	954 307
1993	15 142	5 003	29 304	24 748	230 270	343 559	30 763	29 722	92 770	120 053	1 087	719	156	923 301
1994	16 060	5 121	31 280	26 159	224 761	355 907	30 894	32 021	98 380	115 463	1 123	840	174	938 187
1995	15 386	5 376	32 543	27 321	240 649	390 180	33 932	34 226	104 788	119 309	1 171	893	171	1 005 951
1996	11 876	4 392	27 649	22 666	194 537	329 582	29 998	28 527	89 264	95 322	883	751	124	835 575
1997	16 085	5 271	34 581	27 686	244 091	427 206	39 334	37 675	121 418	122 666	1 228	1 095	192	1 078 531
1998	18 426	5 399	38 201	31 004	267 787	468 505	41 250	38 346	136 086	122 497	1 083	1 209	180	1 169 980
1999	18 328	4 672	35 277	28 526	261 610	449 588	35 382	31 235	115 466	109 401	1 008	1 247	191	1 091 939
2000	22 153	4 614	40 459	34 752	324 747	547 044	37 766	34 127	130 128	125 971	1 046	1 581	192	1 304 587
2001	21 272	2 783	34 163	28 976	324 593	510 664	35 710	33 326	138 651	125 876	1 236	1 729	208	1 259 195
2002	24 400	3 219	42 114	34 601	389 303	570 572	42 101	37 516	163 780	154 158	1 488	1 943	240	1 465 440
2003	13 663	1 870	28 850	23 481	287 094	417 626	26 567	24 103	120 159	107 010	1 158	1 400	108	1 053 096
2004	603	154	2 481	1 631	20 084	32 017	1 607	1 304	8 831	7 992	56	42	1	76 809
2005	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	19	0	0	4	2 462	0	0	0	0	0	0	0	0	2 487
TOTAL	252 911	74 197	526 583	442 259	4 147 586	6 626 804	605 113	638 148	2 107 517	2 287 359	23 777	19 947	2 874	17 755 082

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

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

trucks 4.5t - 15t

Vehicle model year	Jurisdiction													TOTAL
	Newfound- land and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche- wan	Alberta	British Columbia	Yukon Territory	Northwest Territor- ies	Nunavut	
Earlier than 1986	768	882	1 894	932	10 330	6 107	2 738	29 248	35 203	12 875	500	133	43	101 658
1986	154	79	266	166	2 051	1 719	367	624	2 210	1 808	30	19	9	9 508
1987	145	73	358	174	2 659	2 095	312	449	1 845	1 667	34	9	16	9 841
1988	227	83	403	217	3 406	2 871	374	467	2 577	2 446	54	19	14	13 162
1989	186	92	391	216	2 752	2 921	366	406	2 666	2 739	59	23	10	12 831
1990	209	59	411	220	2 842	3 256	487	533	2 786	3 073	56	33	9	13 981
1991	200	49	295	229	1 927	2 324	424	482	2 189	2 450	38	21	7	10 640
1992	154	36	290	268	1 759	2 411	365	442	2 102	2 498	43	18	10	10 401
1993	154	42	330	321	1 970	3 047	403	496	2 210	3 007	33	18	13	12 048
1994	203	56	333	395	2 507	3 819	405	521	2 611	3 314	50	21	10	14 251
1995	262	57	545	445	3 242	4 943	556	681	3 193	3 877	34	39	28	17 908
1996	144	25	327	343	2 042	3 546	395	425	2 222	2 722	34	21	5	12 256
1997	191	37	417	424	2 125	4 978	498	639	3 617	3 665	49	31	10	16 688
1998	157	20	467	428	2 684	5 123	399	604	3 403	3 162	46	23	11	16 532
1999	220	49	572	588	3 759	7 709	492	574	4 142	4 096	69	39	12	22 328
2000	198	27	470	409	3 130	6 819	344	490	3 672	3 789	65	40	11	19 469
2001	167	22	388	478	2 439	6 947	403	684	5 725	4 645	85	34	4	22 027
2002	194	20	363	454	2 217	6 588	362	684	4 952	5 270	82	32	5	21 229
2003	89	20	261	527	2 134	5 086	279	547	4 072	6 109	81	23	5	19 237
2004	3	0	25	32	411	379	28	25	290	332	1	2	0	1 534
2005	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	3	0	0	0	711	0	0	0	0	0	0	0	0	715
TOTAL	4 038	1 739	8 816	7 273	57 106	82 697	10 004	39 030	91 695	73 551	1 450	605	240	378 251

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

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

trucks 15t or more

Vehicle model year	Jurisdiction													TOTAL
	Newfound- land and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche- wan	Alberta	British Columbia	Yukon Territory	Northwest Territor- ies	Nunavut	
Earlier than 1986	337	1 011	806	712	923	5 649	1 541	7 894	17 140	2 569	222	154	19	38 981
1986	82	172	182	164	362	2 032	304	857	1 714	396	26	18	0	6 316
1987	105	210	259	262	586	2 876	361	890	1 464	457	17	15	4	7 512
1988	151	195	281	226	781	3 110	363	967	2 101	526	29	22	1	8 760
1989	161	151	296	204	677	3 315	355	814	1 912	512	24	34	3	8 464
1990	103	124	206	227	624	3 204	318	779	2 125	846	38	30	3	8 633
1991	100	81	131	127	381	2 037	207	545	1 592	471	23	30	8	5 739
1992	92	44	140	97	575	2 064	258	523	1 339	640	36	24	4	5 842
1993	88	58	225	159	902	3 018	442	824	1 811	591	30	29	2	8 183
1994	147	80	370	183	1 732	4 517	666	1 044	2 868	734	48	52	6	12 453
1995	206	129	542	251	2 666	7 570	791	1 386	3 657	811	51	62	12	18 139
1996	175	81	407	155	1 892	5 538	770	989	2 906	749	65	50	7	13 790
1997	153	34	340	133	1 990	5 699	704	987	3 513	794	51	57	4	14 464
1998	219	61	608	194	3 637	9 921	1 095	1 269	4 906	756	81	80	9	22 843
1999	205	72	676	217	4 175	11 480	1 227	984	4 029	732	82	71	20	23 976
2000	229	72	851	190	5 473	13 095	1 487	1 013	4 085	658	107	77	7	27 348
2001	122	35	446	112	3 178	8 002	900	763	4 033	654	103	68	6	18 427
2002	98	10	287	90	2 055	5 471	567	451	3 191	570	65	50	2	12 913
2003	110	29	418	116	3 220	6 709	872	536	2 843	512	59	48	9	15 486
2004	25	9	121	25	687	1 608	280	131	809	129	16	7	0	3 853
2005	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	2	0	0	0	50	0	0	0	0	0	0	0	0	53
TOTAL	2 920	2 666	7 602	3 851	36 577	106 925	13 515	23 657	68 046	14 117	1 184	985	135	282 185

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



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

buses

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 1986	32	15	139	908	492	1 574	367	542	2 139	821	41	11	5	7 091
1986	5	2	39	96	152	266	107	109	270	135	3	1	0	1 191
1987	15	2	43	67	114	433	131	275	372	168	0	1	0	1 627
1988	23	1	52	85	177	603	196	182	495	260	4	2	0	2 085
1989	96	1	55	76	322	756	152	211	588	387	4	2	0	2 654
1990	184	1	94	158	515	1 199	125	243	652	402	3	1	0	3 582
1991	198	0	113	74	832	1 405	191	203	567	496	4	0	0	4 087
1992	205	2	71	82	968	1 510	197	169	580	377	5	0	0	4 171
1993	90	0	99	97	850	1 352	182	179	547	334	4	1	0	3 739
1994	53	0	44	35	1 387	1 201	245	113	390	362	8	1	0	3 844
1995	36	0	173	166	893	1 782	174	126	521	464	12	3	0	4 355
1996	24	2	67	25	1 175	1 876	169	152	433	564	13	0	0	4 505
1997	52	0	112	129	1 110	1 536	161	163	672	368	25	2	1	4 335
1998	35	0	201	201	1 059	1 941	195	185	716	632	8	0	0	5 175
1999	70	0	105	94	1 390	2 338	232	224	753	539	7	21	0	5 778
2000	61	1	180	104	1 306	2 603	209	175	813	639	11	8	4	6 122
2001	53	1	81	113	1 449	2 294	133	213	840	603	60	13	1	5 861
2002	29	13	105	111	1 446	1 697	344	201	747	378	14	15	0	5 105
2003	12	0	33	31	880	1 511	133	115	490	296	24	8	0	3 539
2004	3	8	25	34	325	293	25	31	108	65	0	0	0	923
2005	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	1	95	0	0	0	0	0	0	0	0	96
TOTAL	1 284	58	1 841	2 697	16 946	28 179	3 677	3 820	12 702	8 300	257	95	14	79 875

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

## Estimates of the

number of vehicles in scope by type of vehicle and jurisdiction

Jurisdiction	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Newfoundland and Labrador	247 314	A	3 301	A	2 645	A	1 326	A	254 587	A
Prince Edward Island	73 465	A	1 568	A	2 470	A	55	A	77 558	A
Nova Scotia	519 574	A	7 571	A	7 385	A	1 758	A	536 287	A
New Brunswick	437 426	A	5 080	B	3 733	A	1 722	B	447 960	A
Quebec	4 099 776	A	48 554	A	37 178	A	16 571	A	4 202 080	A
Ontario	6 549 868	A	69 290	A	103 996	A	27 865	A	6 751 019	A
Manitoba	589 356	A	9 272	A	13 245	A	3 516	A	615 390	A
Saskatchewan	622 004	A	36 528	A	23 548	A	3 653	A	685 732	A
Alberta	2 056 094	A	81 590	A	68 109	A	12 291	A	2 218 084	A
British Columbia	2 287 095	A	57 669	A	13 847	A	8 061	A	2 366 672	A
Yukon Territory	23 134	A	914	A	1 151	A	236	B	25 435	A
Northwest territories	19 662	A	464	A	1 250	A	108	B	21 483	A
Nunavut	2 863	A	160	A	76	A	5	C	3 103	A
Total - Canada	17 527 631	A	321 961	A	278 632	A	77 165	A	18 205 389	A

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

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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 2000	3 353 210	A	44 514	B	43 854	A	13 197	B	3 454 776	A
1998 - 2000	3 865 307	A	57 453	A	79 287	A	19 522	A	4 021 570	A
1994 - 1997	3 967 886	A	53 708	B	54 845	B	15 833	B	4 092 272	A
1990 - 1993	3 550 090	A	39 800	B	29 152	B	16 052	B	3 635 094	A
Earlier than 1990	2 791 137	A	126 485	A	71 496	A	12 561	B	3 001 679	A
Total	17 527 631	A	321 961	A	278 632	A	77 165	A	18 205 389	A

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

Estimates for Canada of the

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

Vehicle body type	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Car	10 703 822	A	...	...	...	...	F	10 703 938	A	
Station wagon	372 701	B	...	...	...	...	...	372 701	B	
Van	2 205 186	A	11 388	C	...	...	3 948	C	2 220 523	A
Sport utility vehicle	1 474 399	A	...	...	...	...	...	1 474 399	A	
Pickup	2 718 510	A	34 780	B	...	F	F	2 753 579	A	
Straight truck	43 249	E	260 920	A	115 356	A	F	419 704	A	
Tractor trailer	...	...	8 707	D	160 590	A	...	169 297	A	
Bus	...	...	F	...	...	72 653	A	72 699	A	
Other	...	F	6 121	D	2 666	E	...	18 550	E	
Total	17 527 631	A	321 961	A	278 632	A	77 165	A	18 205 389	A

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

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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	17 112 195	A	127 797	A	18 890	C	13 634	B	17 272 517	A
Diesel	377 304	B	186 852	A	259 716	A	59 213	A	883 085	A
Other	38 131	E	7 312	D		F	4 318	C	49 788	D
Total	17 527 631	A	321 961	A	278 632	A	77 165	A	18 205 389	A

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

## Estimates of

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

Jurisdiction	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Newfoundland and Labrador	3 513.5	A	49.6	C	143.0	C	18.2	C	3 724.3	A
Prince Edward Island	1 283.2	B		F	36.8	D		F	1 332.8	B
Nova Scotia	9 953.2	B	153.5	C	361.7	B	27.8	B	10 496.2	A
New Brunswick	7 695.3	B	91.2	D	74.4	C	28.4	B	7 889.3	B
Quebec	68 999.5	A	1 108.2	C	3 578.9	A	417.8	B	74 104.5	A
Ontario	105 913.0	A	1 825.8	B	8 031.4	B	551.3	B	116 321.5	A
Manitoba	11 014.5	B	147.7	C	1 069.2	B	58.8	B	12 290.2	B
Saskatchewan	10 878.5	A	294.9	D	1 011.0	B	55.9	B	12 240.4	A
Alberta	33 964.3	A	1 345.1	C	3 693.0	B	335.8	B	39 338.2	A
British Columbia	32 379.2	A	1 116.5	C	390.5	B	103.5	D	33 989.7	A
Yukon Territory	366.0	B	11.2	C	110.0	C		F	497.5	B
Northwest territories	286.5	B	6.6	D	66.5	C	5.3	E	364.9	B
Nunavut	24.7	C		F		F		F	27.0	C
Total - Canada	286 271.2	A	6 163.5	A	18 567.9	A	1 613.9	A	312 616.5	A

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

## Estimates of

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

Jurisdiction	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Newfoundland and Labrador	6 261.1	E	79.2	E	153.7	E	391.7	C	6 885.8	B
Prince Edward Island	2 096.0	E	16.1	E		F		F	2 165.6	E
Nova Scotia	17 716.5	E	257.7	E	379.4	E	753.0	C	19 106.5	B
New Brunswick	12 818.8	E	175.5	E	78.4	E	549.8	D	13 622.5	E
Quebec	107 964.1	E	1 443.1	C	3 936.3	C	5 599.5	C	118 943.0	B
Ontario	168 969.6	E	2 677.0	C	8 551.2	E	7 140.8	C	187 338.7	B
Manitoba	18 863.1	E	220.2	E	1 271.5	C	751.2	C	21 106.1	B
Saskatchewan	19 695.1	B	434.0	E	1 112.7	D	701.6	C	21 943.5	B
Alberta	55 065.6	B	1 926.0	D	4 009.6	C	3 302.2	D	64 303.3	B
British Columbia	53 170.2	B	1 656.6	E	449.7	C		F	57 577.0	B
Total - Provinces	462 620.2	E	8 885.5	B	19 983.4	B	21 503.0	B	512 992.0	A

Due to rounding, the numbers may not add up and may differ slightly among the tables.  
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 model year	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Later than 2000	75 262.2	A	1 661.1	B	5 029.1	B	335.7	B	82 288.1	A
1998 - 2000	77 798.2	A	1 861.2	B	8 156.0	A	478.7	B	88 294.1	A
1994 - 1997	59 490.4	A	1 426.1	C	3 685.6	C	347.2	B	64 949.4	A
1990 - 1993	45 885.3	A	514.8	C	916.1	D	239.4	C	47 555.6	A
Earlier than 1990	27 835.1	B	700.3	D	781.1	D	212.8	D	29 529.3	B
Total	286 271.2	A	6 163.5	A	18 567.9	A	1 613.9	A	312 616.5	A

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



Estimates of the provincial total of

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

Vehicle model year	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Later than 2000	124 691.6	E	2 475.4	E	5 636.4	C	3 924.9	D	136 728.4	E
1998 - 2000	127 983.5	E	2 627.5	C	8 673.4	C	7 912.2	C	147 196.6	B
1994 - 1997	97 915.8	B	2 119.8	D	3 880.9	D	4 838.0	C	108 754.5	B
1990 - 1993	70 466.5	E	739.0	D		F	2 961.0	D	75 143.0	B
Earlier than 1990	41 562.7	E	923.7	E		F	1 866.9	E	45 169.5	C
Total	462 620.2	E	8 885.5	B	19 983.4	B	21 503.0	B	512 992.0	A

Due to rounding, the numbers may not add up and may differ slightly among the tables.  
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 body type	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Car	164 732.8	A	...	...	...	...	...	...	164 732.8	A
Station wagon	6 126.3	C	...	...	...	...	...	...	6 126.3	C
Van	41 832.2	B	214.2	D	...	...	62.4	E	42 108.7	A
Sport utility vehicle	26 697.8	B	...	...	...	...	...	...	26 697.8	B
Pickup	45 876.1	B	849.2	E	...	F	...	...	46 725.4	B
Straight truck	687.4	E	4 897.3	B	3 062.4	C	...	F	8 650.6	B
Tractor trailer	...	...	175.4	E	15 495.0	A	...	...	15 670.4	A
Bus	...	...	...	F	...	...	1 548.0	A	1 551.0	A
Other	...	F	...	F	...	F	...	...	...	F
Total	286 271.2	A	6 163.5	A	18 567.9	A	1 613.9	A	312 616.5	A

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

Estimates of the provincial total of

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

Vehicle body type	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Car	259 394.9	E	...	...	...	...	...	...	259 394.9	E
Station wagon	10 810.2	D	...	...	...	...	...	...	10 810.2	D
Van	78 775.4	B	356.0	D	...	...	413.1	E	79 544.5	B
Sport utility vehicle	42 567.5	E	...	...	...	...	...	...	42 567.5	E
Pickup	69 723.9	E	1 444.8	E	...	...	...	...	71 168.7	E
Straight truck	...	F	6 850.7	E	3 306.8	E	...	F	11 082.7	E
Tractor trailer	...	...	...	F	16 665.1	B	...	...	16 846.5	B
Bus	...	...	...	F	...	...	21 014.2	B	21 023.7	B
Other	...	F	...	F	...	F	...	...	...	F
Total	462 620.2	E	8 885.5	B	19 983.4	B	21 503.0	B	512 992.0	A

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

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 Estimates for Canada of

vehicle-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	276 959.5	A	1 213.8	C		F	130.8	C	278 775.0	A
Diesel	8 839.4	C	4 833.1	A	18 092.6	A	1 417.7	A	33 182.8	A
Other	472.3	E	116.6	E		F	65.3	D	658.7	E
Total	286 271.2	A	6 163.5	A	18 567.9	A	1 613.9	A	312 616.5	A

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

Estimates of the provincial total of

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

Fuel type	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Gasoline	448 532.1	E	1 839.1	E		F	1 205.2	C	452 055.0	E
Diesel	13 477.2	D	6 861.9	B	19 504.9	B	19 486.0	B	59 330.0	B
Other		F		F		...	811.8	E	1 607.0	E
Total	462 620.2	E	8 885.5	B	19 983.4	B	21 503.0	B	512 992.0	A

Due to rounding, the numbers may not add up and may differ slightly among the tables.  
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 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	34 917.7	A	167.8	D	955.8	C	73.3	C	36 114.5	A
Monday	41 640.5	A	960.7	B	3 210.3	C	274.4	B	46 086.0	A
Tuesday	42 430.2	A	1 101.6	B	3 627.6	C	297.9	A	47 457.2	A
Wednesday	42 625.3	A	1 211.0	B	3 417.2	B	282.5	A	47 536.0	A
Thursday	42 752.6	A	1 252.1	B	3 074.0	B	308.8	A	47 387.5	A
Friday	44 684.5	A	1 135.4	B	3 113.1	B	285.8	B	49 218.8	A
Saturday	36 543.3	A	316.2	D	992.0	C	75.6	C	37 927.0	A
Total	285 594.1	A	6 144.8	A	18 390.0	A	1 598.2	A	311 727.1	A

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

## Estimates of the provincial total of

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

Day of the week	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Sunday	61 759.8	B	277.2	D	1 050.6	D	827.5	E	63 915.1	B
Monday	67 376.2	E	1 312.5	B	3 557.0	C	3 774.9	C	76 020.6	E
Tuesday	65 267.4	E	1 535.6	B	3 990.7	C	4 049.0	B	74 842.6	E
Wednesday	66 704.1	E	1 785.8	C	3 698.7	B	3 968.3	B	76 156.9	B
Thursday	67 187.5	B	1 896.0	C	3 247.7	B	4 029.9	B	76 361.0	B
Friday	71 144.1	E	1 593.0	B	3 361.9	C	4 117.1	B	80 216.1	A
Saturday	63 181.1	B	485.3	D	1 076.8	C	736.3	E	65 479.5	B
Total	462 620.2	E	8 885.5	B	19 983.4	B	21 503.0	B	512 992.0	A

Due to rounding, the numbers may not add up and may differ slightly among the tables.  
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	6 695.6	E		F		F		F	6 902.3	E
20 - 24 years	14 492.7	E	417.0	E	474.8	E	4.9	E	15 389.3	E
25 - 34 years	35 860.7	E	1 170.4	C	3 926.9	C	118.6	C	41 076.6	E
35 - 44 years	67 161.7	E	1 410.9	C	5 795.0	C	482.5	B	74 850.2	E
45 - 54 years	77 844.7	B	1 783.9	C	5 246.2	C	494.5	B	85 369.3	B
55 - 64 years	50 166.8	B	1 057.9	D	2 725.6	C	450.8	B	54 401.1	B
65 years and over	33 371.9	B		F		F	41.7	E	33 738.3	B
Total	285 594.1	A	6 144.8	A	18 390.0	A	1 598.2	A	311 727.1	A

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



## Estimates of the provincial total of

passenger-km ('000 000) by type of vehicle and 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	11 131.7	E		F		F		F	11 557.7	E
20 - 24 years	20 699.9	E	606.5	E	502.1	E		F	21 864.4	E
25 - 34 years	56 739.4	E	1 789.8	E	4 256.0	D	1 092.1	E	63 877.2	E
35 - 44 years	116 635.4	E	2 120.5	E	6 746.9	C	5 595.5	C	131 098.3	E
45 - 54 years	126 218.8	E	2 580.5	C	5 431.9	D	7 372.1	D	141 603.4	B
55 - 64 years	76 549.5	B	1 290.8	D	2 819.5	C	6 729.9	C	87 389.8	B
65 years and over	54 645.5	B		F		F	604.1	E	55 601.3	B
Total	462 620.2	E	8 885.5	B	19 983.4	B	21 503.0	B	512 992.0	A

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

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Sex of driver										
Male	191 229.4	A	6 068.6	B	18 098.7	B	1 107.2	B	216 503.9	A
Female	94 364.7	A		F	291.3	E	491.0	B	95 223.2	A
Total	285 594.1	A	6 144.8	A	18 390.0	A	1 598.2	A	311 727.1	A

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

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 Estimates of the provincial total of

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

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Sex of driver										
Male	319 403.9	E	8 702.7	B	19 573.3	B	14 099.4	C	361 779.2	E
Female	143 216.2	B		F	410.1	E	7 403.6	C	151 212.7	A
Total	462 620.2	E	8 885.5	B	19 983.4	B	21 503.0	B	512 992.0	A

Due to rounding, the numbers may not add up and may differ slightly among the tables.  
 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 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	9 076.1	E	259.0	D	2 294.5	C	39.9	D	11 669.5	E
06:00 - 11:59	92 050.7	A	2 679.2	B	6 292.2	B	722.1	A	101 744.2	A
12:00 - 17:59	127 689.3	A	2 632.8	B	6 268.5	B	689.0	A	137 279.5	A
18:00 - 23:59	56 778.1	A	569.4	E	3 534.9	C	147.2	C	61 029.6	A
Total	285 594.1	A	6 144.8	A	18 390.0	A	1 598.2	A	311 727.1	A

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

## Estimates of the provincial total of

passenger-km ('000 000) by type of vehicle and 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	13 898.0	E	294.8	D	2 490.5	C		F	17 088.2	E
06:00 - 11:59	137 879.7	A	3 794.5	B	6 818.9	B	10 374.7	B	158 867.8	A
12:00 - 17:59	210 293.0	E	4 003.7	B	6 792.4	B	9 449.3	B	230 538.4	A
18:00 - 23:59	100 549.4	E	784.1	E	3 881.6	C	1 274.2	D	106 489.3	E
Total	462 620.2	E	8 885.5	B	19 983.4	B	21 503.0	B	512 992.0	A

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

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 Estimates of the provincial total of

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

	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Carrying dangerous goods										
Declared - yes		F	367.5	E	1 150.9	D	...		1 692.8	C
Declared - no	285 419.7	A	5 777.3	B	17 239.1	B	1 598.2	A	310 034.3	A
Total	285 594.1	A	6 144.8	A	18 390.0	A	1 598.2	A	311 727.1	A

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

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 Estimates of the provincial total of

passenger-km ('000 000) by type of vehicle and 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	417.5	E	1 293.7	D		...	1 932.9	D
Declared - no	462 398.4	E	8 467.9	B	18 689.7	B	21 503.0	B	511 059.0	A
Total	462 620.2	E	8 885.5	B	19 983.4	B	21 503.0	B	512 992.0	A

Due to rounding, the numbers may not add up and may differ slightly among the tables.  
 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 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	80 869.2	A	664.3	C	2 521.4	C	171.0	C	84 225.8	A
Weekdays	204 724.9	A	5 480.4	B	15 868.6	B	1 427.2	A	227 501.2	A
Total	285 594.1	A	6 144.8	A	18 390.0	A	1 598.2	A	311 727.1	A

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



Estimates of the provincial total of

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

Type of day	Vehicle type									
	Vehicles up to 4.5t		Trucks 4.5t - 15t		Trucks 15t or more		Buses		Total	
Weekends and holidays	141 930.2	B	987.2	D	2 739.9	C	1 693.2	E	147 350.5	B
Weekdays	320 689.9	E	7 898.2	B	17 243.5	B	19 809.8	B	365 641.4	A
Total	462 620.2	E	8 885.5	B	19 983.4	B	21 503.0	B	512 992.0	A

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

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	156 039.7	A	3 140.2	C	10 955.1	B	474.7	B	170 609.7	A
Other roads	129 554.4	A	3 004.6	B	7 434.9	B	1 123.4	A	141 117.4	A
<b>Total</b>	<b>285 594.1</b>	<b>A</b>	<b>6 144.8</b>	<b>A</b>	<b>18 390.0</b>	<b>A</b>	<b>1 598.2</b>	<b>A</b>	<b>311 727.1</b>	<b>A</b>

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

Estimates of the provincial total of

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

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	262 108.2	E	4 484.1	C	11 879.4	C	9 621.7	C	288 093.4	E
Other roads	200 511.9	A	4 401.4	B	8 104.0	C	11 881.3	B	224 898.5	A
Total	462 620.2	E	8 885.5	B	19 983.4	B	21 503.0	B	512 992.0	A

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

Estimates of provincial total for

vehicles up to 4.5t: passenger-km ('000 000) by passenger age group

	Estimates for	
	Vehicles up to 4.5t	
Passenger age		
Under 5 years	11 858.4	B
5-14 years	28 772.4	E
15 years and over	421 989.3	E
Total	462 620.2	E

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

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	.		473.0	C
Scheduled intercity		F	53.1	E
School	15 726.1	B	821.2	A
Charter	4 087.6	E	150.4	E
Other	708.4	D	100.4	D
Total	21 503.0	B	1 598.2	A

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

Estimates of the 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	49 879.7	A	27 819.1	B	77 698.8	A
To go to work or school	29 993.8	B	18 961.3	B	48 955.1	A
To do shopping or errands	35 004.0	A	18 582.0	B	53 586.0	A
To go to a recreational or social activity	21 627.1	B	16 477.4	C	38 104.5	B
To go somewhere else	22 527.9	E	16 383.6	E	38 911.5	E
(Job) picking up or delivering goods		F	4 331.3	E	7 874.4	E
(Job) to or from service call	1 423.3	E	4 490.2	E	5 913.4	E
(Job) other work purpose	6 689.6	E	7 860.8	E	14 550.4	E
Total	170 688.4	A	114 905.7	A	285 594.1	A

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

Estimates of the 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	77 292.0	B	47 419.1	E	124 711.1	A
To go to work or school	37 038.0	B	24 760.0	B	61 798.0	B
To do shopping or errands	56 918.6	B	31 759.8	B	88 678.4	A
To go to a recreational or social activity	41 014.9	B	34 990.2	B	76 005.2	B
To go somewhere else	44 824.2	E	33 473.1	E	78 297.3	E
(Job) picking up or delivering goods		F	4 986.7	E	8 707.4	E
(Job) to or from service call	1 466.3	E	5 690.2	E	7 156.5	E
(Job) other work purpose	7 930.5	E	9 335.9	E	17 266.3	E
Total	270 205.1	B	192 415.0	E	462 620.2	E

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

Estimates of the 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	935.8	E	149.3	E
	Carrying goods or equipment	3 685.5	C	2 336.1	E
	Empty	303.3	E	268.5	E
	Other work purpose	237.2	D		F
	Non work purpose	807.6	C	239.4	E
	Total	5 969.4	A	3 057.0	C
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	12 348.3	B
	Empty		F	2 141.7	C
	Other work purpose		F		F
	Non work purpose		F	338.7	E
	Total	175.4	E	15 333.0	A
Total	Driving to or from service call	956.3	C	573.7	E
	Carrying goods or equipment	3 827.1	C	14 684.4	B
	Empty	305.3	E	2 410.2	C
	Other work purpose	237.9	D	143.5	E
	Non work purpose	818.2	C	578.1	C
	Total	6 144.8	A	18 390.0	A

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



Estimates of the provincial total for

trucks 4.5t 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	1 377.8	E	164.2	E
	Carrying goods or equipment	4 950.9	E	2 464.8	E
	Empty	375.5	E	314.5	E
	Other work purpose	507.8	E		F
	Non work purpose	1 492.1	E	275.5	E
	Total	8 704.1	E	3 306.8	E
Other over 4.5t	Driving to or from service call		F		F
	Carrying goods or equipment		F	13 286.9	C
	Empty		F	2 397.4	C
	Other work purpose		F		F
	Non work purpose		F	406.7	E
	Total		F	16 676.6	B
Total	Driving to or from service call	1 399.6	C	639.7	E
	Carrying goods or equipment	5 094.9	C	15 751.7	C
	Empty	377.5	E	2 711.9	C
	Other work purpose	508.5	E	197.9	E
	Non work purpose	1 505.0	D	682.2	D
	Total	8 885.5	B	19 983.4	B

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

Estimates of the 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	2 515.7	C	27.0	E	320.7	D	7.0	D	2 870.3	C
	06:00 - 11:59	24 490.1	A	266.5	C	822.9	C	55.0	C	25 634.6	A
	12:00 - 17:59	36 715.7	A	280.0	C	841.6	C	69.2	C	37 906.6	A
	18:00 - 23:59	17 147.6	B	90.4	E	536.1	C	39.8	C	17 814.0	B
	Total	80 869.2	A	664.3	C	2 521.4	C	171.0	C	84 225.8	A
Weekdays	00:00 - 05:59	6 560.4	C	232.0	D	1 973.8	C	33.0	D	8 799.2	B
	06:00 - 11:59	67 560.6	A	2 412.8	B	5 469.2	B	667.0	A	76 109.6	A
	12:00 - 17:59	90 973.5	A	2 352.7	B	5 426.8	B	619.8	A	99 372.9	A
	18:00 - 23:59	39 630.4	A	478.9	C	2 998.8	B	107.4	B	43 215.6	A
	Total	204 724.9	A	5 480.4	B	15 868.6	B	1 427.2	A	227 501.2	A
Total	00:00 - 05:59	9 076.1	E	259.0	D	2 294.5	C	39.9	D	11 669.5	E
	06:00 - 11:59	92 050.7	A	2 679.2	B	6 292.2	B	722.1	A	101 744.2	A
	12:00 - 17:59	127 689.3	A	2 632.8	B	6 268.5	B	689.0	A	137 279.5	A
	18:00 - 23:59	56 778.1	A	569.4	E	3 534.9	C	147.2	C	61 029.6	A
	Total	285 594.1	A	6 144.8	A	18 390.0	A	1 598.2	A	311 727.1	A

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

Estimates of the provincial total of

passenger-km ('000 000) by type of vehicle, 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	4 036.8	E	32.0	E	345.6	E		F	4 443.9	E
	06:00 - 11:59	39 497.4	B	394.6	D	898.2	C		F	41 383.5	B
	12:00 - 17:59	65 788.8	B	446.7	D	906.7	C	729.0	E	67 871.2	B
	18:00 - 23:59	32 607.1	E	113.6	E	589.4	D	341.5	E	33 651.6	E
	Total	141 930.2	B	987.2	D	2 739.9	C	1 693.2	E	147 350.5	B
Weekdays	00:00 - 05:59	9 861.2	E	262.8	E	2 144.9	C		F	12 644.3	E
	06:00 - 11:59	98 382.3	E	3 399.9	B	5 920.7	B	9 781.4	B	117 484.3	A
	12:00 - 17:59	144 504.2	E	3 557.1	B	5 885.7	B	8 720.3	B	162 667.2	A
	18:00 - 23:59	67 942.2	E	670.6	E	3 292.2	C	932.7	D	72 837.7	E
	Total	320 689.9	E	7 898.2	B	17 243.5	B	19 809.8	B	365 641.4	A
Total	00:00 - 05:59	13 898.0	E	294.8	D	2 490.5	C		F	17 088.2	E
	06:00 - 11:59	137 879.7	A	3 794.5	B	6 818.9	B	10 374.7	B	158 867.8	A
	12:00 - 17:59	210 293.0	E	4 003.7	B	6 792.4	B	9 449.3	B	230 538.4	A
	18:00 - 23:59	100 549.4	E	784.1	E	3 881.6	C	1 274.2	D	106 489.3	E
	Total	462 620.2	E	8 885.5	B	19 983.4	B	21 503.0	B	512 992.0	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, 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	10 773.4	E	615.8	E	474.8	E		F	11 866.5	E
	Female	10 414.9	E		F		F		F	10 425.1	E
	Total	21 188.3	E	618.5	E	474.8	E		F	22 291.6	E
25 - 55 years	Male	120 898.2	E	4 292.5	B	14 676.8	B	724.0	B	140 591.5	E
	Female	59 968.9	B		F	291.3	E	371.7	B	60 704.6	B
	Total	180 867.1	A	4 365.2	B	14 968.1	B	1 095.6	B	201 296.1	A
55 years and over	Male	59 557.7	B	1 160.3	D	2 947.1	C	380.7	B	64 045.8	B
	Female	23 980.9	B		F		F	111.8	D	24 093.5	B
	Total	83 538.7	B	1 161.1	D	2 947.1	C	492.5	B	88 139.3	A
Total	Male	191 229.4	A	6 068.6	B	18 098.7	B	1 107.2	B	216 503.9	A
	Female	94 364.7	A		F	291.3	E	491.0	B	95 223.2	A
	Total	285 594.1	A	6 144.8	A	18 390.0	A	1 598.2	A	311 727.1	A

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

Estimates of the provincial total of  
passenger-km ('000 000) by type of vehicle, 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	16 379.5	E	976.5	E	502.1	E		F	17 890.0	E
	Female	15 452.0	E		F		F		F	15 532.1	E
	Total	31 831.6	E	979.2	E	502.1	E		F	33 422.1	E
25 - 55 years	Male	207 063.2	E	6 312.8	B	16 024.7	C	8 423.1	D	237 823.8	E
	Female	92 530.4	B		F	410.1	E	5 636.6	C	98 755.0	B
	Total	299 593.6	E	6 490.7	B	16 434.8	C	14 059.7	B	336 578.9	E
55 years and over	Male	95 961.1	B	1 413.3	D	3 046.5	C	5 644.5	D	106 065.4	B
	Female	35 233.9	B		F		F	1 689.6	E	36 925.6	B
	Total	131 195.0	B	1 415.5	D	3 046.5	C	7 334.0	C	142 991.0	B
Total	Male	319 403.9	E	8 702.7	B	19 573.3	B	14 099.4	C	361 779.2	E
	Female	143 216.2	B		F	410.1	E	7 403.6	C	151 212.7	A
	Total	462 620.2	E	8 885.5	B	19 983.4	B	21 503.0	B	512 992.0	A

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

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	31 972.8	A	296.7	E		F	46.8	C	32 572.4	A
Diesel	1 025.6	E	1 231.7	B	7 099.8	B	502.4	B	9 859.4	B

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

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### Selected Publications from Statistics Canada

#### **Catalogue**

53F0004XIE	<b>Canadian Vehicle Survey – Quarterly.</b> English.
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