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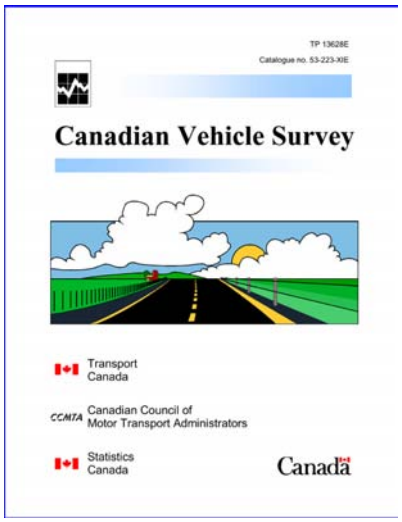
Annual 2004



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Note of appreciation

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

Symbols

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

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

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

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1. Introduction 8

2. Survey overview 8

3. Concepts and definitions 9

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

4. Methodology 11

4.1 Survey design 11
4.1.1 Survey population 11
4.1.2 Sample design 11
4.1.3 Estimation 12
4.1.4 Sample size 12
4.2 Data collection and processing 12
4.2.1 Data collection 12
4.2.2 Edit and imputation 13
4.2.3 Estimation 13

5. Data quality 14

5.1 Sources of errors 14
5.2 Sampling error 14
5.3 Non-sampling errors 14
5.3.1 Coverage errors 15
5.3.2 Response errors 15
5.3.3 Nonresponse errors 15
5.3.4 Processing errors 16
5.4 Measuring quality 16
5.4.1 Response rates 16
5.4.2 Relative imputation rates 17
5.4.3 Coefficient of variation 17
5.4.4 Quality indicator 17
5.5 Notes for historical comparison 18

6. Glossary 20

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 - 14.9 t 23
4. Number of vehicles on the registration lists by jurisdiction and vehicle model year for trucks 15 t or more 24
5. Estimates of the number of vehicles in scope by type of vehicle and jurisdiction 25
6. Estimates for Canada of the number of vehicles in scope by type of vehicle and vehicle model year 26
7. Estimates for Canada of the number of vehicles in scope by type of vehicle and vehicle body type 27
8. Estimates for Canada of the number of vehicles in scope by type of vehicle and type of fuel 28
9. Estimates of the vehicle-km by type of vehicle and jurisdiction 29
10. Estimates of the passenger-km by type of vehicle and jurisdiction 30
11. Estimates for Canada of vehicle-km by type of vehicle and vehicle model year 31
12. Estimates of the provincial total of passenger-km by type of vehicle and vehicle model year 32
13. Estimates for Canada of vehicle-km by type of vehicle and vehicle body type 33
14. Estimates of the provincial total of passenger-km by type of vehicle and vehicle body type 34
15. Estimates for Canada of vehicle-km by type of vehicle and type of fuel 35
16. Estimates of the provincial total of passenger-km by type of vehicle and type of fuel 36
17. Estimates of the provincial total of vehicle-km by type of vehicle and day of the week 37
18. Estimates of the provincial total of passenger-km by type of vehicle and day of the week 38
19. Estimates of the provincial total of vehicle-km by type of vehicle and driver age group 39
20. Estimates of the provincial total of passenger-km by type of vehicle and driver age group 40
21. Estimates of the provincial total of vehicle-km by type of vehicle and sex of driver 41
22. Estimates of the provincial total of passenger-km by type of vehicle and sex of driver 42
23. Estimates of the provincial total of vehicle-km by type of vehicle and time of day 43
24. Estimates of the provincial total of passenger-km by type of vehicle and time of day 44
25. Estimates of the provincial total of vehicle-km by type of vehicle and carrying dangerous goods 45
26. Estimates of the provincial total of passenger-km by type of vehicle carrying dangerous goods 46
27. Estimates of the provincial total of vehicle-km by type of vehicle and type of day 47
28. Estimates of the provincial total of passenger-km by type of vehicle and type of day 48
29. Estimates of the provincial total of vehicle-km by type of vehicle and road type 49
30. Estimates of the provincial total of passenger-km by type of vehicle and road type 50
31. Estimates of the provincial total for vehicles up to 4.5 t: passenger-km by passenger age group 51
32. Estimates of the provincial total for vehicles up to 4.5 t: vehicle-km and passenger-km by part of the driver's job 52
33. Estimates of the provincial total for vehicles up to 4.5 t: vehicle-km by origin and destination of trip 53
34. Estimates of the provincial total for vehicles up to 4.5 t: passenger -km by origin and destination of trip 54
35. Estimates of the provincial total for trucks 4.5 t or more: vehicle-km by vehicle group and trip purpose 55
36. Estimates of the provincial total for trucks 4.5 t or more: passenger-km by vehicle group and trip purpose 56
37. Estimates of the provincial total of vehicle-km by type of vehicle, type of day and time of day 57
38. Estimates of the provincial total of passenger-km by type of vehicle, type of day and time of day 58
39. Estimates of the provincial total of vehicle-km by type of vehicle, driver age group and sex of driver 59
40. Estimates of the provincial total of passenger-km by type of vehicle, driver age group and sex of driver 60
41. Estimates of the provincial total of vehicle-km by type of vehicle, type of fuel and vehicle body type 61
42. Estimates of the provincial total of fuel consumed by type of vehicle, type of fuel and vehicle body type 62
43. Estimates of the provincial total of number of vehicles in scope by type of vehicle and activity type 63
44. Estimates of the provincial total for trucks 4.5 t – 14.9 t: vehicle-km and passenger-km by activity type 64
45. Estimates of the provincial total for trucks 15 t or more: vehicle-km and passenger-km by activity type 65
46. Estimates of the provincial total for trucks 4.5 t – 14.9 t: vehicle-km and passenger-km by trip type 66
47. Estimates of the provincial total for trucks 15 t or more: vehicle-km and passenger-km by trip type 67

Highlights

- On average, 18.3 million vehicles were in-scope for the Canadian Vehicle Survey during the year.

- Between January 1 and December 31, 2004, these vehicles travelled an estimated 311.9 billion kilometres.

- Vehicles with gross weight less than 4 500 kilograms were driven an average of 16 000 kilometres while the largest of the trucks (trucks with gross weight 15 000 kilograms or more) were driven an average of 74 450 kilometres.

1. Introduction

Road vehicles dominate passenger travel and freight traffic. However, prior to the Canadian Vehicle Survey (CVS), no measures of total vehicle-kilometres or passenger-kilometres were available. The CVS was developed at the request of Transport Canada to fill this data gap. The survey provides quarterly and annual estimates of the amount of road travel, broken down by types of vehicles and characteristics, such as age and sex of driver, time of day and season. The results are the prime source of road vehicle use information for researchers and interested members of the public.

Prior to 2004, the survey was sponsored by Transport Canada. Since then, the survey has been co-sponsored by Transport Canada and Natural Resources Canada. They plan to combine the survey data with other data to improve road safety, monitor fuel consumption and deal with the impact of vehicle usage on the environment.

This document describes concepts, employed methods and discusses data quality. The reference period for all the information presented in this document is the year 2004.

2. Survey overview

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

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

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

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

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

3. Concepts and definitions

3.1 The population of interest

The *in-scope vehicles* for the CVS include all motor vehicles, except buses (buses were included in the survey prior to 2004), motorcycles, off road vehicles (e.g., snowmobiles, dune buggies, amphibious vehicles) and special equipment (e.g., cranes, street cleaners, snowplows and backhoes), registered in Canada anytime during the survey reference period, that have not been scrapped or salvaged.

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

3.2 Definitions of variables in tables

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

Passenger-kilometres is the sum of the distances traveled by individual passengers (the driver being considered as one of the passengers). For example, for a vehicle with three passengers (the driver being one of them) that is driven on a distance of 10 kilometres, the number of passenger-kilometres will be 30. Light vehicles (see the *Vehicle type* definition in section 3.3) report the number of passengers for each trip (see the *Trip* definition in section 3.4). The number of passengers in heavy vehicles with gross vehicle weight of 4.5 tonnes or more is calculated as the average of the number of passengers at the beginning of each trip and the number of passengers at the end of each trip (see the *Trip* definition in section 3.4).

Fuel consumed is the amount of fuel used to operate vehicles. This variable is derived for each vehicle using the reported fuel purchases and distance driven.

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

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

3.3 Definitions of vehicle characteristics

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

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

Fuel type is based on the information provided by the respondent or from the registration lists. All vehicles are divided into three classes: vehicles powered by gasoline, vehicles powered by diesel fuel and vehicles powered by other energy sources.

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

3.4 Definitions of vehicle usage characteristics

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

A new trip is reported for *light vehicles* if any of the following events happen:
- the driver gets in the car
- a passenger gets in or out of the car

A new trip is reported for *heavy vehicles weighing 4.5 tonnes or more* if any of the following events happen:
- a stop of more than 30 minutes
- a change of driver
- a change of purpose or use
- a change in the truck configuration
- a change in the status of the load from loaded to unloaded or the reverse

For each trip, the respondent provides the following information:
- Beginning and end times and dates of the trip that are used to determine the *time of day* and *day of week* the trip takes place.
- *Driver age group* and *driver sex*.
- *Trip origin and destination* for light vehicles.
- *Trip purpose* for heavy vehicles, as determined by the respondent. If there were several purposes for the trip, the respondent is asked to indicate the main purpose of the trip. Multiple trip purposes are not allowed.
- If *dangerous goods* (as defined by the Transportation of Dangerous Goods Act) are carried by heavy vehicles.
- *Number of kilometres traveled on roads with posted speed limit of 80 km/h or more*
- *Age group (Under 5 years, 5 to 14, 15 to 19, 20 to 34, 35 to 54, 55 to 64, 65 to 74, 75 to 84, 85 years and over) of passengers and the number of passengers within each group*, to calculate passenger-kms. Passenger age information is collected only for light vehicles (see section 3.2). We collect the total number of passengers only for heavy vehicles.
- *Truck configuration* for heavy vehicles.
- Total cost, unit cost and quantity of *fuel purchased*.

4. Methodology

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

4.1 Survey design

4.1.1 Survey population

The survey population 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 2004 was drawn from lists of motor vehicles with valid registrations in any province or territory available three months before the beginning of each quarter. Buses, 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 2004. These sets of vehicle lists and the days within the respective quarter constitute the survey population.

4.1.2 Sample design

The CVS uses a two-stage sample design. At the first-stage, a sample of vehicles is selected, while at the second-stage, a sample of consecutive days within the quarter is selected.

To select the first-stage sample, all vehicles from the survey population were first stratified (grouped) into 78 strata. The vehicles were stratified into three vehicle types (see section 3.3) and 13 jurisdictions (ten provinces and three territories). Then, in order to improve the precision of the estimates, the vehicles were further divided into two vehicle-age strata of newer and older vehicles.

Next, the vehicles were sorted within each stratum, using the first three characters of the postal code of the owner's address. Then, a systematic sample of vehicles (first stage sample) was selected from the survey population. Systematic sampling was used to spread the sample over all regions and to avoid heavy burden on owners of multiple vehicles. To minimize respondent burden, no vehicle is selected more than once during any consecutive four quarters for provinces and two consecutive quarters for territories.

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

4.1.3 Estimation

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

4.1.4 Sample size

A total sample of 21,496 vehicles was drawn for the ten provinces. Another 10,695 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, the following information is collected about each sampled vehicle: vehicle type, fuel type used, distance driven the previous week, some information about anticipated vehicle usage during the following six weeks, current odometer reading, some vehicle maintenance questions and some questions on the household characteristics. Then the respondent was asked to complete a trip log. If the respondent agreed, personal information, such as name and address, were obtained in order to mail out the trip log for the vehicle.

The log type depended on the type of vehicle. There were two types of logs: a light vehicle log and a heavy vehicle log.

Respondents receiving a light vehicle log were requested to record information for 20 consecutive trips made in the selected vehicle, beginning on the assigned *first reporting day*. Respondents receiving a heavy vehicle log were requested to record information for all the trips made in the selected vehicle over the assigned seven-day period.

The collected data included information about each trip:

- Start and stop dates and times
- Start and stop odometer readings
- origin and destination (light vehicle log) or trip purpose (heavy vehicle log)
- number and age group of passengers (light vehicle log) or number of passengers at the start and end of the trip (heavy vehicle log)
- sex and age group of the driver
- fuel purchases
- distance traveled on roads with posted speed limit of 80km/h or more.
- truck configuration (heavy vehicle log only)
- dangerous goods (heavy vehicle log only)

Starting in 2004, the respondents were also asked to continue to record their fuel purchases until they reported two fill-ups or five fuel purchases or until the 28-day reporting period is over.

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

To increase the number of responses, respondents were contacted a second time, either by phone or by mail. On the first or second day of the log, an attempt was made to phone each vehicle owner, who agreed during the CATI to fill out the log, to answer any questions the respondent might have. Later, an attempt was made to contact by phone or mail everyone who did not return logs. (Some companies with large vehicle fleets have special arrangements to lower their response burden. There is no follow-up done with these companies.)

Territorial collection

The registered owners of the selected vehicles were mailed questionnaires and asked to provide two odometer readings, one at the beginning of the quarter and another at the beginning of the next quarter. Information was also collected on the vehicle status (owned, sold, scrapped), body style (car, SUV, pick-up, etc.) and type of fuel used.

4.2.2 Edit and imputation

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

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

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

4.2.3 Estimation

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

The following estimates of totals are available:

- vehicle counts by jurisdiction and vehicle type;
- vehicle-kilometres by jurisdiction and vehicle type;
- passenger-kilometres by province and vehicle type;
- fuel consumed, by vehicle type and fuel type;
- cross tabulations of vehicle-kilometers and passenger-kilometers by a number of variables (described in Concepts and Definitions), such as body type, driver characteristics, time of day, day of week, etc.

5. Data quality

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

5.1 Sources of errors

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

5.2 Sampling error

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

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

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

5.3 Non-sampling errors

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

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

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

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

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

5.3.1 Coverage errors

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

The following sources of coverage errors for the CVS were observed:

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

Thus the CVS is subject to some degree of under and over coverage. The estimation procedure is designed to compensate for the part of the under- and over coverage that has been determined.

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

5.3.2 Response errors

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

Few response errors were discovered during editing of the data.

5.3.3 Nonresponse errors

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

5.3.4 Processing errors

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

A coding error occurs when a field is coded erroneously because of a misinterpretation of the coding procedures or a bad judgment. A data capture error occurs when the data are misinterpreted or keyed incorrectly. For example, an odometer reading of 53467 could be keyed as 54367.

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

5.4 Measuring quality

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

5.4.1 Response rates

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

Vehicle response rates by province and vehicle type

Provinces	Nfld. Lab.	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.
Light vehicles	61%	69%	61%	59%	68%	63%	72%	64%	61%	61%
Heavy vehicles 4.5t – 14.9t	55%	63%	63%	59%	68%	61%	70%	62%	59%	60%
Heavy vehicles 15t or more	62%	57%	69%	66%	73%	67%	65%	68%	51%	67%

Vehicle response rates by territory and vehicle type

Territories	Y.T.	N.W.T.	Nvt.
Light vehicles	21%	15%	11%
Heavy vehicles 4.5t – 14.9t	15%	11%	9%
Heavy vehicles 15t or more	14%	16%	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

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

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

5.4.3 Coefficient of variation

As a measure of the sampling error of the estimates, the estimated coefficients of variation (CV) were calculated. CV's for estimates may be obtained from the Transportation Division of Statistics Canada upon request. Note that the calculated CV estimates take into account the variability due to sampling and the variability due to non-response and imputation.

5.4.4 Quality indicator

To assist the user in evaluating the potential effect of nonresponse, imputation and sampling error, an all-embracing quality indicator accompanies every estimate. The quality indicator is a function of the CV, which takes into account the variability due to sampling and the variability due to non-response and imputation.

Quality Symbol	C.V. equivalent	Explanation of estimate quality
A	Less than 5%	Excellent
B	5% to 9.9%	Very good
C	10% to 14.9%	Good
D	15% to 19.9%	Acceptable
E	20% to 34.9%	Use with caution
F	35% or more	Too unreliable to be published

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

5.5 Notes for historical comparison

Beginning with Quarter 1, 2004, the following changes were made and may affect comparability with previous quarters:

- Buses are excluded from the survey
- Rather than estimates of the quantity of fuel purchased, the survey now produces estimates of the quantity of fuel consumed.
- The light vehicle log is based on 20 trips rather than reporting all trips for 7 days. Depending on vehicle usage, some respondents will report more than 7 days worth of trips while others will report less than 7 days.
- The definition of a trip for light vehicles has changed so that a new trip is now reported every time a driver gets in the vehicle or a passenger gets in or out of the vehicle. This change will mean that what was previously reported as one trip could now be reported as two, three or even more trips if there is a change in driver and/or multiple passengers are picked up or dropped off at different locations. This new definition will produce more accurate estimates of passenger-kilometres for light vehicles.

Beginning with Quarter 2, 2003, vehicles that were insured but not registered were removed from the registration lists for Manitoba. As a result, some estimates for Manitoba may be lower than the estimates from previous quarters.

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

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

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

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

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

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

- The changes that affect comparability with 1999 results:
    - The trip purpose choices (for all vehicle types) were changed. The purpose is now based on the destination of the trip. Thus the results from 2000 and 1999 are not comparable for this item.
    - Passenger-kilometers were not collected for heavy vehicles in 2000.

- The changes that may affect comparability with the 1999 results:
    - A new log was developed for survey year 2000 for all heavy vehicles. In 1999 heavy vehicles with gross vehicle weights of 4.5 tonnes or more and less than 15 tonnes had a different log than heavy vehicles with gross vehicle weights of 15 tonnes or more.
    - The fuel purchased question was attached to each trip for the 2000 survey year for heavy vehicles. Previously it was recorded separately from the trips.

6. Glossary

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

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

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

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

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

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

Number of vehicles on the registration lists by type of vehicle and jurisdiction

	Vehicle type			
	Vehicles up to 4.5t	Trucks 4.5t to 14.9t	Trucks 15t and over	Total
Jurisdiction				
Newfoundland and Labrador	253 183	3 998	2 857	260 038
Prince Edward Island	75 163	1 660	2 675	79 498
Nova Scotia	518 430	8 476	6 945	533 851
New Brunswick	442 593	7 497	3 954	454 043
Quebec	4 224 896	57 025	37 274	4 319 195
Ontario	6 679 103	84 481	106 986	6 870 570
Manitoba	616 015	10 091	14 703	640 809
Saskatchewan	642 054	38 378	24 451	704 882
Alberta	2 148 695	97 290	68 930	2 314 915
British Columbia	2 273 461	78 623	14 199	2 366 283
Yukon Territory	23 905	1 481	1 145	26 531
Northwest territories	19 940	606	914	21 459
Nunavut	2 928	213	131	3 272
Total - Canada	17 920 366	389 817	285 162	18 595 345

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

	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 1987	7 120	3 996	24 329	18 128	131 337	278 792	53 359	97 791	233 375	251 174	3 965	1 964	217	1 105 553
1987	2 426	1 367	7 059	6 275	54 515	80 798	13 065	16 268	44 104	63 845	793	352	51	290 924
1988	4 958	2 218	11 196	10 551	91 491	137 925	17 671	21 433	63 146	81 419	1 034	571	97	443 715
1989	6 049	2 704	13 750	12 805	111 004	173 724	19 990	23 161	73 415	95 968	1 127	618	86	534 405
1990	6 741	3 301	16 871	15 461	142 569	217 841	24 291	25 945	84 941	112 604	1 171	700	93	652 535
1991	8 578	3 452	19 003	18 012	172 299	242 414	27 493	28 311	91 572	114 651	1 120	726	120	727 756
1992	10 754	4 467	23 935	22 938	217 547	302 475	30 803	30 072	93 553	120 373	1 077	692	141	858 830
1993	13 301	4 683	25 659	22 642	212 443	308 981	29 091	28 379	88 741	113 315	1 066	651	155	849 113
1994	14 902	4 982	28 432	24 779	213 205	334 431	29 770	30 968	95 049	110 064	1 090	792	168	888 637
1995	14 686	5 320	30 220	26 418	231 389	370 448	33 084	33 312	101 982	114 411	1 154	799	169	963 398
1996	11 515	4 478	26 129	22 247	189 540	320 897	29 647	27 943	87 545	92 079	886	670	128	813 711
1997	15 705	5 435	33 177	27 439	239 089	417 236	39 330	37 249	119 627	119 563	1 224	1 003	186	1 056 267
1998	18 139	5 579	36 806	30 807	263 493	463 276	41 365	38 051	134 580	119 933	1 118	1 102	178	1 154 433
1999	18 014	5 086	34 745	28 719	260 043	448 498	36 183	31 533	115 307	108 036	1 016	1 148	195	1 088 528
2000	21 166	5 721	40 737	34 990	320 365	548 989	40 819	36 522	131 398	125 929	1 039	1 431	208	1 309 320
2001	20 557	3 395	33 269	28 591	311 501	490 995	36 395	34 099	135 904	123 079	1 183	1 595	223	1 220 790
2002	24 001	3 755	41 735	34 624	385 317	571 973	43 899	39 223	163 496	151 163	1 338	1 823	235	1 462 588
2003	24 581	3 378	41 943	35 203	412 292	592 552	44 768	40 325	174 282	152 942	1 625	2 268	203	1 526 366
2004	9 341	1 628	25 570	19 713	240 089	336 338	22 786	20 210	105 773	92 247	793	946	60	875 499
2005	620	207	3 857	2 236	24 453	40 513	2 198	1 251	10 895	10 658	76	80	4	97 052
2006	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	21	0	0	4	904	0	0	0	0	0	0	0	0	930
TOTAL	253 182	75 162	518 429	442 592	4 224 895	6 679 102	616 014	642 053	2 148 694	2 273 461	23 904	19 939	2 927	17 920 360

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

	Jurisdiction													
	Newfoundl-and and Labrador	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche-wan	Alberta	British Columbia	Yukon Territory	Northwest Territor-ies	Nunavut	TOTAL
Vehicle model year														
Earlier then 1987	832	847	1 909	981	11 155	6 585	2 868	28 314	34 997	13 437	498	131	42	102 601
1987	126	67	302	152	2 400	1 784	301	447	1 852	1 541	35	13	13	9 038
1988	197	83	348	191	3 114	2 458	345	449	2 518	2 359	54	22	13	12 155
1989	171	89	345	187	2 602	2 520	339	393	2 595	2 642	61	19	8	11 976
1990	187	59	368	203	2 651	2 858	452	535	2 850	3 001	55	30	9	13 267
1991	183	46	264	213	1 779	2 063	410	483	2 200	2 381	38	17	6	10 089
1992	152	36	258	250	1 667	2 152	365	443	2 164	2 453	45	17	7	10 014
1993	143	42	287	294	1 902	2 750	401	504	2 226	2 929	31	14	11	11 539
1994	196	56	300	359	2 421	3 465	416	536	2 681	3 253	51	20	9	13 769
1995	255	63	516	416	3 191	4 612	550	698	3 391	3 756	30	36	23	17 544
1996	137	30	302	309	2 018	3 431	386	440	2 362	2 669	33	20	5	12 147
1997	194	40	398	392	2 097	4 748	484	652	3 878	3 569	55	28	11	16 551
1998	174	22	412	408	2 657	4 935	402	629	3 640	3 113	41	22	7	16 467
1999	225	51	545	557	3 698	7 470	499	601	4 516	4 003	66	41	11	22 287
2000	200	30	436	386	3 098	6 544	363	519	3 993	3 730	50	42	10	19 405
2001	167	22	356	446	2 435	6 596	408	753	5 945	4 505	65	30	5	21 739
2002	207	24	368	435	2 270	6 459	369	671	5 087	4 909	88	34	4	20 929
2003	166	28	430	743	2 825	7 541	414	810	6 010	8 276	109	33	8	27 396
2004	62	14	285	525	2 097	4 870	263	450	3 659	5 668	68	22	3	17 991
2005	11	1	37	39	525	629	47	41	716	420	1	6	0	2 478
2006	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	5	0	0	0	413	0	0	0	0	0	0	0	0	418
TOTAL	3 997	1 659	8 475	7 495	57 024	84 480	10 089	38 376	97 289	78 622	1 480	605	213	389 810

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

	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 1987	318	1 104	793	768	1 071	6 376	1 702	8 547	17 701	2 716	225	161	18	41 504
1987	87	202	220	255	488	2 503	338	879	1 374	415	15	12	3	6 796
1988	119	193	227	226	658	2 652	345	960	1 993	489	29	21	0	7 916
1989	131	148	252	198	563	2 855	331	804	1 814	484	26	26	2	7 639
1990	96	138	175	229	540	2 775	294	822	1 989	783	35	27	3	7 911
1991	91	83	108	123	336	1 807	198	562	1 489	446	20	26	6	5 300
1992	87	46	123	91	516	1 828	234	532	1 221	585	33	25	4	5 330
1993	76	62	188	162	769	2 602	425	828	1 753	563	28	21	3	7 484
1994	125	86	309	200	1 494	3 859	648	1 084	2 743	701	39	40	6	11 339
1995	202	139	438	258	2 341	6 635	775	1 462	3 499	773	48	56	9	16 640
1996	168	89	339	161	1 690	4 902	740	1 038	2 801	698	56	51	7	12 745
1997	146	37	302	133	1 801	5 208	699	1 031	3 349	747	51	48	4	13 561
1998	229	67	501	210	3 293	9 076	1 113	1 353	4 740	744	76	65	7	21 479
1999	209	77	582	225	3 834	10 835	1 199	1 010	3 794	699	70	63	18	22 620
2000	240	72	714	191	4 970	12 482	1 459	980	3 876	620	99	65	6	25 779
2001	118	37	365	119	3 071	7 750	908	773	3 741	630	87	57	5	17 669
2002	102	11	256	91	2 014	5 402	607	449	2 995	555	58	40	4	12 590
2003	143	33	444	134	3 596	7 733	1 111	573	3 222	635	65	41	11	17 744
2004	125	34	450	122	2 926	7 272	1 153	627	3 589	679	61	53	5	17 103
2005	34	9	151	48	1 266	2 424	414	128	1 238	229	15	5	0	5 965
2006	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	1	0	0	0	30	0	0	0	0	0	0	0	0	32
TOTAL	2 856	2 674	6 944	3 953	37 273	106 984	14 702	24 450	68 929	14 198	1 144	913	130	285 154

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

Estimates of the

number of vehicles in scope by type of vehicle and jurisdiction

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Jurisdiction								
Newfoundland and Labrador	246 936	A	3 678	B	2 665	B	253 278	A
Prince Edward Island	74 997	A	1 508	B	2 578	B	79 083	A
Nova Scotia	518 044	A	7 266	B	6 909	A	532 218	A
New Brunswick	437 233	A	5 623	B	3 890	A	446 746	A
Quebec	4 144 533	A	48 940	A	37 271	A	4 230 744	A
Ontario	6 610 827	A	72 981	A	102 887	A	6 786 695	A
Manitoba	609 209	A	9 406	B	14 243	A	632 857	A
Saskatchewan	635 133	A	34 402	B	23 412	A	692 947	A
Alberta	2 137 430	A	78 256	A	68 269	A	2 283 955	A
British Columbia	2 285 059	A	60 562	A	12 880	A	2 358 501	A
Yukon Territory	23 473	A	1 202	A	1 159	A	25 833	A
Northwest territories	19 246	A	551	A	1 019	A	20 815	A
Nunavut	2 940	A	212	B	108	C	3 259	A
Total - Canada	17 745 059	A	324 585	A	277 289	A	18 346 933	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 model year

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Vehicle model year								
Later than 2001	3 253 559	A	52 962	B	52 825	A	3 359 346	A
1999 - 2001	4 162 841	A	60 553	A	60 887	A	4 284 281	A
1995 - 1998	4 414 857	A	68 674	B	71 087	B	4 554 618	A
1991 - 1994	3 278 936	A	47 325	B	31 626	B	3 357 887	A
Earlier than 1991	2 634 866	A	95 070	B	60 864	B	2 790 800	A
Total	17 745 059	A	324 585	A	277 289	A	18 346 933	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 type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Vehicle body type								
Car	9 765 170	A		F		...	9 765 287	A
Station wagon	305 342	B		...		...	305 342	B
Van	2 857 999	A	9 164	D		F	2 867 369	A
Sport utility vehicle	1 328 525	A		F		...	1 328 556	A
Pickup	3 426 466	A	41 093	B		...	3 467 559	A
Straight truck	36 975	E	251 896	A	113 083	A	401 954	A
Tractor trailer		F	11 970	D	163 568	A	175 748	A
Bus		F	3 567	E		...		F
Other	20 203	E	6 748	D		F	27 383	E
Total	17 745 059	A	324 585	A	277 289	A	18 346 933	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 type of fuel

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Fuel type								
Gasoline	17 203 463	A	94 745	B	2 993	E	17 301 201	A
Diesel	461 235	B	221 699	A	274 067	A	957 001	A
Other	80 360	E	8 140	D		F	88 731	D
Total	17 745 059	A	324 585	A	277 289	A	18 346 933	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

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Jurisdiction								
Newfoundland and Labrador	3 656.7	B	46.8	D	117.3	D	3 820.8	B
Prince Edward Island	1 155.3	B	13.2	D	67.9	E	1 236.4	B
Nova Scotia	9 092.9	A	142.6	D	362.7	C	9 598.2	A
New Brunswick	7 151.7	A	102.0	C	123.3	C	7 377.0	A
Quebec	66 510.6	A	1 382.3	C	3 938.0	B	71 830.9	A
Ontario	111 977.2	A	1 667.2	B	7 985.6	B	121 630.1	A
Manitoba	8 863.0	A	136.7	C	1 462.1	B	10 461.7	A
Saskatchewan	9 959.9	B	371.8	E	1 131.8	C	11 463.5	A
Alberta	32 474.6	A	1 775.5	B	4 768.0	B	39 018.2	A
British Columbia	32 789.6	A	1 282.2	C	516.6	D	34 588.4	A
Yukon Territory	402.1	B	21.4	C	110.0	B	533.5	B
Northwest territories	241.5	B	8.2	E	61.5	C	311.2	B
Nunavut	26.1	C		F		F	29.7	C
Total - Canada	284 301.2	A	6 952.9	A	20 645.5	A	311 899.6	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

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Jurisdiction								
Newfoundland and Labrador	6 360.6	B	66.9	E	138.4	E	6 565.8	B
Prince Edward Island	1 951.9	C	17.6	E	93.2	E	2 062.7	C
Nova Scotia	16 367.8	B	166.4	D	412.9	C	16 947.2	B
New Brunswick	12 038.6	B	153.2	E	139.0	D	12 330.9	B
Quebec	108 288.2	A	1 920.6	D		F	114 586.0	A
Ontario	183 597.6	A	2 175.1	B	8 662.9	B	194 435.6	A
Manitoba	15 774.7	B	165.4	C	1 645.1	C	17 585.2	B
Saskatchewan	16 946.1	B	460.4	E	1 170.6	C	18 577.2	B
Alberta	51 850.2	B	2 459.8	C	5 232.9	B	59 542.8	B
British Columbia	56 046.3	B	1 625.2	C	618.7	E	58 290.2	B
Total - Provinces	469 221.9	A	9 210.6	B	22 491.0	C	500 923.5	A

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

Estimates for Canada of

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

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Vehicle model year								
Later than 2001	64 809.0	A	1 987.9	B	6 549.8	B	73 346.7	A
1999 - 2001	74 116.6	A	1 639.7	B	6 667.3	B	82 423.6	A
1995 - 1998	72 162.1	A	1 539.6	C	5 383.8	B	79 085.5	A
1991 - 1994	45 164.6	A	825.6	D	1 090.7	D	47 080.8	A
Earlier than 1991	28 048.9	B	960.1	D	954.0	D	29 963.0	B
Total	284 301.2	A	6 952.9	A	20 645.5	A	311 899.6	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 type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Vehicle model year								
Later than 2001	110 979.9	B	2 624.2	B	7 059.6	B	120 663.7	A
1999 - 2001	121 904.2	A	2 053.4	B	7 302.6	B	131 260.2	A
1995 - 1998	121 089.4	B	1 982.1	C		F	128 926.3	B
1991 - 1994	72 547.2	B	1 088.4	E		F	74 859.8	B
Earlier than 1991	42 701.1	B	1 462.4	E	1 050.1	D	45 213.6	B
Total	469 221.9	A	9 210.6	B	22 491.0	C	500 923.5	A

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

Estimates for Canada of

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

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Vehicle body type								
Car	148 556.4	A		...		...	148 556.4	A
Station wagon	5 240.0	C		...		...	5 240.0	C
Van	48 293.6	A	185.9	E		F	48 481.3	A
Sport utility vehicle	23 817.4	B		F		...	23 818.5	B
Pickup	57 001.1	A	882.8	D		...	57 883.9	A
Straight truck	497.8	E	5 429.9	B	3 758.2	B	9 685.8	A
Tractor trailer		F	275.9	E	16 884.4	A	17 163.9	A
Bus		F		F		...		F
Other		F		F		F		F
Total	284 301.2	A	6 952.9	B	20 645.5	A	311 899.6	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 type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Vehicle body type								
Car	232 887.3	A		...		...	232 887.3	A
Station wagon	8 412.0	D		...		...	8 412.0	D
Van	96 466.1	B	233.5	E		F	96 703.4	B
Sport utility vehicle	41 395.1	B		...		...	41 395.1	B
Pickup	87 442.2	B	1 097.4	C		...	88 539.6	B
Straight truck		F	7 237.0	B	4 337.9	B	12 359.4	B
Tractor trailer		F	396.3	E	18 148.2	D	18 548.8	D
Bus		F		F		...		F
Other		F		F		F		F
Total	469 221.9	A	9 210.6	B	22 491.0	C	500 923.5	A

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

Estimates for Canada of

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

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Fuel type								
Gasoline	275 549.4	A	1 393.0	C		F	276 999.8	A
Diesel	7 719.9	C	5 484.6	B	20 567.2	A	33 771.7	A
Other	1 031.9	E	75.3	E		F	1 128.0	E
Total	284 301.2	A	6 952.9	A	20 645.5	A	311 899.6	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

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Fuel type								
Gasoline	454 836.5	A	1 867.9	C		F	456 766.3	A
Diesel	12 849.7	D	7 226.3	B	22 416.3	C	42 492.3	B
Other		F		F		F		F
Total	469 221.9	A	9 210.6	B	22 491.0	C	500 923.5	A

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

Estimates of the provincial total of

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

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Day of the week								
Sunday	33 501.6	A	381.8	C	1 226.5	B	35 109.9	A
Monday	39 887.4	A	1 269.4	B	3 247.0	A	44 403.9	A
Tuesday	41 640.6	A	1 332.8	B	3 762.8	A	46 736.2	A
Wednesday	43 628.9	B	1 298.8	B	3 774.1	A	48 701.8	A
Thursday	43 962.8	B	1 246.5	B	3 964.3	B	49 173.5	B
Friday	45 468.0	B	1 065.3	B	3 315.2	A	49 848.4	A
Saturday	35 542.3	B	325.8	D	1 183.4	B	37 051.5	A
Total	283 631.5	A	6 920.4	B	20 473.3	A	311 025.2	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

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Day of the week								
Sunday	66 606.4	A	480.4	D	1 417.7	E	68 504.5	A
Monday	59 547.1	A	1 716.4	B	3 519.4	C	64 783.0	A
Tuesday	62 496.0	A	1 760.6	B	4 147.2	C	68 403.7	A
Wednesday	69 012.1	B	1 705.0	B	4 124.6	C	74 841.7	B
Thursday	68 298.2	B	1 679.4	C	4 365.9	C	74 343.5	B
Friday	77 290.3	B	1 382.6	B	3 608.5	C	82 281.4	A
Saturday	65 972.0	A	486.1	D	1 307.7	C	67 765.8	A
Total	469 221.9	A	9 210.6	B	22 491.0	C	500 923.5	A

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

Estimates of the provincial total of

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

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Age of driver								
Under 20 years		F	121.1	E		F		F
20 - 24 years	9 650.7	D	397.5	E	414.0	E	10 462.1	D
25 - 34 years	33 468.2	C	1 484.6	B	4 279.2	C	39 232.0	B
35 - 44 years	60 940.9	B	1 999.0	B	5 601.2	C	68 541.2	B
45 - 54 years	84 487.1	B	1 752.4	C	6 619.0	C	92 858.5	B
55 - 64 years	52 223.1	B	1 010.6	D	3 300.8	C	56 534.5	B
65 years and over	39 002.1	B	155.2	E	259.1	E	39 416.3	B
Total	283 631.5	A	6 920.4	B	20 473.3	A	311 025.2	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 to 14.9t		Trucks 15t and over		Total	
Age of driver								
Under 20 years	6 481.7	E	198.4	E		F	6 680.2	E
20 - 24 years	16 047.9	D	646.7	E	418.1	E	17 112.6	D
25 - 34 years	52 681.2	C	1 799.1	C	4 750.0	D	59 230.2	B
35 - 44 years	109 734.3	B	2 594.4	B	6 238.4	C	118 567.1	B
45 - 54 years	135 417.4	B	2 342.6	C	7 283.7	C	145 043.6	B
55 - 64 years	80 978.6	B	1 453.8	E	3 495.2	C	85 927.6	B
65 years and over	67 880.8	B		F	305.7	E	68 362.1	B
Total	469 221.9	A	9 210.6	B	22 491.0	C	500 923.5	A

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

Estimates of the provincial total of

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

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Sex of driver								
Male	189 715.5	A	6 852.7	B	20 143.1	C	216 711.3	A
Female	93 916.0	B	67.7	E	330.2	E	94 313.9	B
Total	283 631.5	A	6 920.4	B	20 473.3	A	311 025.2	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 sex of driver

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Sex of driver								
Male	315 638.6	A	9 110.7	B	21 882.8	C	346 632.1	A
Female	153 583.3	B	99.9	E		F	154 291.4	B
Total	469 221.9	A	9 210.6	B	22 491.0	C	500 923.5	A

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

Estimates of the provincial total of

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

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Time of day								
00:00 - 05:59	7 063.3	C	279.4	D	2 164.3	C	9 507.1	B
06:00 - 11:59	96 342.8	A	3 107.5	B	7 250.4	B	106 700.7	A
12:00 - 17:59	125 777.2	A	3 033.9	B	7 294.0	C	136 105.2	A
18:00 - 23:59	54 448.1	B	499.5	C	3 764.6	C	58 712.3	B
Total	283 631.5	A	6 920.4	B	20 473.3	A	311 025.2	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 to 14.9t		Trucks 15t and over		Total	
Time of day								
00:00 - 05:59	10 645.0	C	360.2	E	2 490.3	D	13 495.4	C
06:00 - 11:59	150 595.3	A	4 068.4	B	7 909.8	C	162 573.4	A
12:00 - 17:59	211 362.2	A	4 150.8	B	7 966.9	C	223 480.0	A
18:00 - 23:59	96 619.5	A	631.2	C	4 124.0	C	101 374.7	A
Total	469 221.9	A	9 210.6	B	22 491.0	C	500 923.5	A

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

Estimates of the provincial total of

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

	Vehicle type					
	Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Carrying dangerous goods						
Declared - yes	445.8	E	1 621.7	C	2 067.5	B
Declared - no	6 474.5	B	18 851.6	C	25 326.2	B
Total	6 920.4	B	20 473.3	A	27 393.7	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 carrying dangerous goods

	Vehicle type					
	Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Carrying dangerous goods						
Declared - yes	673.3	E	1 635.5	C	2 308.8	C
Declared - no	8 537.2	B	20 855.5	C	29 392.8	B
Total	9 210.6	B	22 491.0	C	31 701.6	B

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

Estimates of the provincial total of

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

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Type of day								
Weekends and holidays	75 194.4	A	872.6	C	3 076.2	B	79 143.3	A
Weekdays	208 437.1	A	6 047.7	B	17 397.0	A	231 881.9	A
Total	283 631.5	A	6 920.4	B	20 473.3	A	311 025.2	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

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Type of day								
Weekends and holidays	142 612.2	A	1 164.3	D	3 448.3	C	147 224.8	A
Weekdays	326 609.7	A	8 046.3	B	19 042.8	C	353 698.8	A
Total	469 221.9	A	9 210.6	B	22 491.0	C	500 923.5	A

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

Estimates of the provincial total of

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

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Road type								
Road with posted maximum speed of 80km/h or more	148 101.4	A	3 604.5	B	14 391.3	B	166 097.2	A
Other roads	135 530.1	B	3 315.9	B	6 082.0	D	144 927.9	B
Total	283 631.5	A	6 920.4	B	20 473.3	A	311 025.2	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 road type

	Vehicle type							
	Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Road type								
Road with posted maximum speed of 80km/h or more	253 279.1	A	4 949.7	B	15 703.9	B	273 932.7	A
Other roads	215 942.9	B	4 260.8	B	6 787.2	E	226 990.9	B
Total	469 221.9	A	9 210.6	B	22 491.0	C	500 923.5	A

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

Estimates of provincial total for

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

	Estimates for	
	Vehicles up to 4.5t	
Passenger age		
Under 5 years	15 221.5	C
5 - 14 years	30 857.1	B
15 - 19 years	15 563.9	D
20 - 24 years	17 758.7	C
25 - 34 years	51 555.2	B
35 - 54 years	195 430.9	A
55 - 64 years	74 742.5	B
65 - 74 years	45 724.9	B
75 - 84 years	19 645.9	C
85 years and over	2 721.3	E
Total	469 221.9	A

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

Estimates of provincial total for

vehicles up to 4.5t: vehicle-km and passenger-km by part of the driver's job

	Estimates of			
	vehicle-km ('000 000)		passenger-km ('000 000)	
Part of job				
Yes	50 756.9	B	68 219.1	B
No	232 874.6	A	401 002.8	A
Total	283 631.5	A	469 221.9	A

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

Estimates of provincial total for

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

	Destination											
	Driver's home		Driver's regular workplace		Shopping centre / bank / other place of personal business		Leisure / entertainment / recreational facility / restaurant		Other			
Origin												
Driver's home	52 960.1	B	26 236.3	B	10 927.8	E	9 000.6	E	33 560.0	B		
Driver's regular workplace	22 363.6	C	10 241.1	C		F		F	6 090.1	E		
Shopping centre / bank / other place of personal business	12 753.6	D		F	4 500.2	E		F	4 490.7	E		
Leisure / entertainment / recreational facility / restaurant	8 934.8	E		F		F		F	2 647.3	E		
Other	32 895.4	B	4 555.9	E	5 889.3	E	2 776.1	E	24 450.1	C		

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

Estimates of provincial total for

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

	Destination											
	Driver's home		Driver's regular workplace		Shopping centre / bank / other place of personal business		Leisure / entertainment / recreational facility / restaurant		Other			
Origin												
Driver's home	89 062.8	B	31 341.5	C	18 677.7	D	17 824.6	D	58 718.3	B		
Driver's regular workplace	26 464.9	C	15 092.0	D		F		F	8 303.8	E		
Shopping centre / bank / other place of personal business	20 800.4	D		F	7 738.8	E		F	8 579.7	E		
Leisure / entertainment / recreational facility / restaurant	16 918.6	D		F		F	3 421.5	E	5 808.1	E		
Other	57 358.4	B	5 941.4	E	10 262.8	E	7 011.7	E	49 588.7	C		

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

Estimates of provincial total for

trucks 4.5t or more: vehicle-km ('000 000) by vehicle group and trip purpose

		Vehicle type			
		Trucks 4.5t to 14.9t		Trucks 15t and over	
Vehicle group	Trip purpose				
Straight truck	Driving to or from service call	1 350.6	E	815.2	E
	Carrying goods or equipment	4 018.6	B	2 205.0	C
	Empty		F	348.4	E
	Other work purpose	373.2	E		F
	Non work purpose	552.9	E		F
	Total	6 644.5	B	3 734.5	B
Other over 4.5t	Driving to or from service call		F	199.3	E
	Carrying goods or equipment		F	13 298.9	D
	Empty		F	2 358.5	C
	Other work purpose		F	266.8	E
	Non work purpose		F	615.4	D
	Total		F	16 738.8	A
Total	Driving to or from service call	1 387.0	D	1 014.5	D
	Carrying goods or equipment	4 202.2	B	15 503.9	C
	Empty	387.7	E	2 706.9	B
	Other work purpose	374.7	E	372.9	E
	Non work purpose	568.7	E	875.1	D
	Total	6 920.4	B	20 473.3	A

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

Estimates of provincial total for

trucks 4.5t or more: passenger-km ('000 000) by vehicle group and trip purpose

		Vehicle type			
		Trucks 4.5t to 14.9t		Trucks 15t and over	
Vehicle group	Trip purpose				
Straight truck	Driving to or from service call	1 808.9	E	1 084.5	E
	Carrying goods or equipment	5 391.4	C	2 442.7	C
	Empty		F	359.8	E
	Other work purpose	472.9	E		F
	Non work purpose	705.6	E		F
	Total	8 814.2	B	4 341.7	C
Other over 4.5t	Driving to or from service call		F	209.6	E
	Carrying goods or equipment		F	14 417.0	E
	Empty		F	2 446.7	C
	Other work purpose		F	281.8	E
	Non work purpose		F	794.3	D
	Total		F	18 149.4	D
Total	Driving to or from service call	1 873.9	D	1 294.2	E
	Carrying goods or equipment	5 646.3	B	16 859.7	D
	Empty	486.2	E	2 806.5	B
	Other work purpose	474.6	E	453.7	E
	Non work purpose	729.5	E	1 077.0	D
	Total	9 210.6	B	22 491.0	C

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

Estimates of provincial total for

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

		Vehicle type							
		Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Type of day	Time of day								
Weekends and holidays	00:00 - 05:59	1 921.4	E		F	364.1	D	2 325.3	D
	06:00 - 11:59	22 981.6	B	377.4	D	1 012.8	B	24 371.8	B
	12:00 - 17:59	34 138.6	B	376.1	D	1 054.0	C	35 568.6	B
	18:00 - 23:59	15 824.3	B	75.8	E	621.3	D	16 521.4	B
	Total	75 194.4	A	872.6	C	3 076.2	B	79 143.3	A
Weekdays	00:00 - 05:59	5 141.9	C	239.6	D	1 800.3	C	7 181.8	C
	06:00 - 11:59	73 361.3	A	2 730.1	B	6 237.5	B	82 328.9	A
	12:00 - 17:59	91 638.7	A	2 657.9	B	6 240.0	C	100 536.6	A
	18:00 - 23:59	38 623.9	B	423.8	C	3 143.3	C	42 190.9	B
	Total	208 437.1	A	6 047.7	B	17 397.0	A	231 881.9	A
Total	00:00 - 05:59	7 063.3	C	279.4	D	2 164.3	C	9 507.1	B
	06:00 - 11:59	96 342.8	A	3 107.5	B	7 250.4	B	106 700.7	A
	12:00 - 17:59	125 777.2	A	3 033.9	B	7 294.0	C	136 105.2	A
	18:00 - 23:59	54 448.1	B	499.5	C	3 764.6	C	58 712.3	B
	Total	283 631.5	A	6 920.4	B	20 473.3	A	311 025.2	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 to 14.9t		Trucks 15t and over		Total	
Type of day	Time of day								
Weekends and holidays	00:00 - 05:59	3 342.1	E		F	439.8	E	3 839.1	D
	06:00 - 11:59	42 145.3	B	486.0	D	1 129.1	C	43 760.5	B
	12:00 - 17:59	66 075.2	B	531.2	D	1 176.7	C	67 783.1	A
	18:00 - 23:59	31 049.6	B	89.8	E	702.6	E	31 842.0	B
	Total	142 612.2	A	1 164.3	D	3 448.3	C	147 224.8	A
Weekdays	00:00 - 05:59	7 302.9	C	303.0	E	2 050.5	D	9 656.3	C
	06:00 - 11:59	108 449.9	A	3 582.3	B	6 780.7	C	118 813.0	A
	12:00 - 17:59	145 287.0	A	3 619.6	B	6 790.3	C	155 696.8	A
	18:00 - 23:59	65 569.9	B	541.4	D	3 421.3	C	69 532.6	B
	Total	326 609.7	A	8 046.3	B	19 042.8	C	353 698.8	A
Total	00:00 - 05:59	10 645.0	C	360.2	E	2 490.3	D	13 495.4	C
	06:00 - 11:59	150 595.3	A	4 068.4	B	7 909.8	C	162 573.4	A
	12:00 - 17:59	211 362.2	A	4 150.8	B	7 966.9	C	223 480.0	A
	18:00 - 23:59	96 619.5	A	631.2	C	4 124.0	C	101 374.7	A
	Total	469 221.9	A	9 210.6	B	22 491.0	C	500 923.5	A

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

Estimates of the provincial total of

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

		Vehicle type							
		Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Age of driver	Sex of driver								
Under 25 years	Male	5 678.1	E	518.6	D	414.0	E	6 610.7	E
	Female	7 832.0	E		F		F	7 832.0	E
	Total	13 510.1	D	518.6	D	414.0	E	14 442.7	D
25 - 54 years	Male	113 831.7	B	5 181.4	B	16 199.2	C	135 212.3	A
	Female	65 064.6	B	54.6	E		F	65 419.4	B
	Total	178 896.3	A	5 236.0	B	16 499.4	C	200 631.7	A
55 years and over	Male	70 205.6	B	1 152.7	D	3 529.9	C	74 888.2	B
	Female	21 019.5	C		F		F	21 062.5	C
	Total	91 225.1	B	1 165.8	D	3 559.9	C	95 950.8	B
Total	Male	189 715.5	A	6 852.7	B	20 143.1	C	216 711.3	A
	Female	93 916.0	B	67.7	E	330.2	E	94 313.9	B
	Total	283 631.5	A	6 920.4	B	20 473.3	A	311 025.2	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 to 14.9t		Trucks 15t and over		Total	
Age of driver	Sex of driver								
Under 25 years	Male	8 732.8	E	845.0	E	418.2	E	9 996.0	E
	Female	13 796.8	E		F		F	13 796.8	E
	Total	22 529.6	D	845.0	E	418.2	E	23 792.8	C
25 - 54 years	Male	188 519.0	B	6 649.4	B	17 723.7	C	212 892.0	A
	Female	109 313.9	B	86.6	E		F	109 948.9	B
	Total	297 832.9	A	6 736.0	B	18 272.0	C	322 840.9	A
55 years and over	Male	118 386.9	B	1 616.3	E	3 740.9	C	123 744.1	B
	Female	30 472.5	C		F		F	30 545.7	C
	Total	148 859.4	B	1 629.5	E	3 800.9	C	154 289.8	B
Total	Male	315 638.6	A	9 110.7	B	21 882.8	C	346 632.1	A
	Female	153 583.3	B	99.9	E		F	154 291.4	B
	Total	469 221.9	A	9 210.6	B	22 491.0	C	500 923.5	A

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

Estimates of the provincial total of

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

		Vehicle type							
		Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Vehicle body type	Fuel type								
Car	Gasoline	146 590.6	A		...		...	146 590.6	A
	Diesel	1 577.9	E		...		...	1 577.9	E
Station wagon	Gasoline	5 208.4	B		...		...	5 208.4	B
	Diesel		F		...		...		F
Van	Gasoline	47 272.4	A	68.2	E		F	47 342.2	A
	Diesel		F	101.7	E		...	909.7	E
Sport utility vehicle	Gasoline	23 578.9	B		...		...	23 578.9	B
	Diesel		F		...		...		F
Pickup	Gasoline	51 075.3	A	212.9	E		...	51 288.2	A
	Diesel	4 935.8	C	654.7	C		...	5 590.5	C
Straight truck	Gasoline	291.2	D	1 010.8	E		F	1 357.0	E
	Diesel	201.1	E	4 343.8	B	3 669.7	B	8 214.7	A
Tractor trailer	Gasoline		F		F		...		F
	Diesel		...	234.6	E	16 733.1	A	16 967.7	A
Bus	Gasoline		F	11.0	E		...		F
	Diesel		...		F		...		F
Other	Gasoline	838.6	E	34.9	E		...	873.5	E
	Diesel		...	58.1	E		F	58.8	E
Total	Gasoline	274 911.5	A	1 379.2	C		F	276 347.2	A
	Diesel	7 689.0	C	5 466.0	B	20 403.6	A	33 558.6	A

Due to rounding, the numbers may not add up and may differ slightly among the tables.
This table does not include other fuel types (natural gas, propane, ethanol, etc.).

Estimates of the provincial total of

fuel consumed ('000 000 litres) by type of vehicle, type of fuel and vehicle body type

		Vehicle type							
		Vehicles up to 4.5t		Trucks 4.5t to 14.9t		Trucks 15t and over		Total	
Vehicle body type	Fuel type								
Car	Gasoline	13 293.1	E		...		...	13 293.1	E
	Diesel		F		...		...		F
Station wagon	Gasoline		F		...		...		F
	Diesel		F		...		...		F
Van	Gasoline	5 989.9	E		F		F	6 005.0	E
	Diesel		F		F		...		F
Sport utility vehicle	Gasoline	3 074.1	E		...		...	3 074.1	E
	Diesel		F		...		...		F
Pickup	Gasoline	7 115.3	D		F		...	7 170.7	D
	Diesel		F	157.2	D		...		F
Straight truck	Gasoline		F	227.8	E		F	290.5	E
	Diesel		F	1 104.3	B	1 254.7	B	2 382.2	B
Tractor trailer	Gasoline		F		F		...		F
	Diesel		...	67.6	E	5 732.6	A	5 800.2	A
Bus	Gasoline		F		F		...		F
	Diesel		...		F		...		F
Other	Gasoline		F		F		...		F
	Diesel		...		F		F		F
Total	Gasoline	30 160.9	C	329.3	E		F	30 510.2	C
	Diesel		F	1 384.9	B	6 987.8	A	9 367.6	B

Due to rounding, the numbers may not add up and may differ slightly among the tables.
This table does not include other fuel types (natural gas, propane, ethanol, etc.).

Estimates of the provincial total of the

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

	Vehicle type			
	Trucks 4.5t to 14.9t		Trucks 15t and over	
Activity type				
For-hire trucking	40 792	B	124 967	A
Owner operator trucking	58 501	B	67 061	B
Private trucking	174 630	A	60 012	B
Other	48 698	B	22 964	B
Total	322 620	A	275 004	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 - 14.9t: vehicle-km and passenger-km by activity type

	Estimates of			
	vehicle-km ('000 000)		passenger-km ('000 000)	
Activity type				
For-hire trucking	1 231.7	D	1 800.8	E
Owner operator trucking	1 577.9	C	2 107.6	D
Private trucking	3 180.0	C	4 034.9	C
Other	930.8	D	1 267.3	D
Total	6 920.4	B	9 210.6	B

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

Estimates of the provincial total for

trucks 15t and over: vehicle-km and passenger-km by activity type

	Estimates of			
	vehicle-km ('000 000)		passenger-km ('000 000)	
Activitiy type				
For-hire trucking	12 180.8	B	13 297.4	C
Owner operator trucking	5 064.2	B	5 489.6	D
Private trucking	2 375.4	C	2 729.1	C
Other	852.8	D	974.9	E
Total	20 473.3	A	22 491.0	C

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

Estimates of the provincial total for

trucks 4.5t - 14.9t: vehicle-km and passenger-km by trip type

	Estimates of			
	vehicle-km ('000 000)		passenger-km ('000 000)	
Trip type				
Within province	6 186.6	B	8 031.1	B
Between provinces	307.5	E	471.2	E
Across CAN-US border		F		F
Outside Canada	97.6	E		F
Total	6 920.4	B	9 210.6	B

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

Estimates of the provincial total for

trucks 15t and over: vehicle-km and passenger-km by trip type

	Estimates of			
	vehicle-km ('000 000)		passenger-km ('000 000)	
Trip type				
Within province	11 123.5	B	11 766.7	B
Between provinces	2 878.0	C	3 117.2	C
Across CAN-US border	4 196.9	E	4 728.1	E
Outside Canada	2 275.0	D	2 879.0	D
Total	20 473.3	A	22 491.0	C

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

For further reading

Selected Publications from Statistics Canada

Catalogue	
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* - Bilingual.
51-203-XIB	**Air Carrier Traffic at Canadian Airports** - *Annual.* Bilingual.
51-204-XIE	**Air Passenger Origin and Destination: Domestic Report** - *Annual.* English.
51-204-XIF	**Air Passenger Origin and Destination: Domestic Report** - *Annual.* French.
51-206-XIB	**Canadian Civil Aviation** - *Annual*. Bilingual.
51-207-XIB	**Air Charter Statistics** - *Annual.* Bilingual.
52-001-XIE	**Railway Carloadings –** *Monthly.* English.
52-001-XIF	**Railway Carloadings –** *Monthly.* French.
52-216-XIB	**Rail in Canada** - *Annual*. Bilingual.
53-215-XIB	**Passenger Bus and Urban Transit Statistics** - *Annual.* Bilingual.
53-222-XIB	**Trucking in Canada** - *Annual.* Bilingual.
54-205-XIB	**Shipping in Canada** - *Annual.* Bilingual.
66-001-PIE	**International Travel, Advance Information** (Touriscope) - *Monthly.* English.
66-001-PIF	**International Travel, Advance Information** (Touriscope) - *Monthly.* French.
66-201-XIB	**International Travel** - *Annual.* Bilingual.
87-003-XIE	**Travel Log** - *Quarterly.* English.
87-003-XIF	**Travel Log** - *Quarterly.* French.

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