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ANNUAL



MOTOR TRANSPORT TRAFFIC PROVINCE OF ONTARIO

1963

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Motor Transport Traffic

Each of the following series of eight annual reports provides
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PROVINCE OF ONTARIO
JANUARY 1 - DECEMBER 31, 1963

CHART - 1

TRUCK REGISTRATIONS BY TYPE OF OPERATION

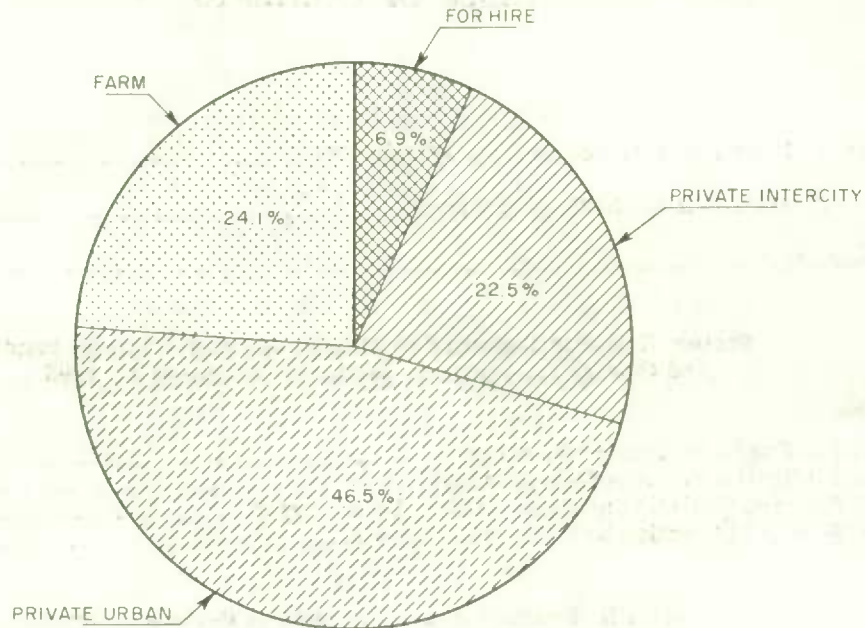
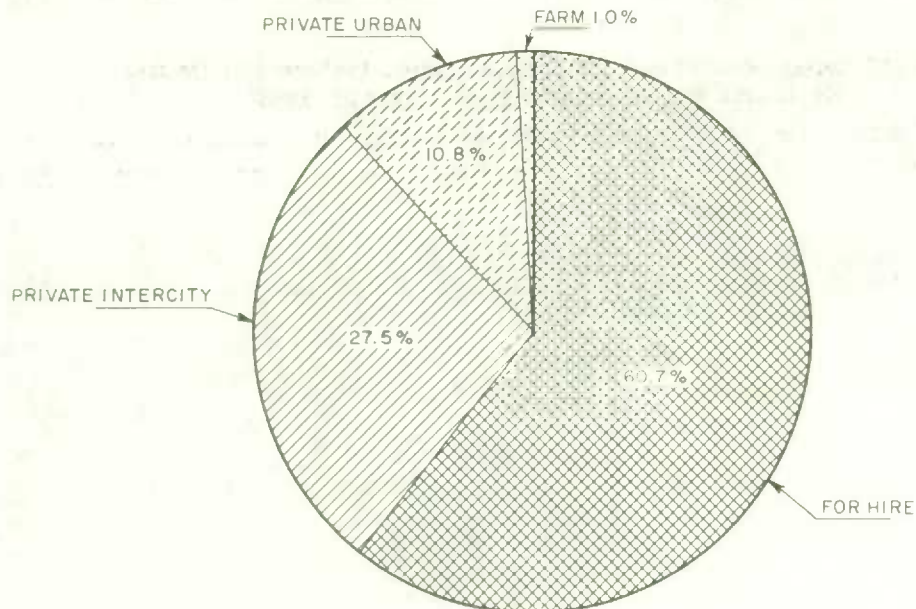


CHART - 2

NET TON MILES BY TYPE OF OPERATION



INTRODUCTION

The 1963 annual report of motor transport traffic in the Province of Ontario is based upon a sample of approximately 12 per cent of trucks registered in the province. To allow for seasonal variations in traffic and to ensure that the selected vehicles represented current registrations the sample was selected in four quarterly segments with approximately one fourth of the total selected each quarter. Each quarterly sample was spread over three survey weeks with one third of the sample being used for a seven day period, Sunday through Saturday, per month. The surveys were therefore spread over twelve weeks during the year.

All trucks registered in the province are represented except: (a) those not engaged in transportation services; and (b) military and other government-owned vehicles. Trailers as such were excluded from the sample, but details of tractor-trailer combinations were obtained by including the power units or tractors in the survey.

Vehicles in the sample are stratified by type of operation and by gross vehicle weight group. The four functional categories used are: for hire, private intercity, private urban and farm. For hire vehicles are those operated for compensation or gain according to licence; private intercity vehicles are those owned and operated by firms and individuals on intercity routes to transport their own goods; private urban vehicles are those operated only within urban areas; and farm trucks are those operated by farmers primarily to transport farm produce and supplies.

Since intercity for hire trucks ("PCV's") are the only class to be registered separately in Ontario,

it is necessary to use completed questionnaires to classify privately operated vehicles in the sample as "intercity", "urban" and "farm".

In this report vehicles have been classified into four functional categories as follows:

- | | |
|-------------------|--|
| For hire | - Public Commercial Vehicles (PCV) operated for compensation beyond urban areas. |
| Private intercity | - Private non-farm trucks operated beyond urban areas. |
| Private urban | - Private and commercial vehicles operated predominantly within urban areas. |
| Farm | - Trucks owned and operated by farmers. |

A number of urban trucks are operated for compensation but these vehicles were not included in the for hire category. As a result, the data shown throughout the report as "for hire" are understated and those for the "private urban" category are overstated by the extent of those urban for hire vehicles classified as "private urban".

Further information on the necessity and history of the survey may be found in the report entitled "Motor Transport Traffic, National Estimates, 1957". Additional data and information concerning survey results and methods may be found in the National Estimates, 1958 to 1962, Catalogue Number 53-207.

Expansion of Survey Results

As this survey is conducted on a sample basis the data obtained for the vehicles included in the sample have to be expanded to represent traffic of the total truck population. The methods used in this expansion of the raw data have been continually improved. Current procedures are:

1. A truck population has to be determined. As each sample is selected quarterly the number of trucks chosen in each sample multiplied by the inverse of the sample selection ratio provides an estimated quarterly population. Prior to 1959 the data for each quarterly sample were expanded to represent the total traffic of the estimated population of the same quarter. In 1959, however, it was decided that it would be preferable to expand data for the four quarterly surveys using a constant population. This constant population would be the peak quarterly population of the previous year

calculated by multiplying the sample in each quarter by the inverse of the sample selection ratios.

2. The constant population has to be broken down into gross vehicle weight groups and functions. This is already partially done as sample selections are stratified by weight group. Therefore, it is only necessary to multiply the sample in each weight group by the inverse of the appropriate selection ratio to arrive at a quarterly population broken down by weight group. The four quarterly populations by gross vehicle weight are added together and an average weight group distribution for the year is computed. This weight group distribution is applied to the constant population. The population then has to be distributed by function. This is done by using the average distribution obtained from all the previous year's

completed questionnaires. The above procedure was introduced in 1959. Prior to that year the distribution by function was determined from completed questionnaires for each quarter separately.

A further improvement was made for the 1960 report. Since that year the actual number of PCV registered trucks and tractors by gross vehicle weight for the previous registration year has been used to estimate the for hire population for the current year. Therefore, the actual PCV population for 1962 was used to arrive at an estimate of the 1963 for hire segment of the truck population. As trailers are licensed separately from tractors in Ontario the gross vehicle weights of tractors in the PCV population were adjusted to combined tractor-trailer gross vehicle weights on the basis of completed questionnaires.

The procedures introduced in 1959 to determine a breakdown of population by function and gross vehicle weight now only apply to private intercity, private urban and farm vehicles.

3. When the constant population has been calculated and broken down by function and gross vehicle weight group, it is necessary to allocate vehicles included in current surveys in the same manner. For private intercity, private urban and farm vehicles this can only be done from completed questionnaires because they do not have distinctive licence categories. For hire vehicles can be identified immediately by their PCV licence.

4. Expansion ratios for each gross vehicle weight group of each functional category are then calculated by determining for each breakdown the number of vehicles for which completed questionnaires were received or which were not in use during the survey period and dividing this sum into the constant population.

5. Because the survey results for sample vehicles relate to one week's operations the expansion ratios calculated in (4) have to be multiplied by 13 to cover the three month period.

6. The expanded data for the four quarters are added together to arrive at an annual total.

While the changes and improvements in methods of compilation mentioned above will to some extent influence comparisons of data between years the effects should not be overly significant. In addition it is emphasized that since the statistics contained in this report are calculated from a sample survey they are not actual figures but rather only estimates.

It should be noted that in 1961 the description of commodities transported by trucks was changed to conform with the revised "Standard Commodity Classification" produced by the Dominion Bureau of Statistics. Formerly commodities were classified according to the "Railway Freight Commodity Statistics Classification". The change will enable these data to be compared more easily with other commodity data produced by the Dominion Bureau of Statistics.

Review of Survey Results

The estimated population of trucks performing transportation services in Ontario during 1963 increased 0.7 per cent to 298,600 from 296,500 in 1962. Of these 20,600 or 6.9 per cent were for hire trucks; 67,084 or 22.5 per cent were private intercity vehicles; 138,989 or 46.5 per cent were private vehicles operating wholly within urban areas and 71,927 or 24.1 per cent were farm trucks.

In the following tables blanks appear for some breakdowns of diesel fuel and other fuel by type of operation and by gross vehicle weight. In most of these instances no vehicles were chosen belonging to these classifications in any of the quarterly sample selections. However, in one or two cases a few vehicles were selected but the data collected were considered too unreliable to publish. Even where no vehicles were selected it does not necessarily follow that there were no vehicles in the province belonging to these classifications.

Section I: Traffic Inside and Outside the Province

Section 1 contains estimates of total traffic performed both inside and outside the province by Ontario registered trucks.

Although comprising only 6.9 per cent of the Ontario truck population, for hire vehicles accounted for 60.7 per cent of the total net ton miles and 42.7 per cent of the total tons carried during 1963. This results from the high average yearly mileage of these trucks of 24,800 miles compared to 7,400 miles for all trucks and from the heavy average load carried of 10.6 tons compared to 5.4 tons for all trucks. Since over three quarters of all for hire vehicles have a gross vehicle weight of over 10 tons the heavier loads carried by these trucks are to be expected. The predominance of heavier vehicles in the for hire category also explains the low estimate of 5.7 miles per gallon of gasoline compared to 8.8 for all trucks.

It is estimated that urban operations accounted for 7.6 per cent of the total net ton miles performed by Ontario registered for hire trucks and 4.5 per cent of the total net ton miles performed by private inter-city vehicles.

In 1963 the estimated for hire truck population declined to 20,600 from 21,600 in 1962. One possible explanation for this may be found in the increasing use, especially by truckers involved in a seasonal business, of quarterly licences rather than annual registrations.

All trucks experienced a decline in total mileage travelled, average yearly mileage per truck, average distance each ton was carried, total gallons of gasoline and diesel oil consumed, total net ton miles performed, average net ton miles per truck, total gross ton miles and average gross ton miles per truck. It is important to note that in spite of these reductions in total traffic, for hire carriers reported increases in total revenue, revenue per ton mile, revenue per mile (total mileage travelled) and average revenue per truck. It is possible that the reductions in total traffic shown in the survey may be partially accounted for by the growth of railway piggyback operations. Detailed examination of the

effects of piggyback operations on highway traffic from the viewpoint of the Motor Transport Traffic Survey has not yet been undertaken, but it should be noted that the total tons of goods carried by railway trailer on flat car service increased by about 20 per cent from 1962 to 1963.

Section II: Traffic Within the Province

This section presents estimates of traffic performed by Ontario registered trucks entirely inside the province and excludes the "Outside the Province" portion of interprovincial and international traffic as well as any traffic performed entirely outside the province. Comparing the data in Section I and Section II it will be noted that for hire vehicles accumulated 86.2 per cent and private intercity 90.3 per cent of their total net ton miles inside Ontario.

Section III: Interprovincial and International Traffic

Interprovincial and international traffic accounted for approximately one quarter of the net ton miles performed by for hire vehicles and one fifth of the revenue. Almost three quarters of the total tons of goods carried in this type by Ontario registered for hire trucks was transported to or from Quebec and one fifth to or from the United States.

Appendix

During the year survey questionnaires were sent to the owners or operators of 35,147 trucks. Of this number 15,089 were returned completed and 8,722

trucks were reported not used during the survey week. The remaining 11,336 were either returned incomplete and unusable or not returned at all.

January 26, 1965.

**SECTION 1. TRAFFIC PERFORMED BY ONTARIO REGISTERED TRUCKS INSIDE AND OUTSIDE THE PROVINCE
JANUARY 1-DECEMBER 31, 1963**

TABLE 1. All Trucks by Type of Operation

		For hire	Private			Total
			Intercity	Urban	Farm	
Mileage:						
Total mileage travelled	'000	511,428	708,645	760,454	235,951	2,216,478
Average yearly mileage per truck		24,800	10,600	5,500	3,300	7,400
Average distance each ton was carried		41.5	39.1	9.2	12.8	29.2
Percentage of total mileage travelled empty		32.2	51.6	53.2	69.7	49.6
Fuel:						
Total gallons of gasoline consumed	'000	74,229	73,297	71,662	17,199	236,387
Miles per gallon of gasoline		5.7	9.1	10.6	13.7	8.8
Total gallons of diesel oil consumed	'000	15,022	6,447	641	—	22,110
Miles per gallon of diesel oil		6.1	6.4	5.8	—	6.2
Total gallons of other fuel consumed	'000	63	265	—	—	328
Miles per gallon of other fuel		6.1	7.1	—	—	6.9
Weight of goods carried:						
Total tons of goods carried	'000	88,432	42,551	71,660	4,620	207,263
Average weight carried ¹	ton	10.6	4.9	1.8	0.8	5.4
Net ton miles:						
Total net ton miles performed	'000	3,671,446	1,665,406	655,984	59,304	6,052,140
Average net ton miles per truck		176,200	24,800	4,700	800	20,300
Capacity ton miles:						
Total capacity ton miles ²	'000	7,437,721	4,172,684	2,026,038	299,186	13,935,629
Average capacity ton miles per truck		361,100	62,201	14,600	4,200	46,700
Percentage of capacity utilized		49.4	39.9	32.4	19.8	43.4
Gross ton miles:						
Total gross ton miles ³	'000	8,795,586	4,912,205	2,712,147	505,756	16,925,694
Average gross ton miles per truck		427,000	73,200	19,500	7,000	56,700
Revenue:						
Total revenue	\$'000	286,500	—	—	—	—
Revenue per ton mile	¢	7.8	—	—	—	—
Revenue per mile (total mileage travelled)	¢	56.0	—	—	—	—
Average revenue per truck	\$	13,900	—	—	—	—
Estimated annual population		20,600	67,084	138,989	71,927	298,600

TABLE 2. All Trucks by Gross Vehicle Weight Group

	0-2½ tons 0-5,000 lb.	2½-5 tons 5,001-10,000 lb.	5-7½ tons 10,000-15,000 lb.	7½-10 tons 15,001-20,000 lb.	10-15 tons 20,001-30,000 lb.	Over 15 tons 30,001 lb. and over	Total
Mileage:							
Total mileage travelled	'000 823,217	338,608	90,034	148,353	311,430	504,836	2,216,478
Average yearly mileage per truck	5,000	5,500	6,600	8,000	14,400	28,400	7,400
Average distance each ton was carried	13.7	16.0	16.2	16.1	12.6	49.0	29.2
Percentage of total mileage travelled empty	70.6	44.0	32.7	33.6	40.7	32.3	49.6
Fuel:							
Total gallons of gasoline consumed	'000 55,983	30,587	10,528	19,793	44,206	75,290	236,367
Miles per gallon of gasoline	14.7	11.1	8.6	7.5	7.0	4.9	8.8
Total gallons of diesel oil consumed	'000 —	—	—	—	—	22,110	22,110
Miles per gallon of diesel oil	—	—	—	—	—	6.2	6.2
Total gallons of other fuel consumed	'000 —	—	—	—	194	134	328
Miles per gallon of other fuel	—	—	—	—	7.7	5.9	6.9
Weight of goods carried:							
Total tons of goods carried	'000 4,537	7,770	5,349	16,799	81,289	91,519	207,263
Average weight carried ¹	ton 0.3	0.7	1.4	2.8	5.5	13.1	5.4
Net ton miles:							
Total net ton miles performed	'000 62,131	124,280	86,518	271,026	1,022,697	4,485,488	6,052,140
Average net ton miles per truck	400	2,000	6,400	14,600	47,400	252,000	20,300
Capacity ton miles:							
Total capacity ton miles ²	'000 689,785	501,597	282,912	772,509	2,596,665	9,092,161	13,935,629
Average capacity ton miles per truck	4,200	8,200	20,900	41,700	120,400	510,800	46,700
Percentage of capacity utilized	9.0	24.8	30.6	35.1	39.4	49.3	43.4
Gross ton miles:							
Total gross ton miles ³	'000 1,442,249	896,475	397,929	874,619	2,602,480	10,711,942	16,925,694
Average gross ton miles per truck	8,700	14,700	29,400	47,200	120,600	602,100	56,700
Estimated annual population	165,978	61,180	13,556	18,515	21,572	17,799	298,600

See footnotes at end of Table 6, page 10.

TABLE 3. Selected Statistics by Gross Vehicle Weight Group

Gross vehicle weight	For hire						
	Weight of goods carried	Total miles travelled with load	Total net ton miles	Average weight carried	Average distance per ton	Total revenue	Revenue per ton mile
	'000 tons	'000	'000	ton	miles	\$'000	¢
20,000 lb. and under	4,136	31,954	71,457	2.2	17.3	24,771	34.7
20,001-30,000 lb.	42,923	78,025	492,144	6.3	11.5	48,355	9.8
30,001-50,000 "	18,633	54,485	453,155	8.3	24.3	47,878	10.6
50,001 lb. and over	22,740	182,495	2,654,690	14.5	116.7	165,496	6.2
Totals	88,432	346,959	3,671,446	10.6	41.5	286,500	7.8
	Private intercity						
	Weight of goods carried	Total miles travelled with load	Total net ton miles	Average weight carried	Average distance per ton		
	'000 tons	'000	'000	tons	miles		
10,000 lb. and under	2,012	126,512	59,627		0.5		29.6
10,001-20,000 lb.	5,025	64,537	146,011		2.3		29.1
20,001-30,000 "	13,209	68,837	327,382		4.8		24.8
30,001-50,000 "	8,556	27,383	239,149		8.7		27.9
50,001 lb. and over	13,749	55,703	693,237		16.0		65.0
Totals	42,551	342,972	1,665,406		4.9		39.1

TABLE 4. Selected Statistics by Commodity Group

Commodity group	For hire						
	Weight of goods carried	Total miles travelled with load	Total net ton miles	Average weight carried	Average distance per ton	Total revenue	Revenue per ton mile
	'000 tons	'000	'000	tons	miles	\$'000	¢
Live animals	803	10,232	61,757	6.0	76.9	6,258	10.1
Food, feed, beverages and tobacco	5,957	56,237	588,645	10.5	98.8	36,307	6.2
Crude materials, inedible	57,181	54,778	629,556	11.5	11.0	37,623	6.0
Fabricated materials, inedible	11,416	61,898	979,630	15.8	85.8	50,487	5.2
End products, inedible	4,316	79,883	595,581	7.5	138.0	65,997	11.1
General freight	8,759	83,931	816,277	9.7	93.2	89,828	11.0
Totals	88,432	346,959	3,671,446	10.6	41.5	286,500	7.8
	Private intercity						
	Weight of goods carried	Total miles travelled with load	Total net ton miles	Average weight carried	Average distance per ton		
	'000 tons	'000	'000	tons	miles		
Live animals	262	4,556	18,718		4.1		71.4
Food, feed, beverages and tobacco	7,358	120,223	485,898		4.0		66.0
Crude materials, inedible	13,501	31,377	269,720		8.6		20.0
Fabricated materials, inedible	16,839	68,057	638,148		9.4		37.9
End products, inedible	2,907	94,685	202,428		2.1		69.6
General freight	1,684	24,074	50,494		2.1		30.0
Totals	42,551	342,972	1,665,406		4.9		39.1

**SECTION II. TRAFFIC PERFORMED BY ONTARIO REGISTERED TRUCKS WITHIN THE PROVINCE
JANUARY 1-DECEMBER 31, 1963**

TABLE 5. All Trucks by Type of Operation

		For hire	Private			Total
			Intercity	Urban	Farm	
Mileage:						
Total mileage travelled	'000	459,152	678,799	760,454	235,951	2,134,356
Average yearly mileage per truck		22,300	10,100	5,500	3,300	7,100
Average distance each ton was carried		36.0	35.8	9.2	12.8	26.1
Percentage of total mileage travelled empty		33.0	51.7	53.2	69.7	50.2
Fuel:						
Total gallons of gasoline consumed	'000	68,916	70,493	71,662	17,199	228,270
Miles per gallon of gasoline		5.7	9.1	10.6	13.7	8.9
Total gallons of diesel oil consumed	'000	11,093	5,345	641	—	17,079
Miles per gallon of diesel oil		6.0	6.4	5.8	—	6.1
Total gallons of other fuel consumed	'000	18	216	—	—	234
Miles per gallon of other fuel		6.0	6.7	—	—	6.7
Weight of goods carried:						
Total tons of goods carried	'000	87,863	41,963	71,660	4,620	206,106
Average weight carried ¹	ton	10.3	4.6	1.8	0.8	5.1
Net ton miles:						
Total net ton miles performed	'000	3,164,132	1,503,512	655,984	59,304	5,382,932
Average net ton miles per truck		153,600	22,400	4,700	800	18,000
Capacity ton miles:						
Total capacity ton miles ²	'000	6,549,918	3,861,413	2,026,038	299,186	12,736,555
Average capacity ton miles per truck		318,000	57,600	14,600	4,200	42,700
Percentage of capacity utilized		48.3	38.9	32.4	19.8	42.3
Gross ton miles:						
Total gross ton miles ³	'000	7,650,700	4,526,211	2,712,147	505,756	15,394,814
Average gross ton miles		371,400	67,500	19,500	7,000	51,600
Revenue:						
Total revenue	\$'000	254,600	—	—	—	—
Revenue per ton mile	¢	8.0	—	—	—	—
Revenue per mile (total mileage travelled)	¢	55.5	—	—	—	—
Average revenue per truck	\$	12,400	—	—	—	—
Estimated annual population		20,600	67,084	138,989	71,927	298,600

TABLE 6. All Trucks by Gross Vehicle Weight Group

	0-2½ tons 0-5000 lb.	2½-5 tons 5,001-10,000 lb.	5-7½ tons 10,001-15,000 lb.	7½-10 tons 15,001-20,000 lb.	10-15 tons 20,001-30,000 lb.	Over 15 tons 30,001 lb. and over	Total
Mileage:							
Total mileage travelled	'000	818,410	335,726	89,300	142,859	305,678	442,383
Average yearly mileage per truck		4,900	5,500	6,600	7,700	14,200	24,900
Average distance each ton was carried		13.7	15.9	16.0	15.0	12.4	42.6
Percentage of total mileage travelled empty		70.5	43.7	32.7	33.3	40.8	33.2
Fuel:							
Total gallons of gasoline consumed	'000	55,698	30,339	10,440	19,124	43,446	69,223
Miles per gallon of gasoline		14.7	11.1	8.6	7.5	7.0	4.9
Total gallons of diesel oil consumed	'000	—	—	—	—	—	17,079
Miles per gallon of diesel oil		—	—	—	—	—	6.1
Total gallons of other fuel consumed	'000	—	—	—	—	157	77
Miles per gallon of other fuel		—	—	—	—	7.1	5.8
Weight of goods carried:							
Total tons of goods carried	'000	4,537	7,762	5,341	16,768	81,143	90,555
Average weight carried ¹	ton	0.3	0.7	1.4	2.6	5.6	13.0
Net ton miles:							
Total net ton miles performed	'000	62,131	123,544	85,517	252,053	1,005,523	3,854,164
Average net ton miles per truck		400	2,000	6,300	13,600	46,600	216,500
Capacity ton miles:							
Total capacity ton miles	'000	685,704	498,335	280,505	738,732	2,549,260	7,984,019
Average capacity ton miles per truck		4,100	8,100	20,700	39,900	118,200	446,600
Percentage of capacity utilized		9.1	24.8	30.5	34.1	39.4	48.3
Gross ton miles:							
Total gross ton miles ³	'000	1,434,320	887,130	394,345	834,124	2,556,145	9,288,750
Average gross ton miles per truck		8,600	14,500	29,100	45,100	118,500	521,900
Estimated annual population		165,978	61,180	13,556	18,515	21,572	17,799

¹ Ton miles divided by miles travelled with load.² Capacity ton miles are determined by multiplying the actual number of miles travelled by the estimated capacity or the weight of the heaviest load carried, whichever is larger.³ Gross ton miles performed are determined by adding to the total ton miles performed, the weight of the vehicle empty (tare) multiplied by total miles travelled.

**SECTION III. INTERPROVINCIAL AND INTERNATIONAL TRAFFIC PERFORMED BY ONTARIO REGISTERED TRUCKS
JANUARY 1-DECEMBER 31, 1963**

TABLE 7. Tons of Goods Carried by Province of Origin and Destination

Origin and destination	For hire			Private intercity			Total		
	Into Ontario	Out of Ontario	Total	Into Ontario	Out of Ontario	Total	Into Ontario	Out of Ontario	Total
	'000 tons								
Newfoundland	—	—	—	—	—	—	—	—	—
Prince Edward Island	—	1	1	—	—	—	—	1	1
Nova Scotia	6	7	13	—	1	1	6	8	14
New Brunswick	1	—	1	—	1	1	1	1	2
Quebec	928	1,221	2,149	215	395	610	1,143	1,616	2,759
Manitoba	118	63	181	6	11	17	124	74	198
Saskatchewan	—	2	2	—	—	—	—	2	2
Alberta	11	11	22	—	—	—	11	11	22
British Columbia	13	2	15	—	—	—	13	2	15
Yukon and Northwest Territories	—	—	—	—	—	—	—	—	—
United States	275	347	622	280	162	442	555	509	1,064
Totals	1,352	1,654	3,006	501	570	1,071	1,853	2,224	4,077

TABLE 8. Selected Statistics by Commodity Group

Commodity group	For hire						
	Weight of goods carried	Total miles travelled with load	Total net ton miles	Average weight carried	Average distance per ton	Total revenue	Revenue per ton mile
	'000 tons	'000	'000	tons	miles	\$'000	¢
Live animals	35	916	7,806	8.5	222.9	527	6.8
Food, feed, beverages and tobacco	519	12,848	184,228	14.3	355.3	7,040	3.8
Crude materials, inedible	293	1,770	27,083	15.3	92.5	957	3.5
Fabricated materials, inedible	824	11,517	186,279	16.2	226.0	8,107	4.4
End products, inedible	656	25,945	216,771	8.4	330.3	20,060	9.3
General freight	679	19,901	304,561	15.3	448.5	21,631	7.1
Totals	3,006	72,897	926,728	12.7	308.3	58,322	6.3
	Private intercity						
	Weight of goods carried	Total miles travelled with load	Total net ton miles	Average weight carried	Average distance per ton		
	'000 tons	'000	'000	tons	miles		
Live animals	20	662	4,544	6.9	232.5		
Food, feed, beverages and tobacco	307	7,335	83,079	11.3	270.3		
Crude materials, inedible	263	1,901	20,624	10.9	78.4		
Fabricated materials, inedible	361	4,402	61,985	14.1	172.1		
End products, inedible	107	5,356	26,755	5.0	248.9		
General freight	13	467	1,549	3.3	120.0		
Totals	1,071	20,123	198,536	9.9	185.5		



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APPENDIX

Type of operation	A. Population						
	0-2½ tons 0-5,000 lb.	2½-5 tons 5,001-10,000 lb.	5-7½ tons 10,001-15,000 lb.	7½-10 tons 15,001-20,000 lb.	10-15 tons 20,001-30,000 lb.	Over 15 tons 30,001 lb. and over	Total
Estimated Ontario truck population in 1963							
For hire	249	788	1,141	2,263	7,021	9,138	20,600
Private:							
Intercity	31,344	13,758	3,338	6,388	7,542	4,714	67,084
Urban	81,215	31,090	7,634	8,621	6,486	3,943	138,989
Farm	53,170	15,544	1,443	1,243	523	4	71,927
Totals	165,978	61,180	13,556	18,515	21,572	17,799	298,600
B. Survey Response							
	Total number of trucks selected in samples	Number of questionnaires returned completed		Number of sampled trucks reported not in use during survey week		Number of questionnaires not returned or returned incomplete and unusable	
For hire	9,804	4,355		2,222		3,227	
Private:							
Intercity	10,833	4,667		2,741		3,425	
Urban	12,135	5,101		3,136		3,898	
Farm	2,375	966		623		786	
Totals	35,147	15,089		8,722		11,336	