1st Quarter, 2012 (Preliminary Results)

	Vehicle Registration Jurisdiction	Fleet Size	Sample Size	Average Number of Study Days	Average Number of Active Days	Daily Number of Trips	Daily Vehicle km Traveled	Daily Passenger km Traveled	Daily Fuel Consumption (L)	Daily Driving Time (h)	Fuel Consumption Ratio (L/100km)	Idling Ratio	Average Vehicle Occupancy	Average Speed (km/h)	Average Trip Length (km)	Average Trip Duration (min)
	Canada[1]	**12,241,791**	**966**	**21.7**	**16.8**	**3.9** [a]	**38.4** [b]	**63.4** [b]	**4.4** [a]	**0.91** [a]	**9.7** [b]	**19.9%** [a]	**1.5** [a]	**37.5** [a]	**8.7** [b]	**12.2** [a]
QC	**Québec**[2]	4,462,084	23	21.5	13.5	2.4 [d]	23.9 [e]	40.9 [e]	2.6 [d]	0.59 [d]	6.8 [b]	14.9% [c]	1.2 [b]	27.8 [b]	6.8 [d]	9.9 [c]
ON	**Ontario**	7,176,462	873	21.8	18.8	4.7 [a]	46.9 [a]	75.8 [a]	5.4 [a]	1.09 [a]	11.3 [b]	22.8% [a]	1.6 [a]	42.9 [a]	9.8 [a]	13.7 [a]
SK	**Saskatchewan**[3]	603,245	70	21.2	17.5	5.0 [b]	44.9 [b]	81.7 [c]	5.9 [b]	1.01 [b]	12.9 [c]	23.0% [b]	1.7 [a]	45.2 [a]	9.0 [c]	12.0 [b]

1. The Canadian estimates are compromised by the small sample sizes in Québec and Saskatchewan. These estimates are less reliable than they would otherwise be. They are presented here solely in the interest of completeness.

2. The Québec respondents consist entirely of late-comers from the 4th quarter of 2011. The data is unreliable and is not representative of Québec driving during the 1st quarter of 2012. It is presented here solely in the interest of completeness.

3. The small sample size for Saskatchewan is due to the late start of the study in that province: take note of the higher than expected coefficients of variation. While provincial estimates tend to be reliable, sub-provincial estimates have to be used with caution.

Quality of Estimates (cv)

a: less than 5% (excellent)
b: between 5% and 10% (good)
c: between 10% and 15% (acceptable)
d: between 15% and 20% (use with caution)
e: between 20% and 35% (unreliable)
f: more than 35% (unusable)

Calculating Estimates

How to use this document

4th Quarter 2011 (Preliminary Results)

	Vehicle Registration Jurisdiction	Fleet Size	Sample Size	Daily Vehicle km Traveled	Daily Fuel Consumption (L)	Fuel Consumption Ratio (L/100km)
	Canada	**11,449,187**	**1009**	**45.9** $^{0.024\ a}$	**5.3** $^{0.024\ a}$	**11.2** $^{0.009\ a}$
QC	**Québec**	4,449,799	536	41.6 $^{0.031\ a}$	4.7 $^{0.031\ a}$	11.1 $^{0.012\ a}$
ON	**Ontario**	6,999,388	473	48.6 $^{0.034\ a}$	5.6 $^{0.033\ a}$	11.2 $^{0.013\ a}$

Examples:

1. Each point estimate is accompanied by a coefficient of variation (cv). The cv provides a measure of the reliability of the estimate: the smaller it is, the "tighter" the estimate is (i.e. the smaller a desired confidence interval about the estimate is).

2. Point estimates CANNOT be compared with one another without referring to their cv. The following examples will illustrate what data can and cannot be compared.

i. Suppose that the intent is to compare the mean daily VKT between Québec and Ontario during the 4th quarter of 2011. The point estimates are 41.6 km for QC and 48.6 km for ON. The corresponding cv levels are "a" in both instances, which correspond to a cv below 5%. In the absence of detailed information, we assume that the cv are 5% in both instances. The 95% confidence intervals (C.I.) are given by

41.6 (1 ± 1.96(0.05)) = (37.5,45.6) (QC)
48.6 (1 ± 1.96(0.05)) = (43.8,53.4) (ON)

Since the 95% C.I. overlap, we CANNOT conclude that there is a difference in the mean daily VKT between Québec and Ontario in the 4th quarter of 2011.

ii. Note, however, that the actual cv are available (from the accompanying detailed results files): they are 3.1% for QC and 3.4% for ON. With these cv values, the confidence intervals become

41.6 (1 ± 1.96(0.031)) = (39.1,44.1) (QC)
48.6 (1 ± 1.96(0.034)) = (45.4,51.8) (ON)

The intervals do not overlap, and so we conclude that at the 100% - 95% = 5% level, the mean daily VKT is smaller in QC than in ON. But we still CANNOT conclude that the average ON vehicle travels 48.6 - 41.6 = 7 km more daily than an average QC vehicle: at that level, we can only conclude that the average ON vehicle travels between 45.4 - 44.1 = 1.3 km and 51.8 - 39.1 = 12.7 km more than the average QC vehicle on a daily basis.

3. The vehicle characteristics are divided into 2 categories: the basic characteristics and the derived (or ratio) characteristics. Roughly speaking, a ratio characteristic is obtained by dividing a basic characteristic into another. For instance, the speed (derived) is the ratio of the distance traveled (basic) by the time (basic). Two methods are used to compute mean ratio characteristics: in the first, the ratio characteristic is computed for each vehicle (see Methodology) and this distribution is used to compute the mean and cv of the ratio characteristic. In the second, which is only used when the distribution of the ratio characteristic at the vehicle level isn't available, the mean of the basic numerator characteristic is divided by the mean of the basic denominator characteristic; the cv is then calculated (again, see Methodology, Appendix C). As the first method uses more available information than the second (the full distribution of the ratio characteristic vs. its first two moments only), it is preferable to the second when the distribution is known.

i. For instance, suppose that the intent is to compute the fuel consumption ratio (FCR) in both QC and ON during the 4th quarter of 2011. With the first method, the FCR is 11.2 L / 100 km, with cv level "a". A 95% C.I. for the FCR is given by

11.2 (1 ± 1.96(0.05)) = (10.1,12.3) (QC & ON)

ii. Now, suppose that this information isn't available for some reason, while the mean daily VKT and the mean daily fuel consumption are known to be 45.9 km and 5.3 L, respectively, together with their cv 2.3% and 2.4 %, respectively. In that case, an approximate 90% C.I. for the FCR is given by (see Methodology, Appendix C):

(100*5.3/45.9)((1 - 1.96(0.024)) / (1 + 1.96(0.023)),(1 + 1.96(0.024)) / (1 - 1.96(0.023))) = (10.6,12.6) (QC & ON)

for a point estimate of (10.6 + 12.6)/2 = 11.6 km / 100 L and a cv (see Methodology, Appendix C) of 0.61 (12.6 - 10.6)/(12.6 + 10.6) = 5.3%. Note that the point estimates in both instances are different, and that the cv in the second case is substantially larger than in the first case:

Canada* – 1st Quarter, 2012

Canadian VEHICLE USE Study — Powering Informed Decisions

Trip Characteristics		Fleet Size	Sample Size	Average Number of Study Days	Average Number of Active Days	Daily Number of Trips	Daily Vehicle km Traveled	Daily Passenger km Traveled	Daily Fuel Consumption (L)	Daily Driving Time (h)	Fuel Consumption Ratio (L/100km)	Idling Ratio	Average Vehicle Occupancy	Average Speed (km/h)	Average Trip Length (km)	Average Trip Duration (min)
	Canada*	**12,241,791**	**966**	**21.7**	**16.8**	**3.9** [a]	**38.4** [b]	**63.4** [b]	**4.4** [a]	**0.91** [a]	**9.7** [b]	**19.9%** [a]	**1.5** [a]	**37.5** [a]	**8.7** [b]	**12.2** [a]
VEHICLE TYPE AND AGE	0 TO 3	3,206,273	213	14.8	13.0	3.4 [a]	37.1 [b]	61.9 [c]	4.3 [b]	0.84 [b]	7.8 [a]	16.2% [a]	1.2 [a]	30.6 [a]	7.5 [b]	10.2 [a]
	4 TO 8	4,697,792	412	22.0	17.7	4.4 [a]	42.2 [b]	70.3 [b]	4.9 [b]	1.02 [b]	10.4 [a]	21.3% [a]	1.5 [a]	39.1 [a]	9.2 [b]	13.1 [a]
	9+	4,337,726	341	26.4	18.5	3.7 [b]	35.2 [c]	57.0 [c]	3.9 [b]	0.83 [b]	10.5 [c]	21.2% [b]	1.6 [b]	40.9 [b]	9.1 [c]	12.8 [b]
	OLD															
	V.OLD															
	PASSENGER CAR	7,038,090	494	23.5	17.2	3.7 [b]	36.8 [b]	57.6 [b]	3.4 [b]	0.86 [b]	8.0 [a]	19.7% [b]	1.4 [a]	38.0 [a]	8.9 [b]	12.5 [b]
	MINIVAN	1,260,008	124	15.0	13.2	3.6 [a]	34.0 [b]	68.9 [b]	4.8 [b]	0.86 [b]	9.4 [b]	17.8% [a]	1.4 [a]	27.8 [a]	6.6 [b]	10.0 [a]
	PICKUP/CARGO	1,651,513	132	18.7	13.9	3.3 [b]	33.7 [b]	55.4 [d]	5.6 [b]	0.75 [b]	13.1 [e]	18.2% [a]	1.4 [c]	37.1 [a]	8.2 [c]	10.6 [b]
	SUV	2,292,180	216	22.0	19.5	5.1 [a]	49.0 [c]	83.9 [c]	6.4 [c]	1.20 [b]	12.8 [a]	22.9% [a]	1.7 [a]	41.8 [a]	9.7 [b]	13.9 [b]
	PASSENGER CAR 0 TO 3	1,707,720	88	11.9	10.8	2.7 [a]	28.6 [b]	45.3 [b]	2.5 [b]	0.66 [b]	4.8 [a]	12.5% [a]	0.9 [a]	23.3 [a]	5.6 [b]	7.7 [a]
	PASSENGER CAR 4 TO 8	2,672,257	218	23.6	18.6	4.1 [b]	42.5 [b]	67.5 [c]	4.1 [b]	0.97 [b]	9.1 [a]	22.2% [b]	1.6 [a]	43.4 [b]	10.4 [c]	14.4 [b]
	PASSENGER CAR 9+	2,658,113	188	30.8	20.0	3.8 [c]	36.4 [d]	55.6 [d]	3.4 [c]	0.86 [c]	9.0 [b]	21.8% [c]	1.5 [b]	41.9 [b]	9.4 [d]	13.6 [c]
	PASSENGER CAR OLD															
	PASSENGER CAR V.OLD															
	MINIVAN 0 TO 3	180,478	21	14.2	12.4	3.6 [e]	36.3 [e]	69.5 [e]	5.5 [e]	0.88 [e]	9.9 [e]	18.6% [e]	1.3 [e]	28.7 [e]	7.1 [e]	10.3 [e]
	MINIVAN 4 TO 8	512,955	48	15.2	13.5	4.1 [b]	33.3 [c]	67.1 [b]	4.8 [c]	0.90 [d]	9.8 [a]	17.9% [b]	1.4 [b]	25.8 [a]	5.6 [b]	9.2 [c]
	MINIVAN 9+	566,575	55	15.1	13.2	3.2 [b]	34.0 [c]	70.3 [d]	4.5 [b]	0.82 [b]	8.8 [e]	17.5% [b]	1.5 [b]	29.3 [b]	7.3 [b]	10.6 [b]
	MINIVAN OLD															
	MINIVAN V.OLD															
	PICKUP/CARGO 0 TO 3	437,277	32	14.1	12.2	3.9 [c]	46.7 [c]	78.5 [d]	7.2 [c]	0.98 [c]	10.3 [a]	15.3% [b]	1.1 [b]	32.0 [b]	8.0 [c]	10.0 [b]
	PICKUP/CARGO 4 TO 8	609,927	48	20.0	13.6	3.1 [c]	29.8 [c]	47.2 [b]	5.1 [c]	0.68 [b]	12.1 [a]	16.2% [a]	1.1 [b]	31.9 [a]	6.9 [b]	9.3 [b]
	PICKUP/CARGO 9+	604,309	52	20.6	15.5	3.1 [c]	28.2 [e]	46.9 [f]	4.8 [d]	0.65 [d]	16.2 [f]	22.4% [b]	1.9 [d]	46.1 [b]	9.6 [e]	12.5 [c]
	PICKUP/CARGO OLD															
	PICKUP/CARGO V.OLD															
	SUV 0 TO 3	880,798	72	20.9	18.0	4.5 [c]	49.0 [e]	84.4 [e]	5.9 [e]	1.12 [c]	12.0 [b]	23.4% [c]	1.7 [a]	44.4 [b]	11.0 [d]	14.9 [b]
	SUV 4 TO 8	902,653	98	22.3	20.3	6.1 [b]	54.8 [d]	95.8 [d]	7.4 [d]	1.44 [c]	13.1 [a]	23.7% [a]	1.7 [a]	38.7 [a]	9.0 [c]	14.0 [b]
	SUV 9+	508,729	46	23.1	20.5	4.5 [b]	38.9 [c]	62.1 [d]	5.3 [b]	0.91 [b]	13.4 [b]	20.7% [b]	1.6 [b]	42.6 [b]	8.6 [b]	12.1 [b]
	SUV OLD															
	SUV V.OLD															
	Canada*	**12,241,791**	**966**	**21.7**	**16.8**	**3.9** [a]	**38.4** [b]	**63.4** [b]	**4.4** [a]	**0.91** [a]	**9.7** [b]	**19.9%** [a]	**1.5** [a]	**37.5** [a]	**8.7** [b]	**12.2** [a]
PURPOSE	UNKNOWN				9.5	0.6 [b]	2.5 [c]	2.5 [c]	0.3 [c]	0.08 [c]	10.6 [f]	27.5% [a]	0.9 [a]	27.2 [a]	3.6 [c]	6.3 [b]
	WORK/BUSINESS				11.6	1.0 [b]	13.9 [b]	18.5 [b]	1.5 [b]	0.30 [b]	9.3 [b]	17.8% [a]	1.2 [a]	39.8 [a]	12.2 [b]	15.8 [b]
	SCHOOL/DAYCARE				7.6	0.2 [e]	1.8 [e]	3.8 [e]	0.2 [e]	0.05 [e]	10.3 [a]	22.5% [b]	1.6 [a]	27.7 [b]	6.7 [e]	11.5 [c]
	SHOP/APP/ERRAND				10.5	1.0 [a]	6.6 [b]	11.1 [b]	0.8 [b]	0.19 [a]	10.4 [d]	21.5% [a]	1.4 [a]	30.2 [a]	5.6 [b]	9.6 [a]
	LEISURE/FAMILY/FRIENDS				10.0	0.9 [b]	12.9 [b]	26.5 [b]	1.4 [b]	0.27 [b]	9.3 [a]	17.4% [a]	1.8 [a]	42.4 [a]	12.4 [b]	15.2 [a]
	COMMUNITY SERVICE				4.0	0.1 [b]	0.6 [c]	1.1 [c]	0.1 [c]	0.02 [c]	9.0 [f]	17.1% [c]	1.2 [b]	26.8 [b]	5.3 [b]	8.4 [b]
	Canada*	**12,241,791**	**966**	**21.7**	**16.8**	**3.9** [a]	**38.4** [b]	**63.4** [b]	**4.4** [a]	**0.91** [a]	**9.7** [b]	**19.9%** [a]	**1.5** [a]	**37.5** [a]	**8.7** [b]	**12.2** [a]
GENDER***	UNKNOWN				9.9	0.7 [b]	3.7 [c]	4.8 [c]	0.5 [c]	0.11 [c]	10.2 [f]	25.4% [a]	1.1 [a]	29.4 [a]	4.4 [c]	7.3 [b]
	FEMALE				13.5	1.4 [b]	13.5 [c]	21.9 [b]	1.4 [b]	0.33 [b]	9.1 [a]	18.9% [b]	1.3 [a]	34.6 [a]	8.4 [c]	12.0 [b]
	MALE				14.7	1.8 [b]	21.2 [b]	36.7 [b]	2.5 [b]	0.47 [b]	9.5 [b]	17.8% [a]	1.5 [a]	38.0 [a]	10.0 [b]	13.5 [b]
	Canada*	**12,241,791**	**966**	**21.7**	**16.8**	**3.9** [a]	**38.4** [b]	**63.4** [b]	**4.4** [a]	**0.91** [a]	**9.7** [b]	**19.9%** [a]	**1.5** [a]	**37.5** [a]	**8.7** [b]	**12.2** [a]
DRIVER AGE***	UNKNOWN				9.8	0.7 [b]	3.4 [c]	4.2 [c]	0.4 [c]	0.10 [c]	10.2 [f]	26.0% [a]	1.0 [a]	29.0 [a]	4.2 [c]	7.1 [b]
	16-24				9.0	0.3 [f]	2.5 [e]	4.1 [e]	0.3 [e]	0.06 [f]	5.9 [b]	12.7% [b]	0.9 [a]	24.7 [b]	5.8 [d]	8.0 [b]
	25-44				14.9	1.1 [b]	13.2 [c]	24.2 [c]	1.5 [c]	0.30 [c]	8.6 [a]	17.6% [a]	1.5 [a]	35.6 [a]	9.8 [b]	13.3 [b]
	45-64				12.8	1.4 [b]	15.6 [c]	24.8 [b]	1.7 [b]	0.35 [b]	8.3 [b]	16.4% [a]	1.2 [a]	32.5 [a]	8.3 [b]	11.3 [a]
	65+				10.1	0.4 [b]	3.8 [c]	6.1 [c]	0.4 [c]	0.09 [b]	7.0 [a]	12.5% [a]	1.0 [a]	25.9 [a]	5.7 [b]	7.9 [a]
	Canada*	**12,241,791**	**966**	**21.7**	**16.8**	**3.9** [a]	**38.4** [b]	**63.4** [b]	**4.4** [a]	**0.91** [a]	**9.7** [b]	**19.9%** [a]	**1.5** [a]	**37.5** [a]	**8.7** [b]	**12.2** [a]
OCCUPANTS	DRIVER ONLY				14.8	2.5 [a]	22.1 [b]	22.1 [b]	2.5 [b]	0.52 [b]	9.6 [b]	19.7% [a]	0.9 [a]	36.6 [a]	7.8 [b]	11.0 [a]
	DRIVER & 1 PASSENGER				12.4	1.3 [b]	14.2 [b]	32.0 [b]	1.6 [b]	0.33 [b]	9.9 [a]	20.1% [a]	2.0 [a]	37.0 [a]	10.0 [b]	14.0 [a]
	DRIVER & 2+ PASSENGERS				4.6	0.1 [c]	2.0 [d]	9.3 [d]	0.2 [d]	0.05 [c]	7.9 [b]	19.0% [b]	3.4 [a]	32.2 [b]	10.2 [d]	14.1 [b]
	Canada*	**12,241,791**	**966**	**21.7**	**16.8**	**3.9** [a]	**38.4** [b]	**63.4** [b]	**4.4** [a]	**0.91** [a]	**9.7** [b]	**19.9%** [a]	**1.5** [a]	**37.5** [a]	**8.7** [b]	**12.2** [a]
TRIP LENGTH	0 km				3.0	0.1 [c]	0.0 [f]	0.1 [f]	0.0 [e]	0.01 [d]	0.0	80.4% [a]	0.0	1.3 [d]	0.5 [f]	3.3 [f]
	1 km TO 5 km				14.8	2.2 [b]	4.4 [b]	6.8 [b]	0.7 [b]	0.22 [b]	14.7 [a]	30.1% [a]	1.3 [a]	18.0 [a]	1.8 [a]	5.2 [a]
	6 km TO 10 km				10.4	0.7 [b]	4.7 [b]	7.5 [b]	0.6 [b]	0.15 [b]	11.2 [a]	22.6% [a]	1.4 [a]	26.9 [a]	6.2 [a]	12.2 [a]
	11 km TO 15 km				7.5	0.3 [b]	3.7 [b]	5.9 [b]	0.4 [b]	0.10 [b]	9.7 [a]	19.7% [a]	1.4 [a]	33.1 [a]	10.6 [a]	16.8 [a]
	16 km TO 20 km				5.8	0.2 [b]	3.0 [b]	4.9 [c]	0.3 [b]	0.07 [b]	8.2 [a]	15.6% [a]	1.2 [a]	36.1 [a]	13.9 [a]	18.8 [a]
	21 km TO 30 km				7.3	0.2 [b]	5.1 [b]	7.9 [b]	0.5 [b]	0.11 [b]	8.4 [a]	16.2% [b]	1.3 [b]	40.6 [a]	20.4 [a]	25.5 [a]
	31 km TO 50 km				7.8	0.2 [c]	6.6 [c]	10.8 [d]	0.6 [c]	0.12 [d]	7.5 [a]	11.1% [a]	1.3 [b]	46.0 [a]	30.1 [a]	31.5 [a]
	51 km TO 100 km				5.3	0.1 [d]	5.8 [d]	9.5 [c]	0.5 [c]	0.08 [d]	6.9 [a]	8.3% [b]	1.2 [b]	50.8 [a]	49.4 [a]	43.0 [a]
	100+ km				2.1	0.0 [c]	5.0 [d]	10.1 [d]	0.5 [d]	0.06 [d]	6.0 [a]	3.9% [b]	1.2 [a]	54.5 [a]	99.5 [a]	67.9 [a]
	Canada*	**12,241,791**	**966**	**21.7**	**16.8**	**3.9** [a]	**38.4** [b]	**63.4** [b]	**4.4** [a]	**0.91** [a]	**9.7** [b]	**19.9%** [a]	**1.5** [a]	**37.5** [a]	**8.7** [b]	**12.2** [a]
DAY TYPE	WORKDAY		966	15.5	12.4	4.1 [a]	39.5 [b]	60.9 [b]	4.5 [a]	0.96 [a]	9.6 [a]	19.7% [a]	1.3 [a]	35.8 [a]	8.3 [b]	12.0 [a]
	WEEKEND		955	6.1	4.7	3.3 [a]	35.5 [b]	69.9 [c]	4.0 [b]	0.78 [b]	9.7 [f]	20.4% [a]	1.7 [a]	39.7 [a]	9.4 [c]	12.3 [b]

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Canadian VEHICLE USE Study — Powering Informed Decisions

Trip Characteristics

		Fleet Size	Sample Size	Average Number of Study Days	Average Number of Active Days	Daily Number of Trips	Daily Vehicle km Traveled	Daily Passenger km Traveled	Daily Fuel Consumption (L)	Daily Driving Time (h)	Fuel Consumption Ratio (L/100km)	Idling Ratio	Average Vehicle Occupancy	Average Speed (km/h)	Average Trip Length (km)	Average Trip Duration (min)
VEHICLE TYPE AND AGE (NRCan & TC)																
Canada*		**12,241,791**	**966**	**21.7**	**16.8**	**3.9** [a]	**38.4** [b]	**63.4** [b]	**4.4** [a]	**0.91** [a]	**9.7** [b]	**19.9%** [a]	**1.5** [a]	**37.5** [a]	**8.7** [b]	**12.2** [a]
	0 TO 8	7,904,065	625	19.1	15.8	4.0 [a]	40.1 [b]	66.9 [b]	4.7 [b]	0.95 [a]	9.3 [a]	19.2% [a]	1.4 [a]	35.7 [a]	8.5 [b]	11.9 [a]
	9+	4,337,726	341	26.4	18.5	3.7 [b]	35.2 [c]	57.0 [c]	3.9 [b]	0.83 [b]	10.5 [c]	21.2% [b]	1.6 [b]	40.9 [b]	9.1 [c]	12.8 [b]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PASSENGER CAR		7,038,090	494	23.5	17.2	3.7 [b]	36.8 [b]	57.6 [b]	3.4 [b]	0.86 [b]	8.0 [a]	19.7% [b]	1.4 [a]	38.0 [a]	8.9 [b]	12.5 [b]
MINIVAN		1,260,008	124	15.0	13.2	3.6 [a]	34.0 [b]	68.9 [b]	4.8 [b]	0.86 [b]	9.4 [b]	17.8% [a]	1.4 [a]	27.8 [a]	6.6 [b]	10.0 [b]
PICKUP/CARGO		1,651,513	132	18.7	13.9	3.3 [b]	33.7 [b]	55.4 [d]	5.6 [b]	0.75 [b]	13.1 [e]	18.2% [a]	1.4 [c]	37.1 [a]	8.2 [c]	10.6 [b]
SUV		2,292,180	216	22.0	19.5	5.1 [a]	49.0 [c]	83.9 [c]	6.4 [c]	1.20 [b]	12.8 [a]	22.9% [a]	1.7 [a]	41.8 [a]	9.7 [b]	13.9 [b]
PASSENGER CAR	0 TO 8	4,379,977	306	19.0	15.6	3.6 [b]	37.1 [b]	58.8 [b]	3.5 [b]	0.85 [b]	7.4 [a]	18.4% [a]	1.3 [a]	35.6 [a]	8.5 [b]	11.8 [a]
	9+	2,658,113	188	30.8	20.0	3.8 [c]	36.4 [d]	55.6 [d]	3.4 [c]	0.86 [c]	9.0 [b]	21.8% [c]	1.5 [b]	41.9 [b]	9.4 [d]	13.6 [c]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
MINIVAN	0 TO 8	693,433	69	14.9	13.2	4.0 [b]	34.1 [b]	67.7 [b]	5.0 [b]	0.89 [c]	9.8 [a]	18.1% [a]	1.4 [a]	26.6 [a]	6.0 [b]	9.5 [b]
	9+	566,575	55	15.1	13.2	3.2 [b]	34.0 [c]	70.3 [d]	4.5 [b]	0.82 [b]	8.8 [e]	17.5% [b]	1.5 [b]	29.3 [b]	7.3 [b]	10.6 [b]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PICKUP/CARGO	0 TO 8	1,047,204	80	17.5	13.0	3.4 [b]	36.9 [b]	60.3 [c]	6.0 [b]	0.81 [b]	11.3 [a]	15.8% [a]	1.1 [a]	31.9 [a]	7.4 [b]	9.6 [a]
	9+	604,309	52	20.6	15.5	3.1 [c]	28.2 [e]	46.9 [f]	4.8 [d]	0.65 [d]	16.2 [f]	22.4% [b]	1.9 [d]	46.1 [b]	9.6 [e]	12.5 [c]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
SUV	0 TO 8	1,783,451	170	21.6	19.2	5.3 [b]	51.9 [c]	90.2 [d]	6.7 [c]	1.28 [c]	12.6 [a]	23.5% [b]	1.7 [a]	41.5 [a]	10.0 [c]	14.4 [b]
	9+	508,729	46	23.1	20.5	4.5 [b]	38.9 [c]	62.1 [d]	5.3 [b]	0.91 [b]	13.4 [b]	20.7% [b]	1.6 [b]	42.6 [b]	8.6 [b]	12.1 [b]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
VEHICLE TYPE AND AGE (EC)																
Canada*		**12,241,791**	**966**	**21.7**	**16.8**	**3.9** [a]	**38.4** [b]	**63.4** [b]	**4.4** [a]	**0.91** [a]	**9.7** [b]	**19.9%** [a]	**1.5** [a]	**37.5** [a]	**8.7** [b]	**12.2** [a]
	0 TO 3	3,206,273	213	14.8	13.0	3.4 [a]	37.1 [b]	61.9 [c]	4.3 [b]	0.84 [b]	7.8 [a]	16.2% [a]	1.2 [a]	30.6 [a]	7.5 [b]	10.2 [a]
	4 TO 8	4,697,792	412	22.0	17.7	4.4 [a]	42.2 [b]	70.3 [b]	4.9 [b]	1.02 [b]	10.4 [a]	21.3% [a]	1.5 [a]	39.1 [a]	9.2 [b]	13.1 [a]
	9+	4,337,726	341	26.4	18.5	3.7 [b]	35.2 [c]	57.0 [c]	3.9 [b]	0.83 [b]	10.5 [c]	21.2% [b]	1.6 [b]	40.9 [b]	9.1 [c]	12.8 [b]
	OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
	V.OLD	0	0	0.0	0.0	0.0 [e]	0.0 [e]	0.0 [e]	0.0 [e]	0.00 [e]	0.0 [e]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PASSENGER CAR		7,038,090	494	23.5	17.2	3.7 [b]	36.8 [b]	57.6 [b]	3.4 [b]	0.86 [b]	8.0 [a]	19.7% [b]	1.4 [a]	38.0 [a]	8.9 [b]	12.5 [b]
LIGHT TRUCK		5,203,701	472	19.3	16.2	4.2 [a]	40.5 [b]	71.2 [b]	5.8 [b]	0.97 [b]	12.1 [b]	20.2% [a]	1.5 [a]	36.9 [a]	8.5 [b]	11.9 [a]
PASSENGER CAR	0 TO 3	1,707,720	88	11.9	10.8	2.7 [a]	28.6 [b]	45.3 [b]	2.5 [b]	0.66 [b]	4.8 [a]	12.5% [a]	0.9 [a]	23.3 [a]	5.6 [b]	7.7 [a]
	4 TO 8	2,672,257	218	23.6	18.6	4.1 [b]	42.5 [b]	67.5 [c]	4.1 [b]	0.97 [b]	9.1 [a]	22.2% [b]	1.6 [a]	43.4 [b]	10.4 [c]	14.4 [b]
	9+	2,658,113	188	30.8	20.0	3.8 [c]	36.4 [d]	55.6 [d]	3.4 [c]	0.86 [c]	9.0 [b]	21.8% [c]	1.5 [b]	41.9 [b]	9.4 [d]	13.6 [c]
	OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
	V.OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
LIGHT TRUCK	0 TO 3	1,498,553	125	18.1	15.6	4.2 [b]	46.8 [c]	80.9 [d]	6.2 [c]	1.05 [b]	11.3 [a]	20.5% [b]	1.5 [a]	38.9 [a]	9.7 [c]	12.9 [b]
	4 TO 8	2,025,535	194	19.8	16.6	4.7 [a]	41.8 [c]	73.9 [c]	6.0 [c]	1.07 [b]	12.0 [a]	20.0% [a]	1.4 [a]	33.4 [a]	7.5 [b]	11.4 [b]
	9+	1,679,613	153	19.5	16.2	3.6 [b]	33.4 [b]	59.4 [d]	4.9 [b]	0.79 [b]	12.9 [e]	20.2% [a]	1.7 [b]	39.4 [a]	8.5 [c]	11.7 [b]
	OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
	V.OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
VEHICLE TYPE AND AGE																
Canada*		**12,241,791**	**966**	**21.7**	**16.8**	**3.9** [a]	**38.4** [b]	**63.4** [b]	**4.4** [a]	**0.91** [a]	**9.7** [b]	**19.9%** [a]	**1.5** [a]	**37.5** [a]	**8.7** [b]	**12.2** [a]
	0 TO 8	7,904,065	625	19.1	15.8	4.0 [a]	40.1 [b]	66.9 [b]	4.7 [b]	0.95 [a]	9.3 [a]	19.2% [a]	1.4 [a]	35.7 [a]	8.5 [b]	11.9 [a]
	9+	4,337,726	341	26.4	18.5	3.7 [b]	35.2 [c]	57.0 [c]	3.9 [b]	0.83 [b]	10.5 [c]	21.2% [b]	1.6 [b]	40.9 [b]	9.1 [c]	12.8 [b]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PASSENGER CAR		7,038,090	494	23.5	17.2	3.7 [b]	36.8 [b]	57.6 [b]	3.4 [b]	0.86 [b]	8.0 [a]	19.7% [b]	1.4 [a]	38.0 [a]	8.9 [b]	12.5 [b]
LIGHT TRUCK		5,203,701	472	19.3	16.2	4.2 [a]	40.5 [b]	71.2 [b]	5.8 [b]	0.97 [b]	12.1 [b]	20.2% [a]	1.5 [a]	36.9 [a]	8.5 [b]	11.9 [a]
PASSENGER CAR	0 TO 8	4,379,977	306	19.0	15.6	3.6 [b]	37.1 [b]	58.8 [b]	3.5 [b]	0.85 [b]	7.4 [a]	18.4% [a]	1.3 [a]	35.6 [a]	8.5 [b]	11.8 [a]
	9+	2,658,113	188	30.8	20.0	3.8 [c]	36.4 [d]	55.6 [d]	3.4 [c]	0.86 [c]	9.0 [b]	21.8% [c]	1.5 [b]	41.9 [b]	9.4 [d]	13.6 [c]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
LIGHT TRUCK	0 TO 8	3,524,088	319	19.1	16.2	4.5 [a]	43.9 [b]	76.9 [b]	6.1 [b]	1.06 [b]	11.7 [a]	20.2% [a]	1.5 [a]	35.7 [a]	8.4 [b]	12.0 [a]
	9+	1,679,613	153	19.5	16.2	3.6 [b]	33.4 [b]	59.4 [d]	4.9 [b]	0.79 [b]	12.9 [e]	20.2% [a]	1.7 [b]	39.4 [a]	8.5 [c]	11.7 [b]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]

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Canadian VEHICLE USE Study — Powering Informed Decisions

Sub-Trip Characteristics		Fleet Size	Sample Size	Average Number of Study Days	Average Number of Active Days	Daily Vehicle km Traveled	Daily Passenger km Traveled	Daily Fuel Consumption (L)	Daily Non-Idling Time (h)	Daily Idling Time (h)
VEHICLE SPEED	**Canada***	**12,241,791**	**966**	**21.7**	**16.8**	**38.4** [b]	**63.4** [b]	**4.4** [a]	**0.73** [a]	**0.18** [a]
	IDLING					0.0 [a]	0.0 [a]	0.3 [a]	0.00 [c]	0.20 [b]
	1 km/h TO 24 km/h					1.9 [b]	3.0 [b]	0.5 [a]	0.15 [a]	0.00 [a]
	25 km/h TO 49 km/h					6.5 [b]	10.6 [b]	0.9 [a]	0.17 [b]	0.00 [a]
	50 km/h TO 79 km/h					11.7 [a]	18.9 [b]	1.1 [a]	0.19 [a]	0.00 [a]
	80 km/h TO 99 km/h					8.2 [b]	13.4 [b]	0.7 [b]	0.09 [b]	0.00 [a]
	100 km/h TO 119 km/h					8.2 [b]	14.4 [b]	0.7 [b]	0.08 [b]	0.00 [a]
	120+ km/h					1.8 [e]	3.0 [e]	0.2 [e]	0.01 [e]	0.00 [a]
IDLING TYPE	**Canada***	**12,241,791**	**966**	**21.7**	**16.8**	**38.4** [b]	**63.4** [b]	**4.4** [a]	**0.73** [a]	**0.18** [a]
	NOT IDLING					38.4 [b]	63.4 [b]	4.1 [a]	0.70 [a]	0.00 [a]
	IDLING DURING TRIP					0.0 [a]	0.0 [a]	0.2 [b]	0.00 [a]	0.13 [b]
	TRIP START IDLING					0.0 [a]	0.0 [a]	0.1 [a]	0.00 [a]	0.05 [b]
	TRIP END IDLING					0.0 [a]	0.0 [a]	0.0 [b]	0.00 [a]	0.02 [b]
TIME OF DRIVING	**Canada***	**12,241,791**	**966**	**21.7**	**16.8**	**38.4** [b]	**63.4** [b]	**4.4** [a]	**0.73** [a]	**0.18** [a]
	EARLY (06:00-08:59)					5.9 [c]	8.9 [c]	0.7 [b]	0.11 [b]	0.03 [b]
	MORNING (09:00-11:59)					5.9 [b]	9.9 [b]	0.7 [b]	0.11 [b]	0.03 [b]
	MIDDAY (12:00-14:59)					7.0 [a]	11.8 [b]	0.8 [a]	0.13 [a]	0.04 [b]
	AFTERNOON (15:00-17:59)					10.1 [b]	16.6 [b]	1.1 [b]	0.19 [b]	0.05 [b]
	EVENING (18:00-20:59)					5.6 [b]	9.9 [b]	0.6 [b]	0.10 [b]	0.03 [b]
	NIGHT (21:00-05:59)					4.0 [b]	6.5 [b]	0.4 [b]	0.07 [b]	0.02 [b]
ENGINE TEMP.	**Canada***	**12,241,791**	**966**	**21.7**	**16.8**	**38.4** [b]	**63.4** [b]	**4.4** [a]	**0.73** [a]	**0.18** [a]
	COLD (< 50°C)					1.2 [a]	1.7 [a]	0.3 [a]	0.04 [a]	0.04 [b]
	WARM (50°C to 80°C)					5.6 [a]	8.5 [a]	0.8 [a]	0.13 [a]	0.05 [b]
	HOT (> 80°C)					31.6 [b]	53.2 [b]	3.3 [b]	0.53 [b]	0.11 [b]
	NO DATA					0.1 [f]	0.1 [f]	0.0 [f]	0.00 [f]	0.00 [f]

Quality of Estimates (cv)
a: less than 5% (excellent)
b: between 5% and 10% (good)
c: between 10% and 15% (acceptable)
d: between 15% and 20% (use with caution)
e: between 20% and 35% (unreliable)
f: more than 35% (unusable)

Vehicle Age
0 TO 3: 3 years old and younger
4 TO 8: between 4 and 8 years old
9+: 9 years old and older with model year post-1995
OLD: model year between 1981 and 1995
V.OLD: model year pre-1981

Notes on Driver Age and Gender
The estimates provided in the DRIVER AGE and GENDER categories are VEHICLE characteristics, not DRIVER characteristics. Without further information on the distribution of drivers in a given jurisdiction (by AGE and GENDER), the estimates of the basic characteristics (nTrips, VKT, PKT, Fuel, Use, UseNI) cannot be used to predict the average driving behaviour of various combinations of DRIVER AGE and GENDER for that jurisdiction.

Values in columns may not add up or average (weighted) exactly to the corresponding column header due to round off errors.

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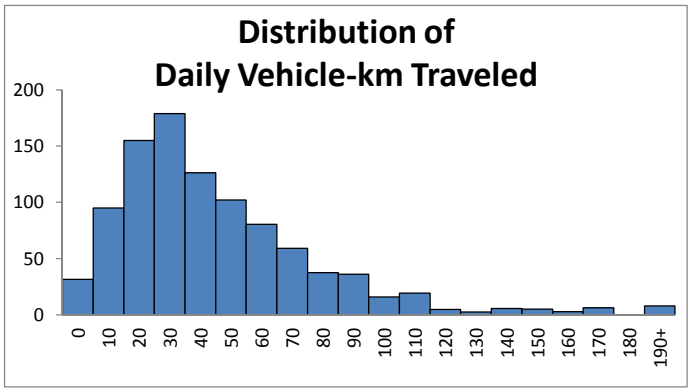
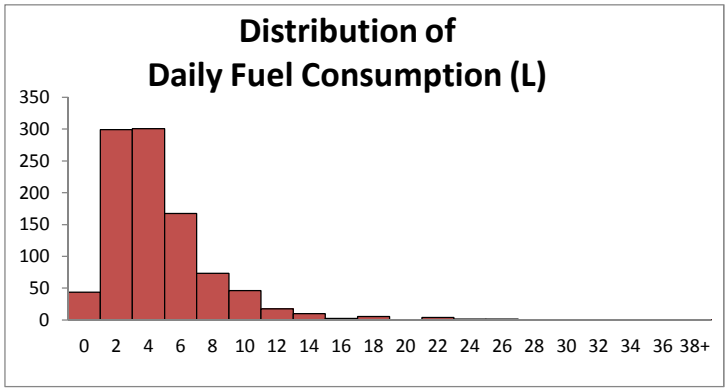
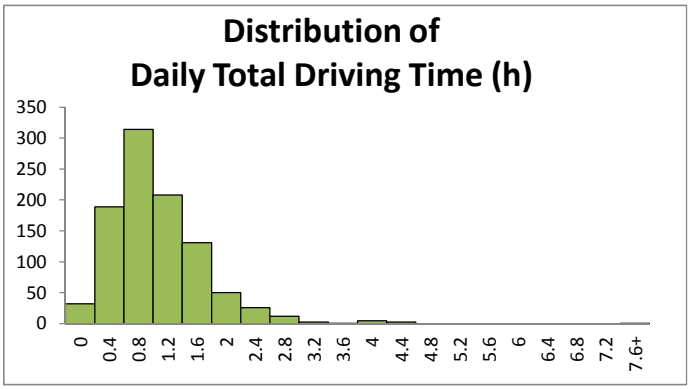
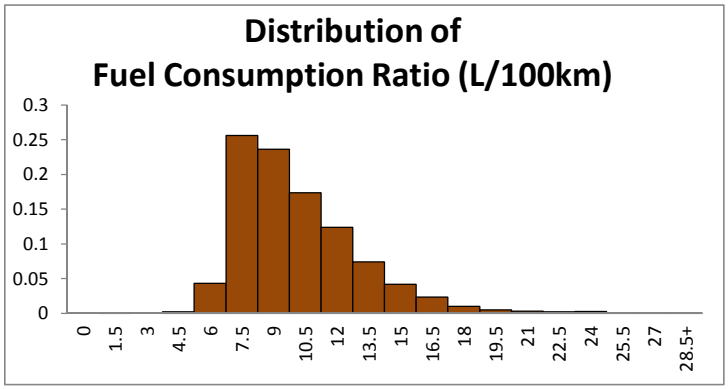
Histograms









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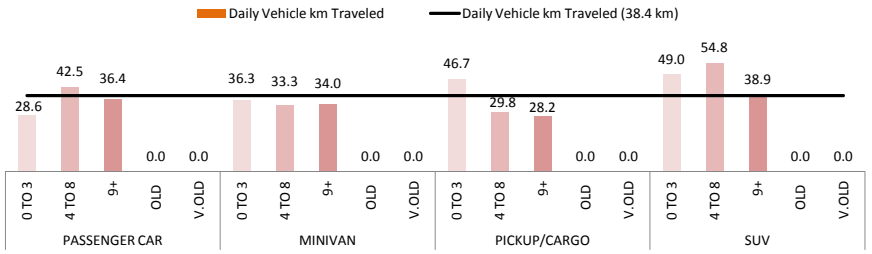
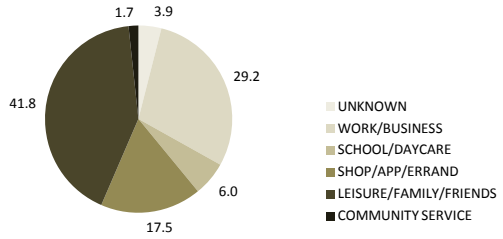
Trip Characteristics

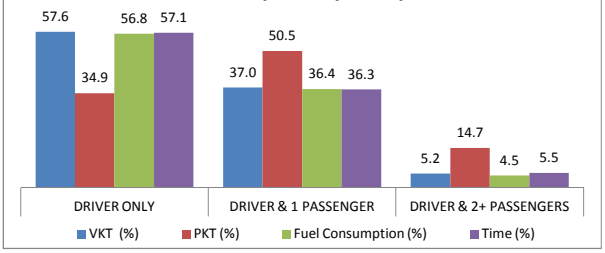
Daily Vehicle km Traveled by Vehicle Type and Age



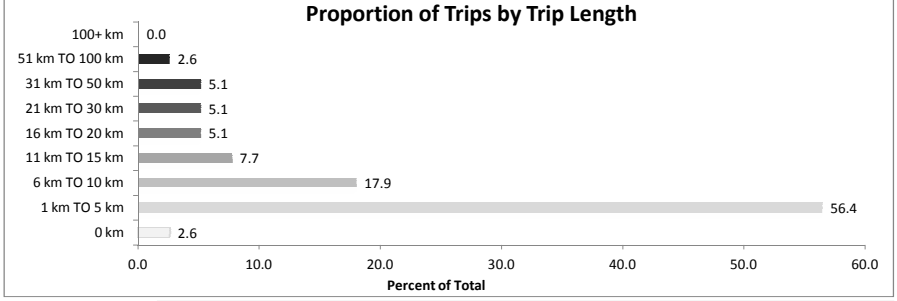
Passenger km Traveled by Purpose (%)



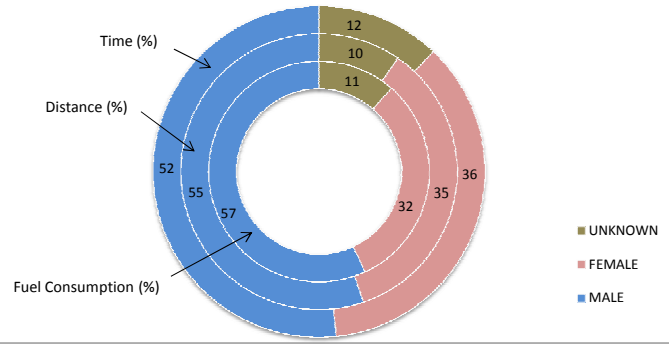
Distance, Passenger km Traveled, Time and Fuel Consumption by Occupants



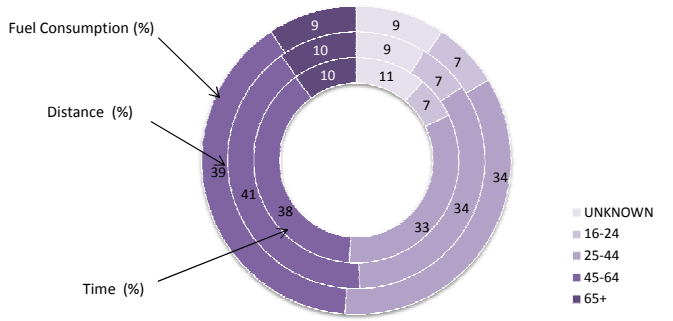
Proportion of Trips by Trip Length



Time, Distance and Fuel Consumption by Gender

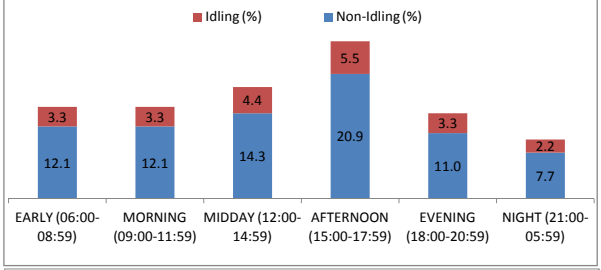


Fuel Consumption, Distance and Time by Age Category

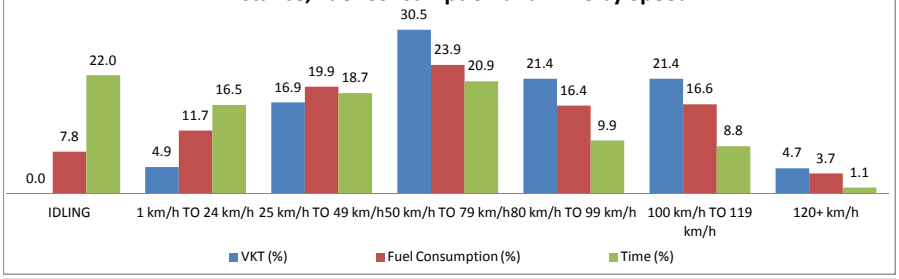


Sub-Trip Characteristics

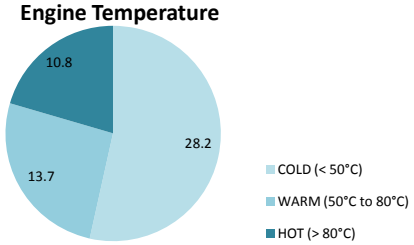
Driving Time by Idling and Non-Idling



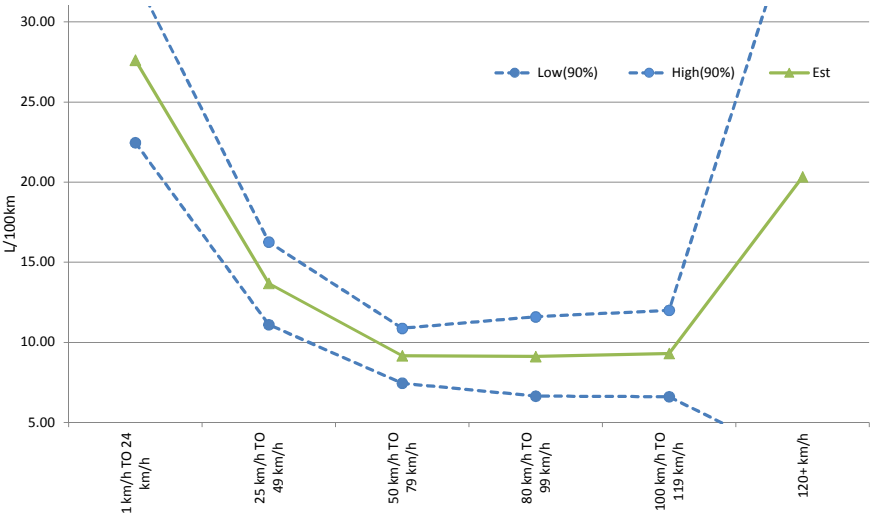
Distance, Fuel Consumption and Time by Speed



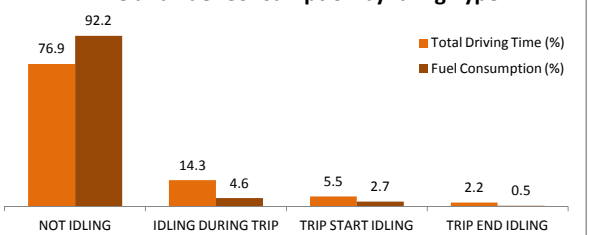
Fuel Efficiency (L/100km) by Engine Temperature



Fuel Efficiency by Vehicle Speed



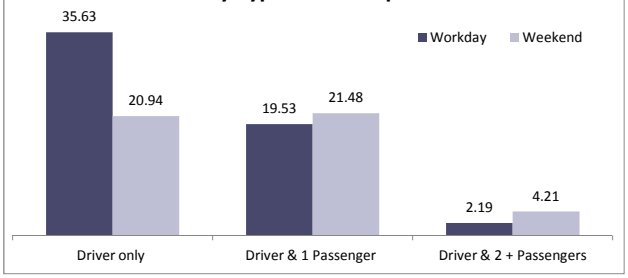
Time and Fuel Consumption by Idling Type



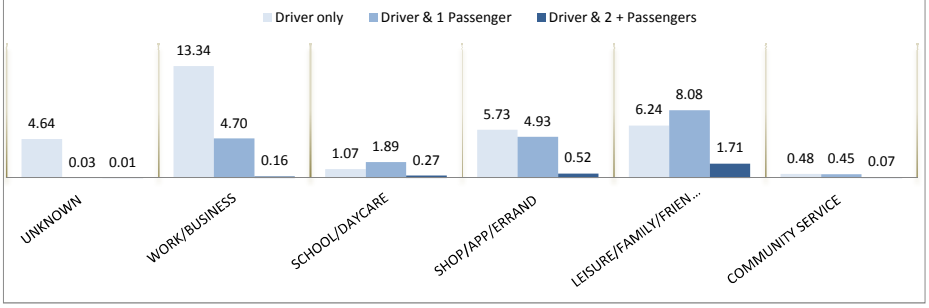
Canada* – 1st Quarter, 2012

Mixed Characteristics

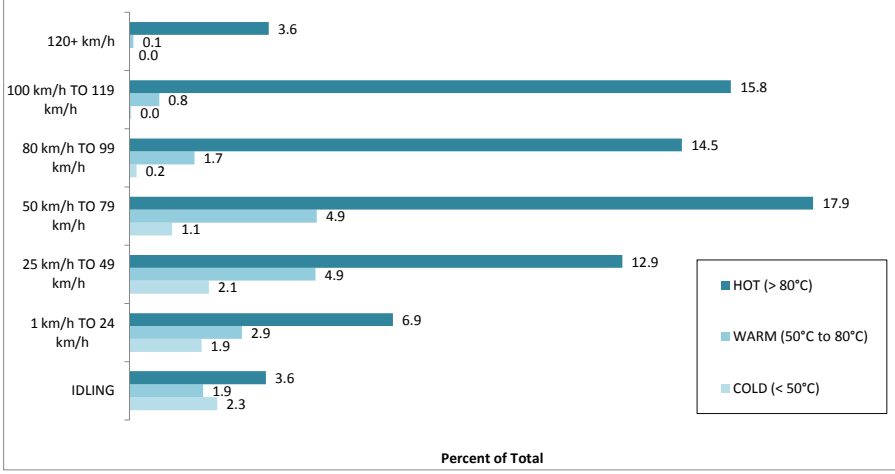
Driving Time (min) by Day Type and Occupants



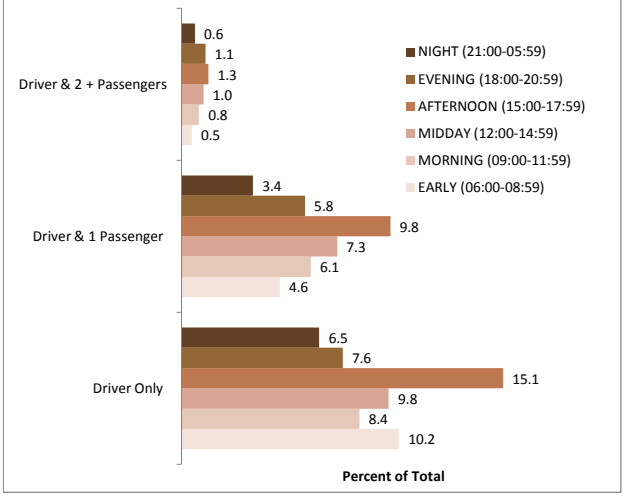
Time Driven (min) by Purpose and Occupants



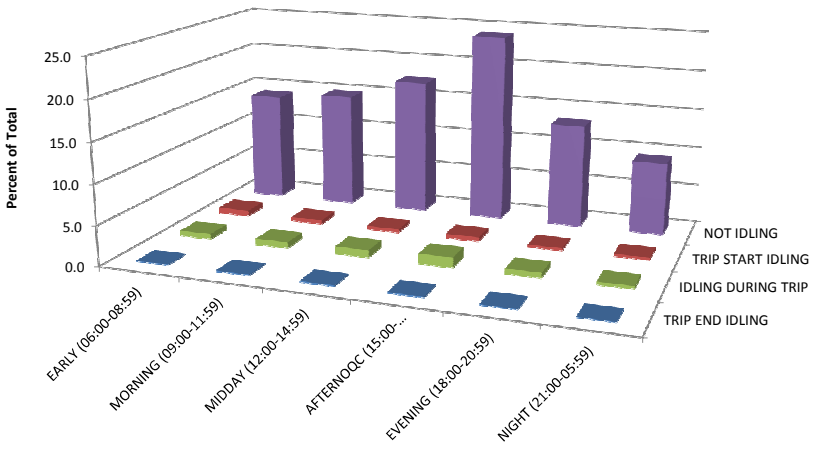
Fuel Consumption by Speed and Engine Temperature



Distance by Occupants and Time of Driving



Fuel Consumption by Idling and Time of Driving



Ontario – 1st Quarter, 2012

Canadian VEHICLE USE Study — Powering Informed Decisions

Trip Characteristics		Fleet Size	Sample Size	Average Number of Study Days	Average Number of Active Days	Daily Number of Trips	Daily Vehicle km Traveled	Daily Passenger km Traveled	Daily Fuel Consumption (L)	Daily Driving Time (h)	Fuel Consumption Ratio (L/100km)	Idling Ratio	Average Vehicle Occupancy	Average Speed (km/h)	Average Trip Length (km)	Average Trip Duration (min)
Ontario		**7,176,462**	**873**	**21.8**	**18.8**	**4.7** [a]	**46.9** [a]	**75.8** [a]	**5.4** [a]	**1.09** [a]	**11.3** [b]	**22.8%** [a]	**1.6** [a]	**42.9** [a]	**9.8** [a]	**13.7** [a]
VEHICLE TYPE AND AGE	0 TO 3	1,812,892	198	21.5	19.4	5.3 [a]	56.2 [a]	91.7 [b]	6.3 [a]	1.28 [a]	11.1 [a]	23.4% [a]	1.6 [a]	43.7 [a]	10.6 [a]	14.5 [a]
	4 TO 8	2,725,830	373	22.5	18.9	4.9 [a]	46.2 [a]	76.1 [a]	5.3 [a]	1.09 [a]	11.4 [a]	22.5% [a]	1.7 [a]	42.5 [a]	9.5 [a]	13.4 [a]
	9+	2,637,740	302	21.4	18.3	4.3 [a]	41.2 [a]	64.6 [b]	4.8 [a]	0.96 [a]	11.4 [d]	22.8% [a]	1.6 [a]	42.7 [a]	9.6 [a]	13.5 [a]
	OLD															
	V.OLD															
PASSENGER CAR		3,869,086	445	21.3	18.7	4.6 [a]	46.4 [a]	71.3 [a]	4.3 [a]	1.05 [a]	9.2 [a]	21.6% [a]	1.5 [a]	44.0 [a]	10.0 [a]	13.7 [a]
MINIVAN		823,659	116	21.7	19.1	5.2 [b]	48.7 [b]	97.8 [b]	6.8 [b]	1.24 [b]	13.4 [b]	25.6% [a]	2.0 [a]	39.3 [a]	9.4 [b]	14.4 [b]
PICKUP/CARGO		985,411	114	23.5	18.0	4.6 [b]	45.9 [b]	69.7 [b]	7.5 [b]	1.02 [b]	16.1 [f]	23.5% [a]	1.5 [a]	44.0 [a]	9.8 [b]	13.2 [a]
SUV		1,498,306	198	22.1	19.5	5.0 [a]	47.7 [b]	79.4 [b]	6.0 [a]	1.16 [a]	12.5 [a]	24.0% [a]	1.7 [a]	41.4 [a]	9.5 [a]	13.8 [a]
PASSENGER CAR	0 TO 3	884,661	85	22.0	20.0	5.2 [a]	54.4 [b]	85.8 [b]	4.8 [b]	1.24 [b]	8.8 [a]	22.8% [a]	1.6 [a]	43.7 [a]	10.5 [b]	14.4 [a]
	4 TO 8	1,436,536	194	21.3	18.6	4.6 [a]	46.5 [b]	73.0 [b]	4.3 [b]	1.04 [a]	9.2 [a]	20.8% [a]	1.6 [a]	44.6 [a]	10.1 [b]	13.6 [a]
	9+	1,547,889	166	21.0	18.0	4.3 [a]	41.7 [b]	61.5 [b]	4.0 [b]	0.95 [b]	9.4 [a]	21.6% [a]	1.5 [a]	43.7 [a]	9.7 [b]	13.4 [a]
	OLD															
	V.OLD															
MINIVAN	0 TO 3	120,245	19	20.4	18.1	5.2 [e]	52.3 [e]	99.8 [e]	8.0 [e]	1.29 [e]	14.4 [e]	27.1% [e]	1.9 [e]	40.6 [e]	10.1 [e]	14.9 [e]
	4 TO 8	333,795	45	22.0	19.5	5.8 [b]	47.5 [c]	94.1 [c]	6.8 [c]	1.27 [d]	13.9 [a]	25.4% [b]	2.0 [b]	37.2 [b]	8.2 [b]	13.2 [c]
	9+	369,619	52	21.8	19.1	4.6 [b]	48.6 [c]	100.5 [d]	6.4 [b]	1.19 [b]	12.5 [c]	25.3% [b]	2.1 [b]	40.7 [b]	10.4 [c]	15.3 [b]
	OLD															
	V.OLD															
PICKUP/CARGO	0 TO 3	251,869	27	20.6	18.0	5.8 [d]	71.1 [d]	114.4 [e]	10.8 [d]	1.45 [d]	15.2 [d]	21.5% [d]	1.6 [d]	48.7 [d]	12.1 [d]	14.9 [d]
	4 TO 8	358,410	45	29.0	19.7	4.7 [c]	43.7 [c]	68.8 [b]	7.5 [c]	1.02 [b]	16.7 [a]	23.2% [a]	1.6 [b]	43.1 [a]	9.3 [b]	13.0 [b]
	9+	375,132	42	20.2	16.3	3.6 [b]	31.1 [c]	40.7 [d]	5.3 [c]	0.75 [c]	16.2 [f]	25.2% [b]	1.3 [a]	41.8 [a]	8.6 [c]	12.4 [b]
	OLD															
	V.OLD															
SUV	0 TO 3	556,117	67	21.4	19.2	5.2 [a]	53.1 [b]	89.1 [b]	6.4 [b]	1.26 [b]	12.0 [a]	24.3% [b]	1.7 [a]	42.2 [a]	10.2 [b]	14.5 [b]
	4 TO 8	597,089	89	21.7	19.0	5.1 [b]	46.1 [b]	78.1 [b]	5.7 [b]	1.15 [b]	12.2 [a]	24.4% [b]	1.7 [a]	40.3 [a]	9.0 [b]	13.4 [a]
	9+	345,100	42	23.8	20.8	4.5 [b]	42.1 [c]	65.9 [c]	5.9 [c]	1.00 [b]	13.8 [a]	22.7% [b]	1.6 [a]	41.9 [a]	9.4 [b]	13.4 [b]
	OLD															
	V.OLD															
Ontario		**7,176,462**	**873**	**21.8**	**18.8**	**4.7** [a]	**46.9** [a]	**75.8** [a]	**5.4** [a]	**1.09** [a]	**11.3** [b]	**22.8%** [a]	**1.6** [a]	**42.9** [a]	**9.8** [a]	**13.7** [a]
PURPOSE	UNKNOWN				11.1	0.7 [b]	3.0 [c]	3.0 [c]	0.4 [c]	0.09 [c]	12.4 [f]	31.0% [a]	1.0 [a]	32.3 [a]	3.9 [a]	7.1 [a]
	WORK/BUSINESS				14.0	1.3 [a]	18.4 [a]	24.3 [b]	2.1 [a]	0.40 [a]	11.1 [b]	21.6% [a]	1.3 [a]	46.4 [a]	14.3 [a]	18.5 [a]
	SCHOOL/DAYCARE				9.0	0.2 [b]	1.3 [b]	2.5 [b]	0.2 [b]	0.04 [b]	13.2 [a]	28.3% [a]	1.9 [a]	32.1 [a]	6.9 [b]	13.0 [b]
	SHOP/APP/ERRAND				11.6	1.3 [a]	8.5 [a]	14.4 [a]	1.0 [a]	0.23 [a]	12.1 [e]	24.2% [a]	1.7 [a]	36.2 [a]	6.5 [a]	10.7 [a]
	LEISURE/FAMILY/FRIENDS				11.8	1.1 [a]	14.7 [a]	29.8 [b]	1.6 [a]	0.30 [a]	10.8 [a]	19.9% [a]	2.0 [a]	48.5 [a]	13.2 [a]	16.3 [a]
	COMMUNITY SERVICE				6.2	0.1 [b]	0.9 [c]	1.7 [d]	0.1 [c]	0.02 [c]	12.2 [f]	25.0% [a]	1.8 [a]	36.4 [a]	7.9 [b]	12.8 [b]
Ontario		**7,176,462**	**873**	**21.8**	**18.8**	**4.7** [a]	**46.9** [a]	**75.8** [a]	**5.4** [a]	**1.09** [a]	**11.3** [b]	**22.8%** [a]	**1.6** [a]	**42.9** [a]	**9.8** [a]	**13.7** [a]
GENDER***	UNKNOWN				11.9	0.9 [b]	5.0 [c]	6.8 [c]	0.7 [c]	0.14 [c]	11.8 [f]	27.8% [a]	1.3 [a]	35.8 [a]	5.3 [a]	8.8 [a]
	FEMALE				16.0	1.6 [a]	15.8 [b]	25.9 [b]	1.7 [b]	0.38 [a]	11.6 [a]	23.0% [a]	1.6 [a]	42.5 [a]	10.3 [a]	14.5 [a]
	MALE				16.9	2.3 [a]	26.1 [a]	43.1 [a]	3.0 [a]	0.57 [a]	11.2 [b]	21.4% [a]	1.7 [a]	45.2 [a]	11.5 [a]	15.3 [a]
Ontario		**7,176,462**	**873**	**21.8**	**18.8**	**4.7** [a]	**46.9** [a]	**75.8** [a]	**5.4** [a]	**1.09** [a]	**11.3** [b]	**22.8%** [a]	**1.6** [a]	**42.9** [a]	**9.8** [a]	**13.7** [a]
DRIVER AGE***	UNKNOWN				11.6	0.9 [b]	4.5 [c]	5.9 [c]	0.6 [c]	0.13 [c]	11.8 [f]	28.8% [a]	1.3 [a]	35.3 [a]	5.0 [a]	8.6 [a]
	16-24				11.9	0.2 [d]	1.9 [d]	2.9 [d]	0.2 [d]	0.04 [d]	8.3 [a]	17.3% [b]	1.2 [a]	33.8 [a]	8.2 [c]	11.3 [b]
	25-44				18.3	1.3 [b]	15.4 [b]	26.7 [b]	1.7 [b]	0.34 [b]	11.2 [a]	23.0% [a]	1.8 [a]	44.7 [a]	11.7 [a]	15.6 [a]
	45-64				17.8	1.8 [a]	19.1 [b]	30.8 [b]	2.2 [b]	0.44 [a]	11.3 [c]	21.8% [a]	1.6 [a]	43.5 [a]	10.8 [a]	14.9 [a]
	65+				16.7	0.6 [b]	5.9 [c]	9.5 [c]	0.7 [c]	0.14 [b]	11.5 [a]	20.5% [a]	1.6 [a]	42.5 [a]	9.4 [b]	13.2 [a]
Ontario		**7,176,462**	**873**	**21.8**	**18.8**	**4.7** [a]	**46.9** [a]	**75.8** [a]	**5.4** [a]	**1.09** [a]	**11.3** [b]	**22.8%** [a]	**1.6** [a]	**42.9** [a]	**9.8** [a]	**13.7** [a]
OCCUPANTS	DRIVER ONLY				17.2	3.1 [a]	27.4 [a]	27.4 [a]	3.1 [a]	0.65 [a]	11.4 [b]	23.2% [a]	1.0 [a]	42.1 [a]	8.8 [a]	12.5 [a]
	DRIVER & 1 PASSENGER				13.5	1.5 [a]	17.1 [a]	37.7 [a]	2.0 [a]	0.39 [a]	11.3 [a]	22.1% [a]	2.2 [a]	43.7 [a]	11.5 [a]	15.8 [a]
	DRIVER & 2+ PASSENGERS				6.4	0.2 [b]	2.4 [c]	10.7 [c]	0.3 [c]	0.05 [b]	10.3 [a]	22.9% [a]	4.2 [a]	42.3 [a]	13.2 [b]	17.4 [a]
Ontario		**7,176,462**	**873**	**21.8**	**18.8**	**4.7** [a]	**46.9** [a]	**75.8** [a]	**5.4** [a]	**1.09** [a]	**11.3** [b]	**22.8%** [a]	**1.6** [a]	**42.9** [a]	**9.8** [a]	**13.7** [a]
TRIP LENGTH	0 km				4.6	0.1 [b]	0.0 [f]	0.1 [f]	0.0 [f]	0.01 [d]	0.0	96.0% [a]	0.0	2.2 [d]	0.8 [f]	5.5 [f]
	1 km TO 5 km				16.5	2.6 [a]	5.3 [a]	8.0 [a]	0.9 [a]	0.25 [a]	16.7 [a]	33.4% [a]	1.5 [a]	21.1 [a]	2.0 [a]	5.7 [a]
	6 km TO 10 km				12.3	0.8 [a]	5.8 [a]	8.9 [a]	0.8 [a]	0.18 [a]	13.2 [a]	26.1% [a]	1.5 [a]	31.4 [a]	7.2 [a]	13.7 [a]
	11 km TO 15 km				9.7	0.4 [a]	4.9 [a]	7.8 [a]	0.6 [a]	0.13 [a]	11.6 [a]	23.3% [a]	1.6 [a]	38.3 [a]	12.3 [a]	19.3 [a]
	16 km TO 20 km				8.6	0.2 [b]	4.0 [b]	6.2 [a]	0.4 [b]	0.09 [b]	11.0 [a]	19.9% [a]	1.5 [a]	44.6 [a]	17.3 [a]	23.4 [a]
	21 km TO 30 km				9.2	0.3 [b]	6.2 [b]	9.7 [b]	0.7 [b]	0.12 [b]	10.5 [a]	18.6% [a]	1.5 [a]	50.5 [a]	24.5 [a]	29.2 [a]
	31 km TO 50 km				10.0	0.2 [b]	8.0 [b]	12.5 [b]	0.8 [b]	0.14 [b]	10.0 [a]	15.1% [a]	1.5 [a]	58.0 [a]	38.1 [a]	39.7 [a]
	51 km TO 100 km				8.1	0.1 [b]	7.2 [b]	11.8 [b]	0.7 [b]	0.10 [b]	9.5 [a]	11.5% [a]	1.6 [a]	70.1 [a]	66.3 [a]	57.1 [a]
	100+ km				3.4	0.0 [c]	5.5 [c]	10.8 [c]	0.5 [c]	0.06 [c]	9.6 [a]	6.4% [b]	1.9 [b]	87.7 [a]	160.1 [a]	109.7 [a]
Ontario		**7,176,462**	**873**	**21.8**	**18.8**	**4.7** [a]	**46.9** [a]	**75.8** [a]	**5.4** [a]	**1.09** [a]	**11.3** [b]	**22.8%** [a]	**1.6** [a]	**42.9** [a]	**9.8** [a]	**13.7** [a]
DAY TYPE	WORKDAY		873	15.7	14.0	5.0 [a]	48.9 [a]	73.2 [a]	5.6 [a]	1.16 [a]	11.3 [a]	22.9% [a]	1.5 [a]	42.3 [a]	9.7 [a]	13.8 [a]
	WEEKEND		866	6.2	5.3	4.1 [a]	41.8 [a]	82.4 [b]	4.7 [a]	0.93 [a]	11.3 [b]	22.6% [a]	1.9 [a]	45.0 [a]	10.2 [a]	13.6 [a]

Ontario – 1st Quarter, 2012

Canadian VEHICLE USE Study — Powering Informed Decisions

Trip Characteristics

		Fleet Size	Sample Size	Average Number of Study Days	Average Number of Active Days	Daily Number of Trips	Daily Vehicle km Traveled	Daily Passenger km Traveled	Daily Fuel Consumption (L)	Daily Driving Time (h)	Fuel Consumption Ratio (L/100km)	Idling Ratio	Average Vehicle Occupancy	Average Speed (km/h)	Average Trip Length (km)	Average Trip Duration (min)
VEHICLE TYPE AND AGE (NRCan & TC)																
Ontario		**7,176,462**	**873**	**21.8**	**18.8**	**4.7** [a]	**46.9** [a]	**75.8** [a]	**5.4** [a]	**1.09** [a]	**11.3** [b]	**22.8%** [a]	**1.6** [a]	**42.9** [a]	**9.8** [a]	**13.7** [a]
	0 TO 8	4,538,722	571	22.1	19.1	5.1 [a]	50.2 [a]	82.3 [a]	5.7 [a]	1.17 [a]	11.3 [a]	22.8% [a]	1.7 [a]	43.0 [a]	9.9 [a]	13.8 [a]
	9+	2,637,740	302	21.4	18.3	4.3 [a]	41.2 [a]	64.6 [b]	4.8 [a]	0.96 [a]	11.4 [d]	22.8% [a]	1.6 [a]	42.7 [a]	9.6 [a]	13.5 [a]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PASSENGER CAR		3,869,086	445	21.3	18.7	4.6 [a]	46.4 [a]	71.3 [a]	4.3 [a]	1.05 [a]	9.2 [a]	21.6% [a]	1.5 [a]	44.0 [a]	10.0 [a]	13.7 [a]
MINIVAN		823,659	116	21.7	19.1	5.2 [b]	48.7 [b]	97.8 [b]	6.8 [b]	1.24 [b]	13.4 [b]	25.6% [a]	2.0 [a]	39.3 [a]	9.4 [b]	14.4 [b]
PICKUP/CARGO		985,411	114	23.5	18.0	4.6 [b]	45.9 [b]	69.7 [b]	7.5 [b]	1.02 [b]	16.1 [f]	23.5% [a]	1.5 [a]	44.0 [a]	9.8 [b]	13.2 [a]
SUV		1,498,306	198	22.1	19.5	5.0 [a]	47.7 [b]	79.4 [b]	6.0 [a]	1.16 [a]	12.5 [a]	24.0% [a]	1.7 [a]	41.4 [a]	9.5 [a]	13.8 [a]
PASSENGER CAR	0 TO 8	2,321,197	279	21.6	19.1	4.8 [a]	49.5 [a]	77.9 [b]	4.5 [a]	1.12 [a]	9.0 [a]	21.6% [a]	1.6 [a]	44.3 [a]	10.3 [a]	13.9 [a]
	9+	1,547,889	166	21.0	18.0	4.3 [a]	41.7 [b]	61.5 [b]	4.0 [b]	0.95 [b]	9.4 [a]	21.6% [a]	1.5 [a]	43.7 [a]	9.7 [b]	13.4 [a]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
MINIVAN	0 TO 8	454,040	64	21.6	19.1	5.6 [b]	48.8 [c]	95.6 [b]	7.1 [c]	1.28 [c]	14.0 [a]	25.9% [a]	2.0 [a]	38.1 [a]	8.7 [b]	13.7 [b]
	9+	369,619	52	21.8	19.1	4.6 [b]	48.6 [c]	100.5 [d]	6.4 [b]	1.19 [b]	12.5 [c]	25.3% [b]	2.1 [b]	40.7 [b]	10.4 [c]	15.3 [b]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PICKUP/CARGO	0 TO 8	610,279	72	25.5	19.0	5.2 [b]	55.0 [b]	87.6 [c]	8.9 [b]	1.20 [b]	16.1 [a]	22.5% [a]	1.6 [a]	45.4 [a]	10.5 [b]	13.8 [b]
	9+	375,132	42	20.2	16.3	3.6 [b]	31.1 [c]	40.7 [d]	5.3 [c]	0.75 [c]	16.2 [f]	25.2% [b]	1.3 [a]	41.8 [a]	8.6 [c]	12.4 [b]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
SUV	0 TO 8	1,153,206	156	21.6	19.1	5.1 [a]	49.5 [b]	83.4 [b]	6.0 [b]	1.20 [a]	12.1 [a]	24.3% [a]	1.7 [a]	41.2 [a]	9.6 [b]	13.9 [a]
	9+	345,100	42	23.8	20.8	4.5 [b]	42.1 [c]	65.9 [c]	5.9 [c]	1.00 [b]	13.8 [a]	22.7% [b]	1.6 [a]	41.9 [a]	9.4 [b]	13.4 [b]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
VEHICLE TYPE AND AGE (EC)																
Ontario		**7,176,462**	**873**	**21.8**	**18.8**	**4.7** [a]	**46.9** [a]	**75.8** [a]	**5.4** [a]	**1.09** [a]	**11.3** [b]	**22.8%** [a]	**1.6** [a]	**42.9** [a]	**9.8** [a]	**13.7** [a]
	0 TO 3	1,812,892	198	21.5	19.4	5.3 [a]	56.2 [b]	91.7 [b]	6.3 [a]	1.28 [a]	11.1 [a]	23.4% [a]	1.6 [a]	43.7 [a]	10.6 [a]	14.5 [a]
	4 TO 8	2,725,830	373	22.5	18.9	4.9 [a]	46.2 [a]	76.1 [b]	5.3 [a]	1.09 [a]	11.4 [a]	22.5% [a]	1.7 [a]	42.5 [a]	9.5 [a]	13.4 [a]
	9+	2,637,740	302	21.4	18.3	4.3 [a]	41.2 [a]	64.6 [b]	4.8 [a]	0.96 [a]	11.4 [d]	22.8% [a]	1.6 [a]	42.7 [a]	9.6 [a]	13.5 [a]
	OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
	V.OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PASSENGER CAR		3,869,086	445	21.3	18.7	4.6 [a]	46.4 [a]	71.3 [a]	4.3 [a]	1.05 [a]	9.2 [a]	21.6% [a]	1.5 [a]	44.0 [a]	10.0 [a]	13.7 [a]
LIGHT TRUCK		3,307,376	428	22.4	19.0	4.9 [a]	47.4 [a]	81.1 [a]	6.6 [a]	1.14 [a]	13.8 [c]	24.2% [a]	1.7 [a]	41.7 [a]	9.6 [a]	13.8 [a]
PASSENGER CAR	0 TO 3	884,661	85	22.0	20.0	5.2 [a]	54.4 [b]	85.8 [b]	4.8 [b]	1.24 [b]	8.8 [a]	22.8% [a]	1.6 [a]	43.7 [a]	10.5 [b]	14.4 [a]
	4 TO 8	1,436,536	194	21.3	18.6	4.6 [a]	46.5 [b]	73.0 [b]	4.3 [b]	1.04 [a]	9.2 [a]	20.8% [a]	1.6 [a]	44.6 [a]	10.1 [b]	13.6 [a]
	9+	1,547,889	166	21.0	18.0	4.3 [a]	41.7 [b]	61.5 [b]	4.0 [b]	0.95 [b]	9.4 [a]	21.6% [a]	1.5 [a]	43.7 [a]	9.7 [b]	13.4 [a]
	OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
	V.OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
LIGHT TRUCK	0 TO 3	928,231	113	21.1	18.7	5.4 [a]	57.9 [b]	97.4 [b]	7.8 [b]	1.32 [b]	13.2 [a]	23.9% [a]	1.7 [a]	43.8 [a]	10.7 [b]	14.7 [a]
	4 TO 8	1,289,294	179	23.8	19.3	5.2 [a]	45.8 [b]	79.7 [b]	6.5 [b]	1.14 [b]	13.9 [a]	24.3% [a]	1.7 [a]	40.3 [a]	8.9 [a]	13.2 [a]
	9+	1,089,851	136	21.9	18.7	4.2 [a]	40.5 [b]	69.0 [c]	5.9 [b]	0.98 [b]	14.2 [f]	24.4% [a]	1.7 [a]	41.5 [a]	9.5 [b]	13.7 [a]
	OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
	V.OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
VEHICLE TYPE AND AGE																
Ontario		**7,176,462**	**873**	**21.8**	**18.8**	**4.7** [a]	**46.9** [a]	**75.8** [a]	**5.4** [a]	**1.09** [a]	**11.3** [b]	**22.8%** [a]	**1.6** [a]	**42.9** [a]	**9.8** [a]	**13.7** [a]
	0 TO 8	4,538,722	571	22.1	19.1	5.1 [a]	50.2 [a]	82.3 [a]	5.7 [a]	1.17 [a]	11.3 [a]	22.8% [a]	1.7 [a]	43.0 [a]	9.9 [a]	13.8 [a]
	9+	2,637,740	302	21.4	18.3	4.3 [a]	41.2 [a]	64.6 [b]	4.8 [a]	0.96 [a]	11.4 [d]	22.8% [a]	1.6 [a]	42.7 [a]	9.6 [a]	13.5 [a]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PASSENGER CAR		3,869,086	445	21.3	18.7	4.6 [a]	46.4 [a]	71.3 [a]	4.3 [a]	1.05 [a]	9.2 [a]	21.6% [a]	1.5 [a]	44.0 [a]	10.0 [a]	13.7 [a]
LIGHT TRUCK		3,307,376	428	22.4	19.0	4.9 [a]	47.4 [a]	81.1 [a]	6.6 [a]	1.14 [a]	13.8 [c]	24.2% [a]	1.7 [a]	41.7 [a]	9.6 [a]	13.8 [a]
PASSENGER CAR	0 TO 8	2,321,197	279	21.6	19.1	4.8 [a]	49.5 [a]	77.9 [b]	4.5 [a]	1.12 [a]	9.0 [a]	21.6% [a]	1.6 [a]	44.3 [a]	10.3 [a]	13.9 [a]
	9+	1,547,889	166	21.0	18.0	4.3 [a]	41.7 [b]	61.5 [b]	4.0 [b]	0.95 [b]	9.4 [a]	21.6% [a]	1.5 [a]	43.7 [a]	9.7 [b]	13.4 [a]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
LIGHT TRUCK	0 TO 8	2,217,525	292	22.7	19.1	5.3 [a]	50.9 [a]	87.1 [a]	7.0 [a]	1.22 [a]	13.6 [a]	24.2% [a]	1.7 [a]	41.7 [a]	9.6 [a]	13.8 [a]
	9+	1,089,851	136	21.9	18.7	4.2 [a]	40.5 [b]	69.0 [c]	5.9 [b]	0.98 [b]	14.2 [f]	24.4% [a]	1.7 [a]	41.5 [a]	9.5 [b]	13.7 [a]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]

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Canadian VEHICLE USE Study — Powering Informed Decisions

Sub-Trip Characteristics

		Fleet Size	Sample Size	Average Number of Study Days	Average Number of Active Days	Daily Vehicle km Traveled	Daily Passenger km Traveled	Daily Fuel Consumption (L)	Daily Non-Idling Time (h)	Daily Idling Time (h)
VEHICLE SPEED	**Ontario**	**7,176,462**	**873**	**21.8**	**18.8**	**46.9** [a]	**75.8** [a]	**5.4** [a]	**0.84** [a]	**0.24** [a]
	IDLING					0.0 [a]	0.0 [a]	0.4 [a]	0.00 [c]	0.24 [a]
	1 km/h TO 24 km/h					2.1 [a]	3.4 [a]	0.6 [a]	0.18 [a]	0.00 [a]
	25 km/h TO 49 km/h					7.6 [a]	11.9 [a]	1.0 [a]	0.20 [a]	0.00 [a]
	50 km/h TO 79 km/h					15.2 [a]	24.0 [a]	1.4 [a]	0.24 [a]	0.00 [a]
	80 km/h TO 99 km/h					10.3 [a]	16.5 [a]	0.9 [a]	0.12 [a]	0.00 [a]
	100 km/h TO 119 km/h					9.7 [b]	16.7 [b]	0.9 [b]	0.09 [b]	0.00 [a]
	120+ km/h					2.0 [c]	3.4 [c]	0.2 [c]	0.02 [c]	0.00 [a]
IDLING TYPE	**Ontario**	**7,176,462**	**873**	**21.8**	**18.8**	**46.9** [a]	**75.8** [a]	**5.4** [a]	**0.84** [a]	**0.24** [a]
	NOT IDLING					46.9 [a]	75.8 [a]	5.0 [a]	0.84 [a]	0.00 [a]
	IDLING DURING TRIP					0.0 [a]	0.0 [a]	0.2 [a]	0.00 [a]	0.15 [a]
	TRIP START IDLING					0.0 [a]	0.0 [a]	0.1 [a]	0.00 [a]	0.07 [a]
	TRIP END IDLING					0.0 [a]	0.0 [a]	0.0 [a]	0.00 [a]	0.02 [b]
TIME OF DRIVING	**Ontario**	**7,176,462**	**873**	**21.8**	**18.8**	**46.9** [a]	**75.8** [a]	**5.4** [a]	**0.84** [a]	**0.24** [a]
	EARLY (06:00-08:59)					7.3 [a]	10.1 [a]	0.8 [a]	0.13 [a]	0.04 [a]
	MORNING (09:00-11:59)					7.1 [a]	11.8 [a]	0.9 [a]	0.13 [a]	0.04 [a]
	MIDDAY (12:00-14:59)					9.0 [a]	15.3 [a]	1.1 [a]	0.17 [a]	0.05 [a]
	AFTERNOON (15:00-17:59)					11.6 [a]	18.3 [a]	1.3 [a]	0.21 [a]	0.06 [a]
	EVENING (18:00-20:59)					7.1 [a]	12.3 [b]	0.8 [a]	0.12 [a]	0.03 [a]
	NIGHT (21:00-05:59)					4.8 [b]	8.0 [b]	0.5 [b]	0.08 [b]	0.02 [b]
ENGINE TEMP.	**Ontario**	**7,176,462**	**873**	**21.8**	**18.8**	**46.9** [a]	**75.8** [a]	**5.4** [a]	**0.84** [a]	**0.24** [a]
	COLD (< 50°C)					1.5 [a]	2.2 [a]	0.4 [a]	0.05 [a]	0.05 [a]
	WARM (50°C to 80°C)					7.2 [a]	11.0 [a]	1.0 [a]	0.16 [a]	0.06 [a]
	HOT (> 80°C)					38.0 [a]	62.6 [a]	4.0 [a]	0.63 [a]	0.13 [a]
	NO DATA					0.1 [f]	0.1 [f]	0.0 [f]	0.00 [f]	0.00 [f]

Quality of Estimates (cv)
a: less than 5% (excellent)
b: between 5% and 10% (good)
c: between 10% and 15% (acceptable)
d: between 15% and 20% (use with caution)
e: between 20% and 35% (unreliable)
f: more than 35% (unusable)

Vehicle Age
0 TO 3: 3 years old and younger
4 TO 8: between 4 and 8 years old
9+: 9 years old and older with model year post-1995
OLD: model year between 1981 and 1995
V.OLD: model year pre-1981

Notes on Driver Age and Gender
The estimates provided in the DRIVER AGE and GENDER category are VEHICLE characteristics, not DRIVER characteristics. Without further information on the distribution of drivers in a given jurisdiction (by AGE and GENDER), the estimates of the basic characteristics (nTrips, VKT, PKT, Fuel, Use, UseNI) cannot be used to predict the average driving behaviour of various combinations of DRIVER AGE and GENDER for that jurisdiction.

Values in columns may not add up or average (weighted) exactly to the corresponding column header due to to round off errors.

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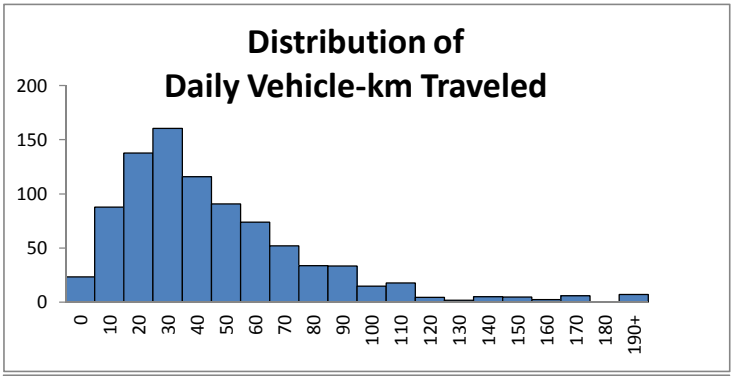
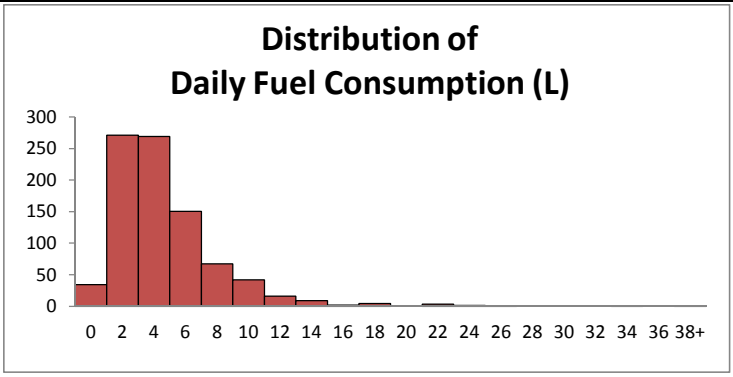
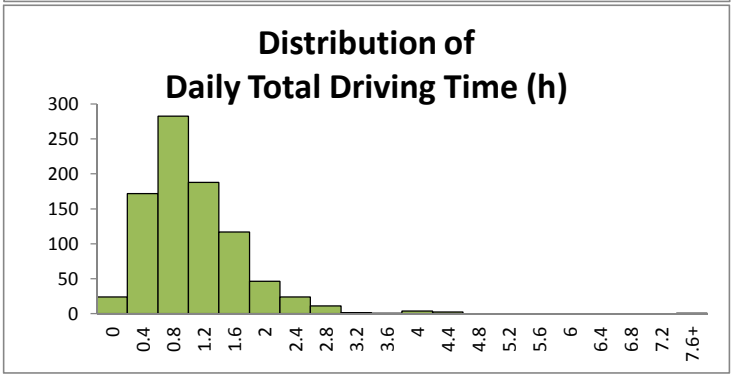
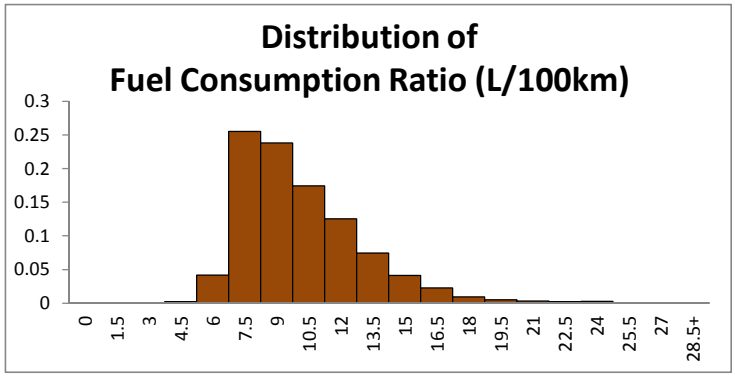
Histograms









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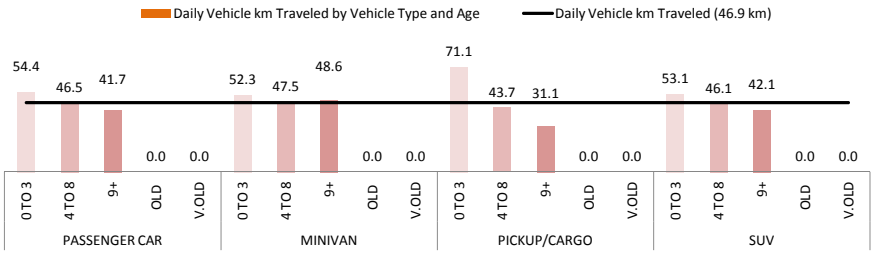
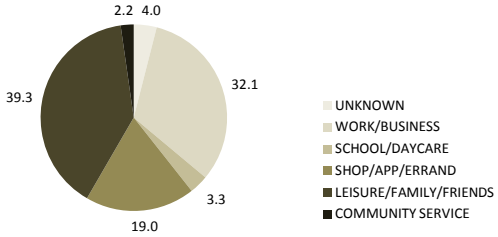
Trip Characteristics

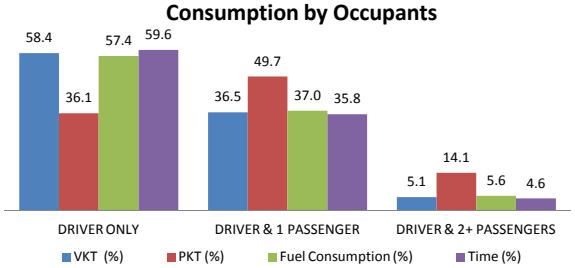
Daily Vehicle km Traveled by Vehicle Type and Age



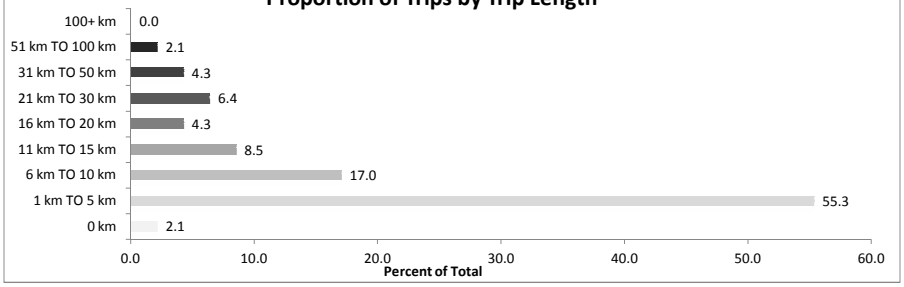
Passenger km Traveled by Purpose (%)



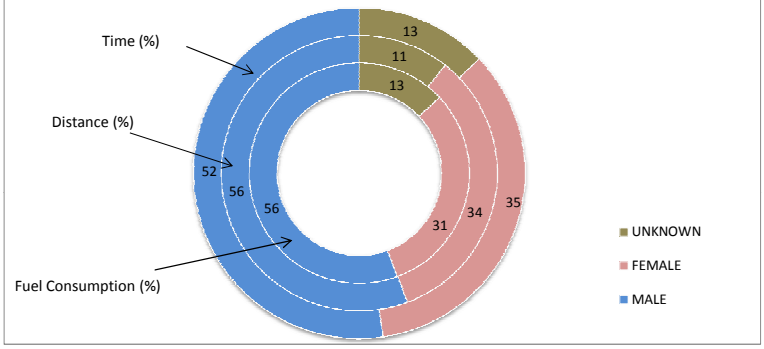
Distance, Passenger km Traveled, Time and Fuel Consumption by Occupants



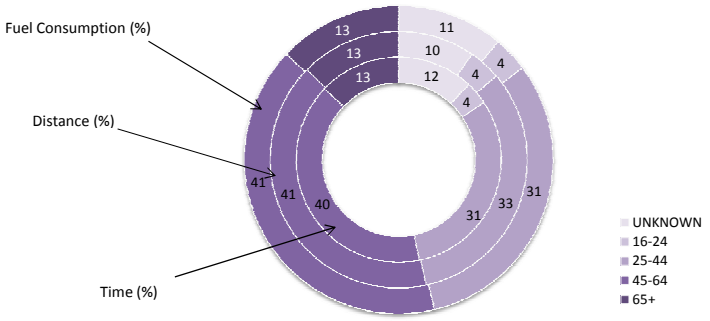
Proportion of Trips by Trip Length



Time, Distance and Fuel Consumption by Gender

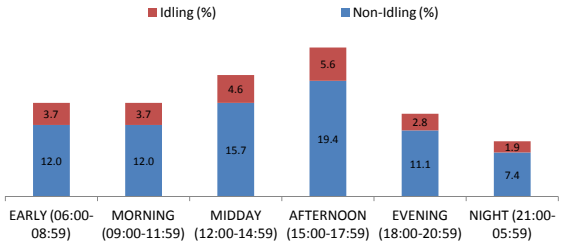


Fuel Consumption, Distance and Time by Age Category

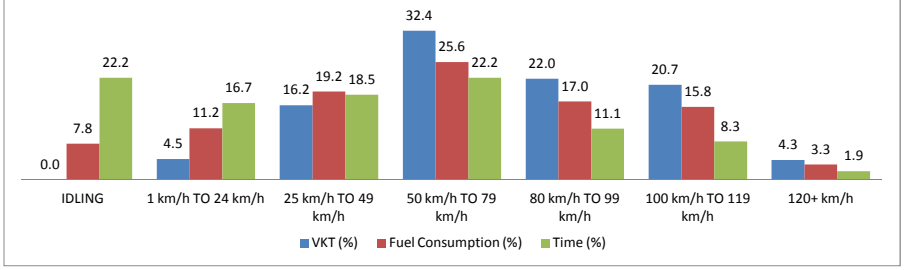


Sub-Trip Characteristics

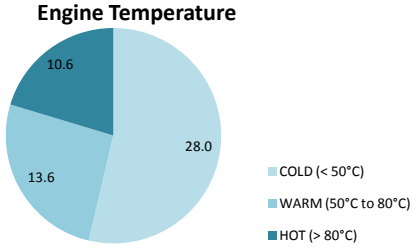
Driving Time by Idling and Non-Idling



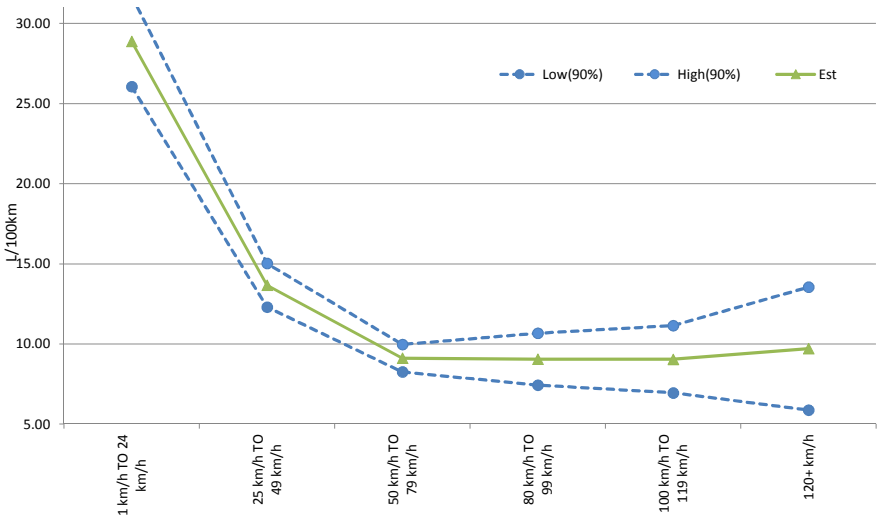
Distance, Fuel Consumption and Time by Speed



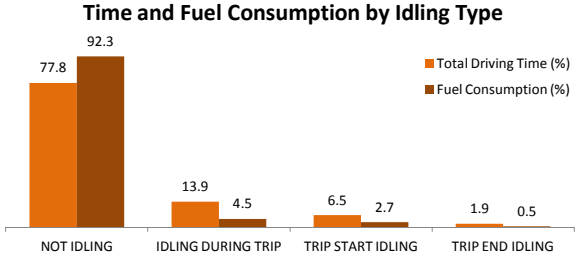
Fuel Efficiency (L/100km) by Engine Temperature



Fuel Efficiency by Vehicle Speed



Time and Fuel Consumption by Idling Type



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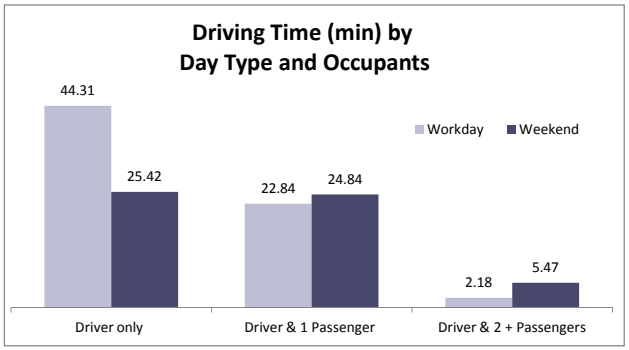
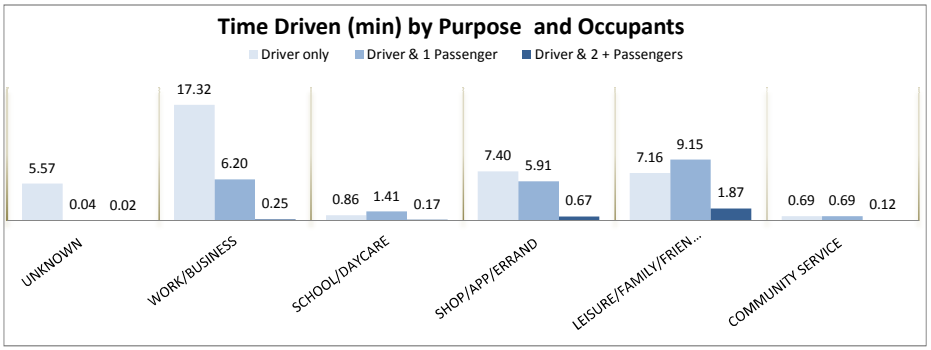
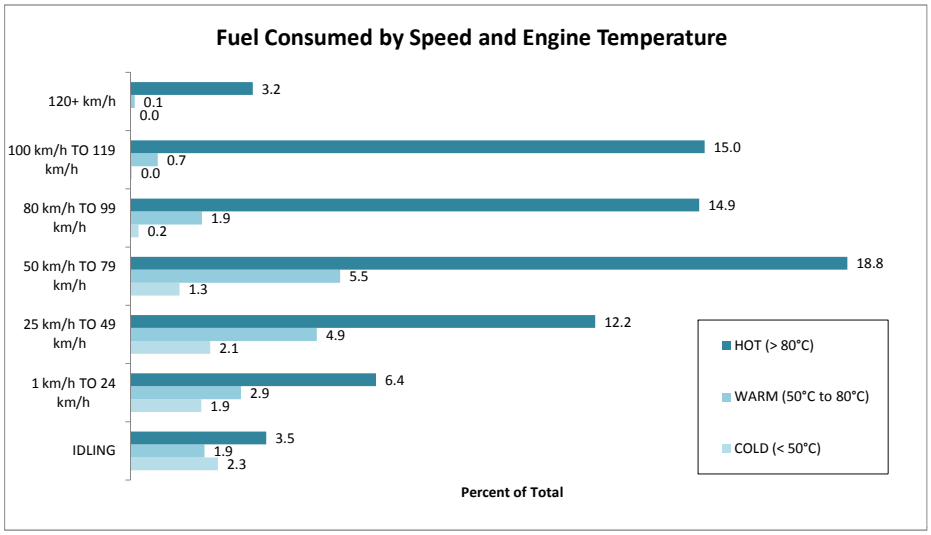
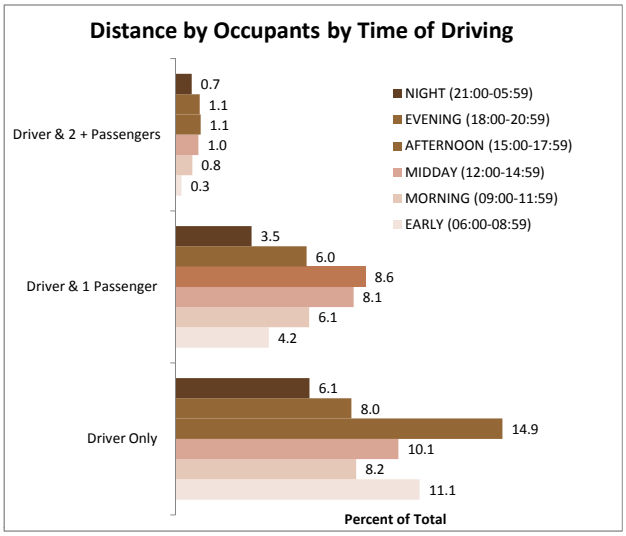
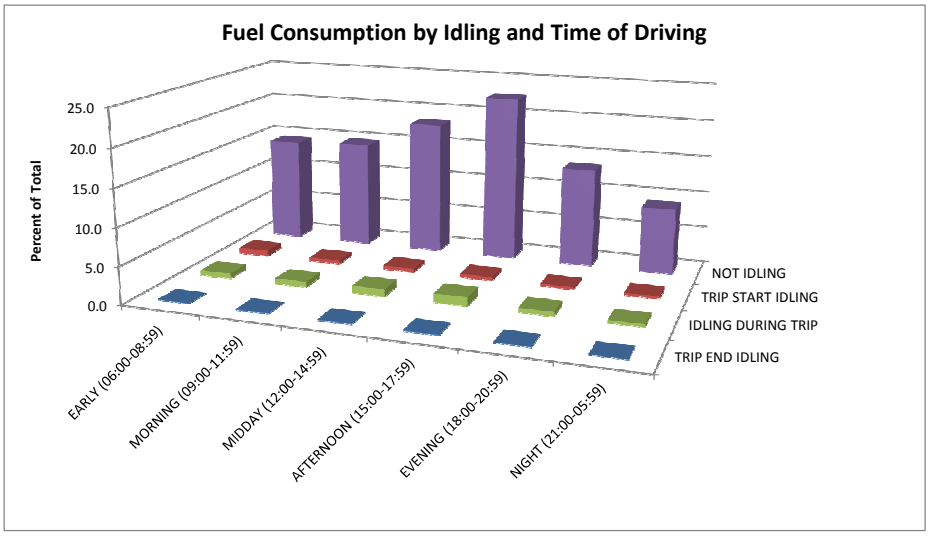
Mixed Characteristics











Québec – 1st Quarter, 2012

Canadian VEHICLE USE Study — Powering Informed Decisions

Trip Characteristics

		Fleet Size	Sample Size	Average Number of Study Days	Average Number of Active Days	Daily Number of Trips	Daily Vehicle km Traveled	Daily Passenger km Traveled	Daily Fuel Consumption (L)	Daily Driving Time (h)	Fuel Consumption Ratio (L/100km)	Idling Ratio	Average Vehicle Occupancy	Average Speed (km/h)	Average Trip Length (km)	Average Trip Duration (min)
VEHICLE TYPE AND AGE	**Québec**	**4,462,084**	**23**	**21.5**	**13.5**	**2.4** [f]	**23.9** [e]	**40.9** [e]	**2.6** [e]	**0.59** [e]	**6.8** [e]	**14.9%** [e]	**1.2** [e]	**27.8** [e]	**6.8** [e]	**9.9** [e]
	0 TO 3	1,273,456	2	4.6	3.6	0.8 [f]	9.6 [f]	17.6 [f]	1.2 [f]	0.20 [f]	2.8 [e]	5.1% [e]	0.4 [e]	10.8 [e]	2.9 [f]	3.6 [e]
	4 TO 8	1,718,592	12	21.2	15.9	3.4 [e]	34.6 [e]	56.1 [e]	4.0 [e]	0.89 [e]	8.2 [e]	19.0% [e]	1.3 [e]	32.5 [e]	8.5 [e]	12.7 [e]
	9+	1,470,036	9	36.4	19.1	2.6 [f]	23.8 [f]	43.5 [f]	2.2 [e]	0.59 [f]	8.5 [e]	18.4% [e]	1.7 [e]	37.0 [e]	8.3 [f]	12.0 [e]
	OLD															
	V.OLD															
PASSENGER CAR		2,929,362	14	26.5	15.3	2.3 [e]	23.9 [e]	38.8 [e]	2.2 [e]	0.59 [e]	6.3 [e]	17.1% [e]	1.2 [e]	29.5 [e]	7.4 [e]	11.0 [e]
MINIVAN																
PICKUP/CARGO		479,101	2	7.1	4.2	0.5 [f]	6.0 [f]	21.4 [f]	0.9 [f]	0.10 [f]	5.3 [e]	4.5% [f]	1.2 [f]	19.6 [e]	4.2 [f]	4.4 [f]
SUV		675,713	7	21.8	19.6	5.3 [e]	50.0 [f]	86.8 [f]	7.0 [f]	1.28 [e]	13.6 [e]	20.8% [e]	1.7 [e]	41.6 [e]	10.0 [e]	14.3 [e]
PASSENGER CAR	0 TO 3															
	4 TO 8	1,138,807	9	26.7	18.8	3.3 [e]	36.9 [e]	59.2 [e]	3.7 [e]	0.89 [e]	9.0 [e]	24.1% [e]	1.6 [e]	41.6 [e]	11.0 [e]	15.8 [e]
	9+	1,005,915	5	46.9	23.2	3.0 [f]	27.7 [f]	46.1 [f]	2.3 [f]	0.71 [f]	8.2 [e]	22.5% [e]	1.7 [e]	38.9 [e]	9.2 [f]	14.2 [e]
	OLD															
	V.OLD															
MINIVAN	0 TO 3															
	4 TO 8															
	9+															
	OLD															
	V.OLD															
PICKUP/CARGO	0 TO 3															
	4 TO 8															
	9+	161,828	2	21.0	12.5	1.5 [f]	17.7 [f]	63.4 [f]	2.8 [f]	0.31 [f]	15.8 [e]	13.3% [f]	3.7 [f]	58.0 [e]	12.5 [f]	13.0 [f]
	OLD															
	V.OLD															
SUV	0 TO 3	288,860	2	20.2	16.0	3.3 [f]	42.4 [f]	77.5 [f]	5.2 [f]	0.89 [f]	12.1 [e]	22.5% [e]	1.8 [e]	47.6 [e]	12.7 [f]	16.0 [e]
	4 TO 8	252,027	3	23.9	23.6	8.0 [e]	68.9 [f]	115.0 [f]	10.6 [f]	2.04 [f]	15.4 [e]	21.1% [e]	1.7 [e]	33.7 [e]	8.5 [f]	15.2 [e]
	9+	134,826	2	21.2	19.6	4.5 [e]	31.1 [f]	53.8 [f]	4.1 [e]	0.71 [e]	13.1 [e]	16.5% [e]	1.7 [e]	43.6 [e]	6.7 [e]	9.3 [e]
	OLD															
	V.OLD															
PURPOSE	**Québec**	**4,462,084**	**23**	**21.5**	**13.5**	**2.4** [e]	**23.9** [e]	**40.9** [e]	**2.6** [e]	**0.59** [e]	**6.8** [e]	**14.9%** [e]	**1.2** [e]	**27.8** [e]	**6.8** [e]	**9.9** [c]
	UNKNOWN				7.2	0.4 [e]	1.8 [f]	1.8 [e]	0.2 [f]	0.06 [e]	7.1 [f]	20.7% [e]	0.6 [e]	20.0 [e]	3.3 [f]	5.3 [e]
	WORK/BUSINESS				7.7	0.5 [e]	6.6 [e]	8.8 [e]	0.7 [e]	0.15 [e]	5.9 [e]	11.3% [e]	0.8 [e]	28.2 [e]	8.8 [f]	11.7 [e]
	SCHOOL/DAYCARE				5.8	0.3 [f]	2.8 [f]	6.0 [f]	0.3 [f]	0.08 [f]	5.1 [e]	12.5% [e]	1.0 [e]	21.7 [e]	6.6 [f]	9.6 [e]
	SHOP/APP/ERRAND				8.8	0.5 [e]	3.3 [e]	5.3 [e]	0.4 [e]	0.10 [e]	7.4 [e]	16.4% [e]	1.0 [e]	19.6 [e]	3.9 [d]	7.6 [e]
	LEISURE/FAMILY/FRIENDS				7.0	0.6 [e]	9.3 [e]	18.9 [e]	0.9 [e]	0.20 [e]	6.4 [e]	13.4% [e]	1.4 [e]	31.5 [e]	10.8 [e]	13.3 [e]
	COMMUNITY SERVICE				0.5	0.0 [f]	0.1 [f]	0.1 [f]	0.0 [f]	0.00 [f]	3.8 [f]	4.8% [f]	0.3 [f]	12.3 [e]	1.2 [f]	1.5 [e]
GENDER***	**Québec**	**4,462,084**	**23**	**21.5**	**13.5**	**2.4** [e]	**23.9** [e]	**40.9** [e]	**2.6** [e]	**0.59** [e]	**6.8** [e]	**14.9%** [e]	**1.2** [e]	**27.8** [e]	**6.8** [e]	**9.9** [e]
	UNKNOWN				7.0	0.4 [e]	1.8 [f]	1.8 [f]	0.2 [f]	0.06 [e]	7.2 [f]	21.0% [e]	0.6 [e]	19.6 [e]	3.2 [f]	5.2 [e]
	FEMALE				10.0	1.0 [e]	9.4 [f]	15.0 [e]	0.9 [e]	0.24 [e]	5.2 [e]	13.1% [e]	0.9 [e]	22.0 [e]	5.5 [f]	8.4 [e]
	MALE				11.2	1.0 [e]	12.7 [e]	24.1 [f]	1.5 [e]	0.29 [e]	6.2 [e]	11.7% [e]	1.2 [e]	25.7 [e]	7.5 [e]	10.7 [e]
DRIVER AGE***	**Québec**	**4,462,084**	**23**	**21.5**	**13.5**	**2.4** [e]	**23.9** [e]	**40.9** [e]	**2.6** [e]	**0.59** [e]	**6.8** [e]	**14.9%** [e]	**1.2** [e]	**27.8** [e]	**6.8** [e]	**9.9** [e]
	UNKNOWN				7.0	0.4 [e]	1.8 [f]	1.8 [f]	0.2 [f]	0.06 [e]	7.2 [f]	21.0% [e]	0.6 [e]	19.6 [e]	3.2 [f]	5.2 [e]
	16-24				4.9	0.4 [e]	3.2 [f]	5.4 [f]	0.3 [f]	0.09 [f]	2.3 [e]	5.9% [f]	0.4 [e]	11.7 [f]	2.5 [f]	3.3 [f]
	25-44				10.6	0.8 [e]	9.4 [f]	18.8 [f]	1.0 [f]	0.23 [f]	5.0 [e]	10.2% [e]	1.1 [e]	23.3 [e]	7.3 [e]	10.6 [e]
	45-64				4.7	0.6 [e]	9.2 [f]	14.2 [f]	0.9 [f]	0.20 [f]	3.3 [e]	7.6% [e]	0.5 [e]	14.1 [e]	4.1 [e]	5.6 [e]
	65+				0.0	0.1 [e]	0.4 [f]	0.8 [f]	0.1 [f]	0.02 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
OCCUPANTS	**Québec**	**4,462,084**	**23**	**21.5**	**13.5**	**2.4** [e]	**23.9** [e]	**40.9** [e]	**2.6** [e]	**0.59** [e]	**6.8** [e]	**14.9%** [e]	**1.2** [e]	**27.8** [e]	**6.8** [e]	**9.9** [e]
	DRIVER ONLY				10.9	1.4 [e]	13.4 [e]	13.4 [e]	1.4 [e]	0.32 [e]	6.3 [e]	13.4% [e]	0.6 [e]	26.8 [e]	6.2 [e]	8.6 [e]
	DRIVER & 1 PASSENGER				10.8	0.9 [e]	9.2 [e]	21.6 [e]	1.0 [e]	0.24 [e]	7.2 [e]	16.3% [e]	1.6 [e]	25.2 [e]	7.0 [e]	10.7 [e]
	DRIVER & 2+ PASSENGERS				1.9	0.1 [f]	1.3 [f]	6.0 [f]	0.2 [f]	0.03 [f]	4.0 [e]	13.1% [f]	2.2 [e]	17.7 [f]	6.0 [f]	9.5 [f]
TRIP LENGTH	**Québec**	**4,462,084**	**23**	**21.5**	**13.5**	**2.4** [e]	**23.9** [e]	**40.9** [e]	**2.6** [e]	**0.59** [e]	**6.8** [e]	**14.9%** [e]	**1.2** [e]	**27.8** [e]	**6.8** [e]	**9.9** [e]
	0 km				0.6	0.0 [f]	0.0 [a]	0.0 [a]	0.0 [f]	0.00 [f]	0.0 [f]	55.9% [e]	0.0 [f]	0.0 [f]	0.0 [e]	0.1 [f]
	1 km TO 5 km				11.9	1.4 [e]	2.8 [e]	4.5 [e]	0.5 [e]	0.15 [e]	10.9 [e]	24.0% [e]	1.1 [e]	12.9 [e]	1.3 [e]	4.2 [e]
	6 km TO 10 km				7.4	0.4 [e]	2.9 [e]	4.8 [e]	0.4 [e]	0.10 [e]	8.0 [e]	16.8% [e]	1.2 [e]	19.9 [e]	4.7 [e]	9.7 [e]
	11 km TO 15 km				4.1	0.1 [e]	1.5 [e]	2.6 [e]	0.2 [e]	0.04 [e]	6.2 [e]	13.4% [e]	1.0 [e]	24.1 [e]	7.8 [e]	12.6 [e]
	16 km TO 20 km				1.4	0.1 [f]	1.6 [f]	2.9 [f]	0.2 [f]	0.04 [f]	3.6 [e]	8.2% [e]	0.7 [e]	23.1 [e]	8.7 [e]	11.5 [e]
	21 km TO 30 km				4.5	0.2 [e]	3.7 [e]	5.3 [e]	0.4 [e]	0.08 [e]	5.2 [e]	13.2% [e]	0.9 [e]	25.3 [e]	14.4 [e]	20.7 [e]
	31 km TO 50 km				4.4	0.1 [f]	4.6 [f]	8.1 [f]	0.4 [f]	0.09 [f]	3.5 [e]	5.4% [e]	0.9 [e]	26.5 [e]	18.1 [e]	19.7 [e]
	51 km TO 100 km				1.0	0.0 [f]	3.5 [f]	5.8 [f]	0.3 [f]	0.05 [f]	2.6 [e]	3.4% [e]	0.7 [e]	20.2 [e]	22.3 [e]	20.7 [e]
	100+ km				0.0	0.0 [f]	3.2 [f]	6.9 [f]	0.3 [f]	0.04 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
DAY TYPE	**Québec**	**4,462,084**	**23**	**21.5**	**13.5**	**2.4** [e]	**23.9** [e]	**40.9** [e]	**2.6** [e]	**0.59** [e]	**6.8** [e]	**14.9%** [e]	**1.2** [e]	**27.8** [e]	**6.8** [e]	**9.9** [e]
	WORKDAY		23	15.4	9.6	2.6 [e]	24.0 [e]	38.9 [e]	2.6 [e]	0.62 [e]	6.3 [e]	13.9% [e]	1.0 [e]	24.5 [e]	6.0 [e]	9.2 [e]
	WEEKEND		20	5.9	3.7	2.0 [e]	23.6 [f]	46.1 [f]	2.6 [f]	0.51 [e]	6.8 [f]	17.0% [e]	1.3 [e]	29.8 [e]	7.9 [f]	10.3 [e]

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Québec – 1st Quarter, 2012

Canadian VEHICLE USE Study — Powering Informed Decisions

Trip Characteristics

		Fleet Size	Sample Size	Average Number of Study Days	Average Number of Active Days	Daily Number of Trips	Daily Vehicle km Traveled	Daily Passenger km Traveled	Daily Fuel Consumption (L)	Daily Driving Time (h)	Fuel Consumption Ratio (L/100km)	Idling Ratio	Average Vehicle Occupancy	Average Speed (km/h)	Average Trip Length (km)	Average Trip Duration (min)
VEHICLE TYPE AND AGE (NRCan & TC)																
Québec		**4,462,084**	**23**	**21.5**	**13.5**	**2.4** [e]	**23.9** [e]	**40.9** [e]	**2.6** [e]	**0.59** [e]	**6.8** [e]	**14.9%** [e]	**1.2** [e]	**27.8** [e]	**6.8** [e]	**9.9** [e]
	0 TO 8	2,992,048	14	14.1	10.7	2.3 [e]	24.0 [e]	39.7 [e]	2.8 [e]	0.60 [e]	5.9 [e]	13.1% [e]	0.9 [e]	23.3 [e]	6.1 [e]	8.8 [e]
	9+	1,470,036	9	36.4	19.1	2.6 [f]	23.8 [f]	43.5 [f]	2.2 [e]	0.59 [f]	8.5 [e]	18.4% [e]	1.7 [e]	37.0 [e]	8.3 [f]	12.0 [e]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PASSENGER CAR		2,929,362	14	26.5	15.3	2.3 [e]	23.9 [e]	38.8 [e]	2.2 [e]	0.59 [e]	6.3 [e]	17.1% [e]	1.2 [e]	29.5 [e]	7.4 [e]	11.0 [e]
MINIVAN		0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PICKUP/CARGO		479,101	2	7.1	4.2	0.5 [f]	6.0 [f]	21.4 [f]	0.9 [f]	0.10 [f]	5.3 [e]	4.5% [f]	1.2 [f]	19.6 [e]	4.2 [f]	4.4 [f]
SUV		675,713	7	21.8	19.6	5.3 [e]	50.0 [f]	86.8 [f]	7.0 [f]	1.28 [e]	13.6 [e]	20.8% [e]	1.7 [e]	41.6 [e]	10.0 [e]	14.3 [e]
PASSENGER CAR	0 TO 8	1,138,807	9	26.7	18.8	3.3 [e]	36.9 [e]	59.2 [e]	3.7 [e]	0.89 [e]	9.0 [e]	24.1% [e]	1.6 [e]	41.6 [e]	11.0 [e]	15.8 [e]
	9+	1,005,915	5	46.9	23.2	3.0 [f]	27.7 [f]	46.1 [f]	2.3 [f]	0.71 [f]	8.2 [e]	22.5% [e]	1.7 [e]	38.9 [e]	9.2 [f]	14.2 [e]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
MINIVAN	0 TO 8	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
	9+	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PICKUP/CARGO	0 TO 8	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
	9+	161,828	2	21.0	12.5	1.5 [f]	17.7 [f]	63.4 [f]	2.8 [f]	0.31 [f]	15.8 [e]	13.3% [f]	3.7 [f]	58.0 [e]	12.5 [f]	13.0 [f]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
SUV	0 TO 8	540,887	5	21.9	19.5	5.5 [e]	54.7 [f]	95.0 [f]	7.7 [f]	1.43 [e]	13.6 [e]	21.8% [e]	1.8 [e]	41.1 [e]	10.7 [e]	15.6 [e]
	9+	134,826	2	21.2	19.6	4.5 [e]	31.1 [f]	53.8 [f]	4.1 [e]	0.71 [e]	13.1 [e]	16.5% [e]	1.7 [e]	43.6 [e]	6.7 [e]	9.3 [e]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
VEHICLE TYPE AND AGE (EC)																
Québec		**4,462,084**	**23**	**21.5**	**13.5**	**2.4** [e]	**23.9** [e]	**40.9** [e]	**2.6** [e]	**0.59** [e]	**6.8** [e]	**14.9%** [e]	**1.2** [e]	**27.8** [e]	**6.8** [e]	**9.9** [e]
	0 TO 3	1,273,456	2	4.6	3.6	0.8 [f]	9.6 [f]	17.6 [f]	1.2 [f]	0.20 [f]	2.8 [e]	5.1% [e]	0.4 [e]	10.8 [e]	2.9 [f]	3.6 [e]
	4 TO 8	1,718,592	12	21.2	15.9	3.4 [e]	34.6 [e]	56.1 [e]	4.0 [e]	0.89 [e]	8.2 [e]	19.0% [e]	1.3 [e]	32.5 [e]	8.5 [e]	12.7 [e]
	9+	1,470,036	9	36.4	19.1	2.6 [f]	23.8 [f]	43.5 [f]	2.2 [e]	0.59 [f]	8.5 [e]	18.4% [e]	1.7 [e]	37.0 [e]	8.3 [f]	12.0 [e]
	OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
	V.OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PASSENGER CAR		2,929,362	14	26.5	15.3	2.3 [e]	23.9 [e]	38.8 [e]	2.2 [e]	0.59 [e]	6.3 [e]	17.1% [e]	1.2 [e]	29.5 [e]	7.4 [e]	11.0 [e]
LIGHT TRUCK		1,154,814	9	15.7	13.2	3.3 [e]	31.7 [f]	59.7 [f]	4.5 [e]	0.79 [e]	10.2 [e]	14.0% [e]	1.5 [e]	32.5 [e]	7.6 [e]	10.2 [e]
PASSENGER CAR	0 TO 3	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
	4 TO 8	1,138,807	9	26.7	18.8	3.3 [e]	36.9 [e]	59.2 [e]	3.7 [e]	0.89 [e]	9.0 [e]	24.1% [e]	1.6 [e]	41.6 [e]	11.0 [e]	15.8 [e]
	9+	1,005,915	5	46.9	23.2	3.0 [f]	27.7 [f]	46.1 [f]	2.3 [f]	0.71 [f]	8.2 [e]	22.5% [e]	1.7 [e]	38.9 [e]	9.2 [f]	14.2 [e]
	OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
	V.OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
LIGHT TRUCK	0 TO 3	288,860	2	20.2	16.0	3.3 [f]	42.4 [f]	77.5 [f]	5.2 [f]	0.89 [f]	12.1 [e]	22.5% [e]	1.8 [e]	47.6 [e]	12.7 [f]	16.0 [e]
	4 TO 8	252,027	3	23.9	23.6	8.0 [e]	68.9 [f]	115.0 [f]	10.6 [f]	2.04 [f]	15.4 [e]	21.1% [e]	1.7 [e]	33.7 [e]	8.5 [f]	15.2 [e]
	9+	296,654	4	21.1	15.7	2.9 [e]	23.8 [f]	59.0 [f]	3.4 [f]	0.49 [f]	14.6 [e]	14.8% [e]	2.8 [e]	51.5 [e]	9.9 [f]	11.3 [e]
	OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
	V.OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
VEHICLE TYPE AND AGE																
Québec		**4,462,084**	**23**	**21.5**	**13.5**	**2.4** [e]	**23.9** [e]	**40.9** [e]	**2.6** [e]	**0.59** [e]	**6.8** [e]	**14.9%** [e]	**1.2** [e]	**27.8** [e]	**6.8** [e]	**9.9** [e]
	0 TO 8	2,992,048	14	14.1	10.7	2.3 [e]	24.0 [e]	39.7 [e]	2.8 [e]	0.60 [e]	5.9 [e]	13.1% [e]	0.9 [e]	23.3 [e]	6.1 [e]	8.8 [e]
	9+	1,470,036	9	36.4	19.1	2.6 [f]	23.8 [f]	43.5 [f]	2.2 [e]	0.59 [f]	8.5 [e]	18.4% [e]	1.7 [e]	37.0 [e]	8.3 [f]	12.0 [e]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PASSENGER CAR		2,929,362	14	26.5	15.3	2.3 [e]	23.9 [e]	38.8 [e]	2.2 [e]	0.59 [e]	6.3 [e]	17.1% [e]	1.2 [e]	29.5 [e]	7.4 [e]	11.0 [e]
LIGHT TRUCK		1,154,814	9	15.7	13.2	3.3 [e]	31.7 [f]	59.7 [f]	4.5 [e]	0.79 [e]	10.2 [e]	14.0% [e]	1.5 [e]	32.5 [e]	7.6 [e]	10.2 [e]
PASSENGER CAR	0 TO 8	1,138,807	9	26.7	18.8	3.3 [e]	36.9 [e]	59.2 [e]	3.7 [e]	0.89 [e]	9.0 [e]	24.1% [e]	1.6 [e]	41.6 [e]	11.0 [e]	15.8 [e]
	9+	1,005,915	5	46.9	23.2	3.0 [f]	27.7 [f]	46.1 [f]	2.3 [f]	0.71 [f]	8.2 [e]	22.5% [e]	1.7 [e]	38.9 [e]	9.2 [f]	14.2 [e]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
LIGHT TRUCK	0 TO 8	540,887	5	21.9	19.5	5.5 [e]	54.7 [f]	95.0 [f]	7.7 [f]	1.43 [e]	13.6 [e]	21.8% [e]	1.8 [e]	41.1 [e]	10.7 [e]	15.6 [e]
	9+	296,654	4	21.1	15.7	2.9 [e]	23.8 [f]	59.0 [f]	3.4 [f]	0.49 [f]	14.6 [e]	14.8% [e]	2.8 [e]	51.5 [e]	9.9 [f]	11.3 [e]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]

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Canadian VEHICLE USE Study — Powering Informed Decisions

Sub-Trip Characteristics	Fleet Size	Sample Size	Average Number of Study Days	Average Number of Active Days	Daily Vehicle km Traveled	Daily Passenger km Traveled	Daily Fuel Consumption (L)	Daily Non-Idling Time (h)	Daily Idling Time (h)
VEHICLE SPEED									
Québec	**4,462,084**	**23**	**21.5**	**13.5**	**23.9** [e]	**40.9** [e]	**2.6** [e]	**0.50** [e]	**0.09** [e]
IDLING					0.0 [a]	0.0 [a]	0.2 [e]	0.00 [e]	0.13 [e]
1 km/h TO 24 km/h					1.5 [e]	2.5 [e]	0.4 [e]	0.11 [e]	0.00 [a]
25 km/h TO 49 km/h					4.7 [e]	8.2 [e]	0.6 [e]	0.13 [e]	0.00 [a]
50 km/h TO 79 km/h					6.5 [e]	11.0 [e]	0.5 [e]	0.11 [e]	0.00 [a]
80 km/h TO 99 km/h					5.1 [e]	8.6 [e]	0.4 [e]	0.06 [e]	0.00 [a]
100 km/h TO 119 km/h					4.8 [e]	8.4 [e]	0.4 [e]	0.04 [e]	0.00 [a]
120+ km/h					1.3 [f]	2.2 [f]	0.1 [f]	0.01 [f]	0.00 [a]
IDLING TYPE									
Québec	**4,462,084**	**23**	**21.5**	**13.5**	**23.9** [e]	**40.9** [e]	**2.6** [e]	**0.50** [e]	**0.09** [e]
NOT IDLING					23.9 [e]	40.9 [e]	2.4 [e]	0.46 [e]	0.00 [a]
IDLING DURING TRIP					0.0 [a]	0.0 [a]	0.1 [e]	0.00 [a]	0.09 [e]
TRIP START IDLING					0.0 [a]	0.0 [a]	0.1 [e]	0.00 [a]	0.03 [e]
TRIP END IDLING					0.0 [a]	0.0 [a]	0.0 [e]	0.00 [a]	0.01 [e]
TIME OF DRIVING									
Québec	**4,462,084**	**23**	**21.5**	**13.5**	**23.9** [e]	**40.9** [e]	**2.6** [e]	**0.50** [e]	**0.09** [e]
EARLY (06:00-08:59)					3.5 [f]	6.8 [f]	0.4 [f]	0.07 [f]	0.02 [e]
MORNING (09:00-11:59)					3.7 [f]	6.5 [f]	0.4 [e]	0.07 [e]	0.02 [e]
MIDDAY (12:00-14:59)					3.5 [e]	5.7 [e]	0.4 [e]	0.07 [e]	0.02 [e]
AFTERNOON (15:00-17:59)					7.5 [e]	13.1 [e]	0.8 [e]	0.15 [e]	0.04 [e]
EVENING (18:00-20:59)					3.0 [e]	5.3 [e]	0.3 [e]	0.06 [e]	0.02 [e]
NIGHT (21:00-05:59)					2.7 [e]	3.7 [e]	0.3 [e]	0.05 [e]	0.01 [e]
ENGINE TEMP.									
Québec	**4,462,084**	**23**	**21.5**	**13.5**	**23.9** [e]	**40.9** [e]	**2.6** [e]	**0.50** [e]	**0.09** [e]
COLD (< 50°C)					0.6 [e]	0.9 [e]	0.2 [e]	0.02 [e]	0.03 [e]
WARM (50°C to 80°C)					2.6 [e]	3.9 [e]	0.4 [e]	0.07 [e]	0.03 [e]
HOT (> 80°C)					20.7 [e]	36.2 [e]	2.1 [e]	0.37 [e]	0.07 [e]
NO DATA					0.0	0.0	0.0	0.00	0.00 [f]

Quality of Estimates (cv)
a: less than 5% (excellent)
b: between 5% and 10% (good)
c: between 10% and 15% (acceptable)
d: between 15% and 20% (use with caution)
e: between 20% and 35% (unreliable)
f: more than 35% (unusable)

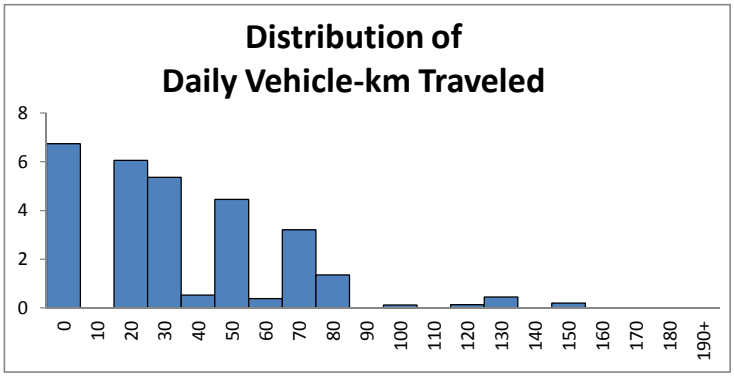
Vehicle Age
0 TO 3: 3 years old and younger
4 TO 8: between 4 and 8 years old
9+: 9 years old and older with model year post-1995
OLD: model year between 1981 and 1995
V.OLD: model year pre-1981

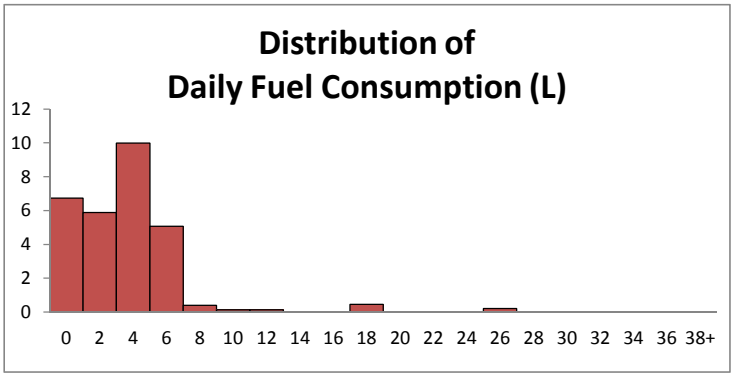
Notes on Driver Age and Gender
The estimates provided in the DRIVER AGE and GENDER category are VEHICLE characteristics, not DRIVER characteristics. Without further information on the distribution of drivers in a given jurisdiction (by AGE and GENDER), the estimates of the basic characteristics (nTrips, VKT, PKT, Fuel, Use, UseNI) cannot be used to predict the average driving behaviour of various combinations of DRIVER AGE and GENDER for that jurisdiction.

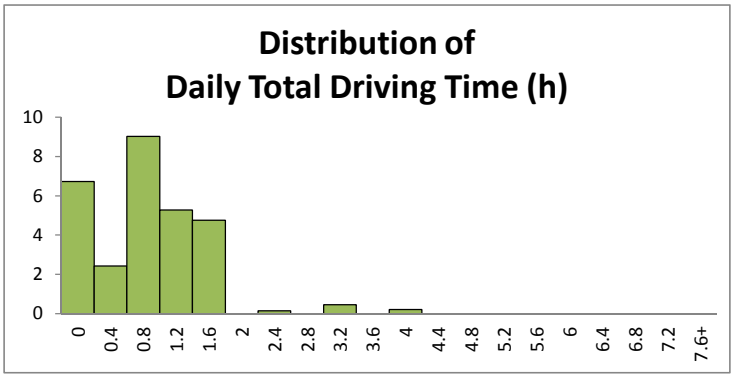
Values in columns may not add up or average (weighted) exactly to the corresponding column header due to to round off errors.

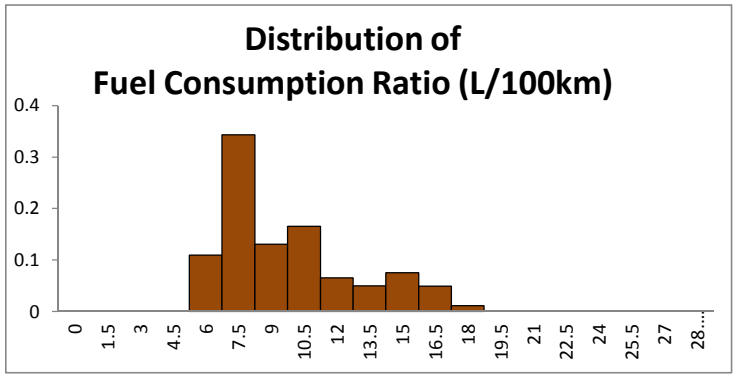
Québec – 1st Quarter, 2012

Histograms





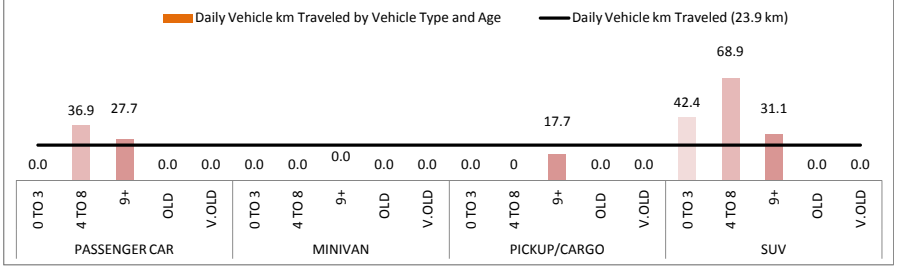




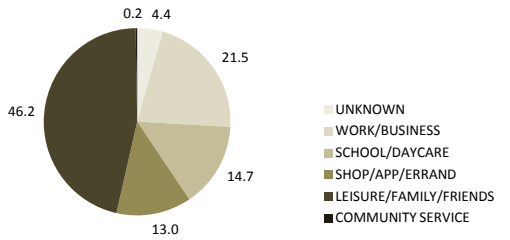
Québec – 1st Quarter, 2012

Trip Characteristics

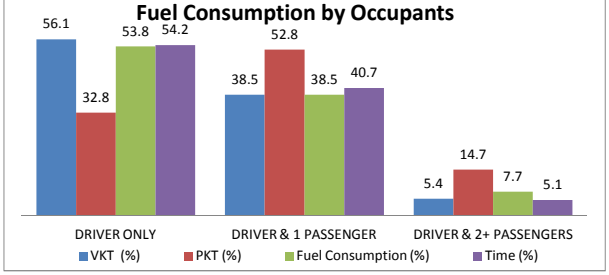
Daily Vehicle km Traveled by Vehicle Type and Age



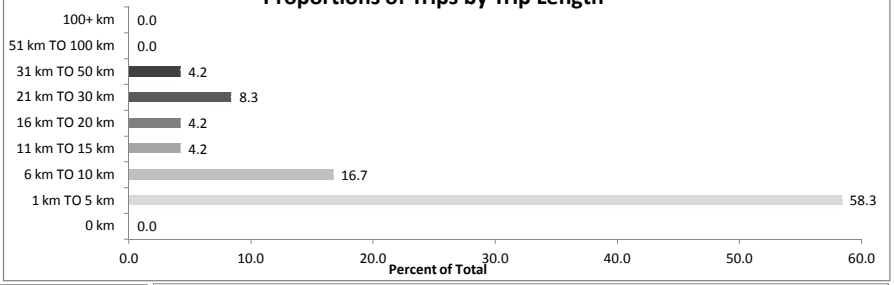
Passenger km Traveled by Purpose (%)



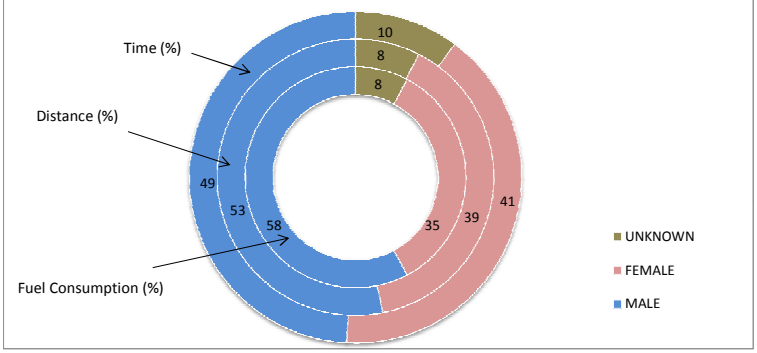
Distance, Passenger km Traveled, Time and Fuel Consumption by Occupants



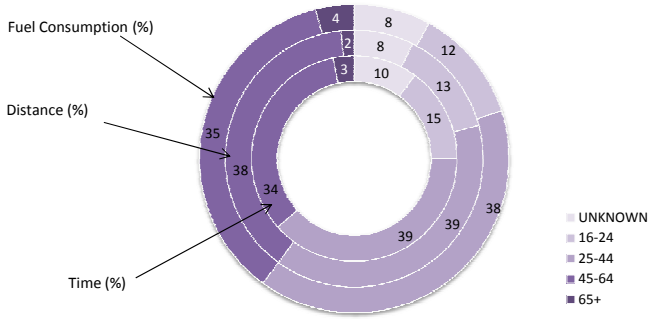
Proportions of Trips by Trip Length



Time, Distance and Fuel Consumption by Gender

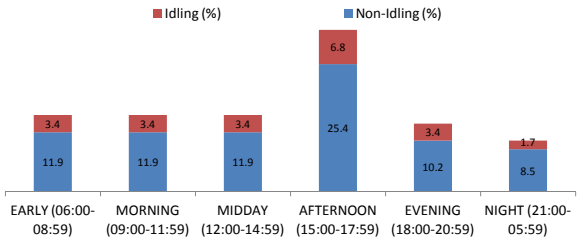


Fuel Consumption, Distance and Time by Age Category

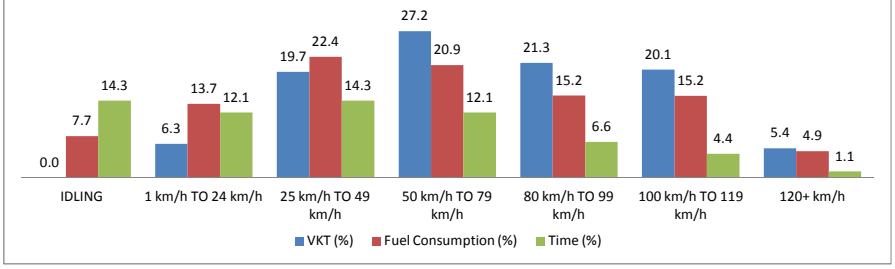


Sub-Trip Characteristics

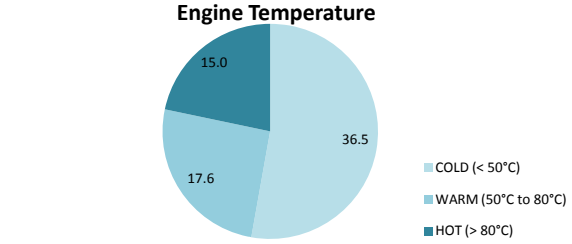
Driving Time by Idling and Non-Idling



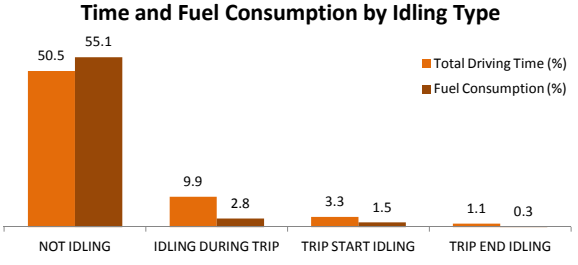
Distance, Fuel Consumption and Time by Speed



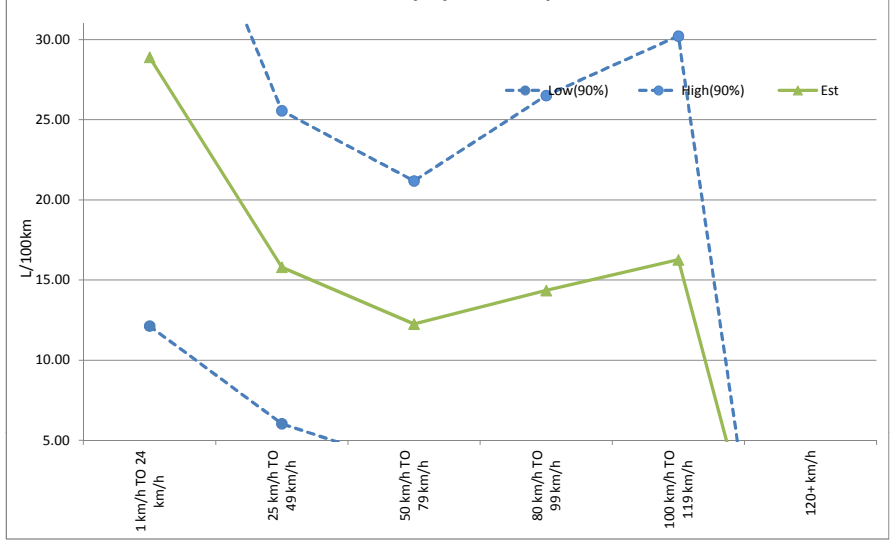
Fuel Efficiency (L/100km) by Engine Temperature



Time and Fuel Consumption by Idling Type

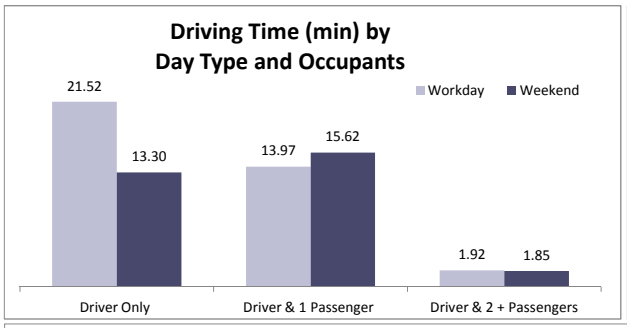


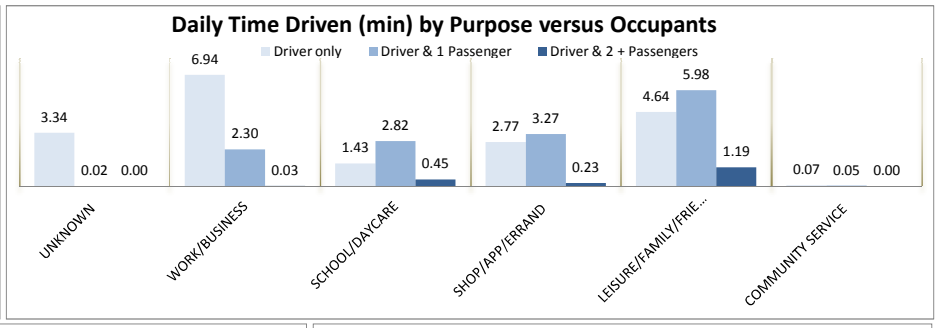
Fuel Efficiency by Vehicle Speed

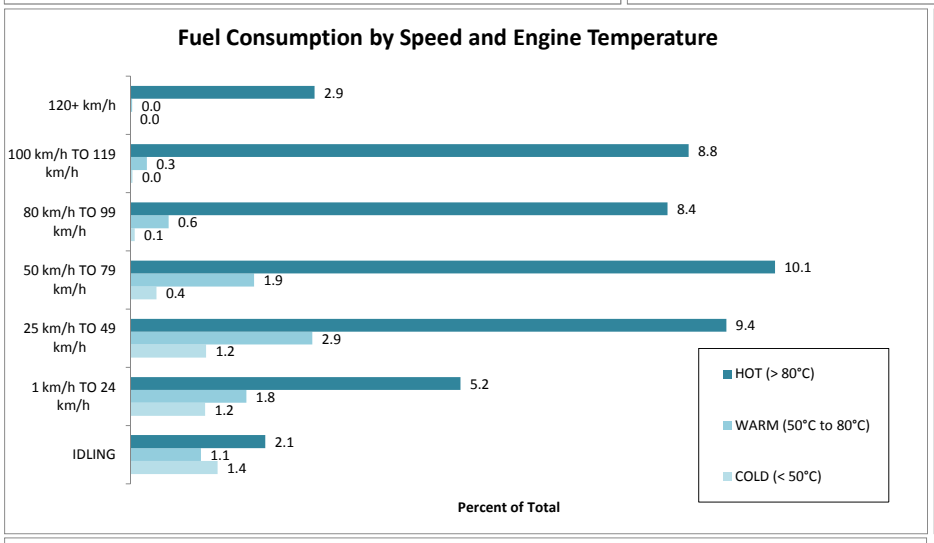


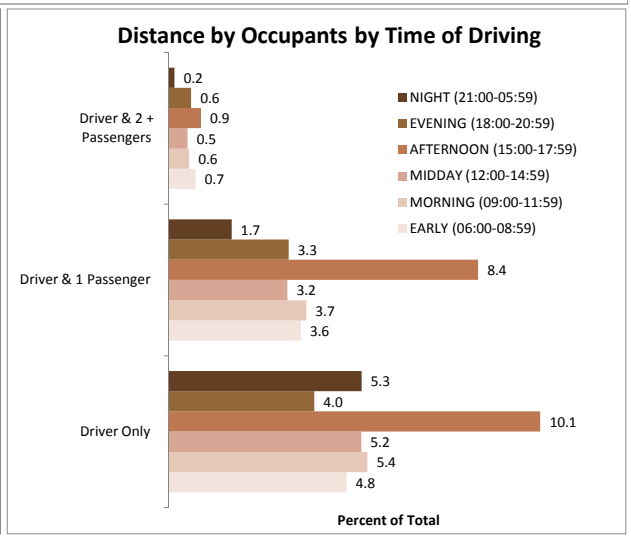
Québec – 1st Quarter, 2012

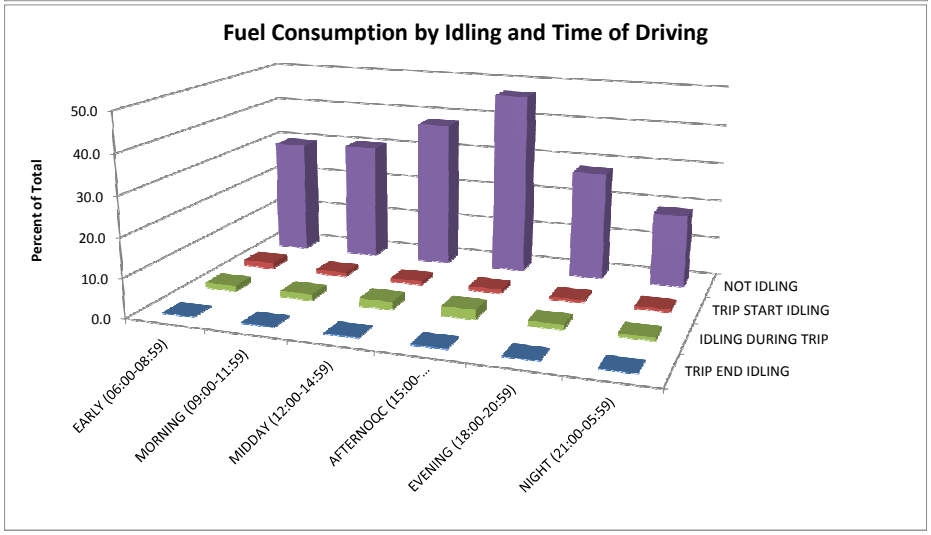
Mixed Characteristics











Saskatchewan – 1st Quarter, 2012

Canadian VEHICLE USE Study — Powering Informed Decisions

Trip Characteristics

			Fleet Size	Sample Size	Average Number of Study Days	Average Number of Active Days	Daily Number of Trips	Daily Vehicle km Traveled	Daily Passenger km Traveled	Daily Fuel Consumption (L)	Daily Driving Time (h)	Fuel Consumption Ratio (L/100km)	Idling Ratio	Average Vehicle Occupancy	Average Speed (km/h)	Average Trip Length (km)	Average Trip Duration (min)
VEHICLE TYPE AND AGE	**Saskatchewan**		**603,245**	**70**	**21.2**	**17.5**	**5.0** [b]	**44.9** [b]	**81.7** [c]	**5.9** [b]	**1.01** [b]	**12.9** [c]	**23.0%** [b]	**1.7** [a]	**45.2** [a]	**9.0** [c]	**12.0** [b]
		0 TO 3	119,925	13	22.0	17.4	4.3 [e]	41.2 [e]	82.5 [e]	5.7 [e]	0.98 [e]	12.8 [e]	26.2% [e]	1.9 [e]	42.2 [e]	9.4 [e]	13.4 [e]
		4 TO 8	253,370	27	21.1	17.4	5.5 [d]	51.1 [d]	103.6 [d]	6.7 [d]	1.13 [d]	13.5 [d]	23.1% [d]	1.9 [d]	46.9 [d]	9.6 [d]	12.3 [d]
		9+	229,950	30	20.9	17.8	4.9 [d]	40.0 [d]	57.2 [e]	5.2 [d]	0.90 [d]	12.4 [e]	21.3% [d]	1.4 [d]	44.8 [d]	8.2 [d]	11.0 [d]
		OLD															
		V.OLD															
	PASSENGER CAR		239,642	35	20.4	17.3	5.3 [c]	40.6 [d]	65.8 [e]	4.0 [d]	0.92 [c]	10.0 [b]	22.0% [b]	1.6 [b]	43.7 [b]	7.7 [e]	10.7 [c]
	MINIVAN		58,441	8	18.8	15.8	5.4 [e]	47.7 [e]	107.1 [f]	6.7 [e]	1.13 [e]	13.8 [f]	23.2% [e]	2.2 [e]	45.1 [e]	9.4 [e]	12.5 [e]
	PICKUP/CARGO		187,001	16	22.7	17.4	4.2 [e]	40.6 [e]	66.6 [e]	7.3 [e]	0.92 [e]	17.1 [e]	25.2% [e]	1.6 [e]	45.8 [e]	9.9 [e]	13.0 [e]
	SUV		118,161	11	21.8	19.2	5.7 [e]	59.4 [e]	125.4 [e]	7.2 [e]	1.29 [e]	11.8 [e]	21.7% [e]	2.0 [e]	47.3 [e]	10.1 [e]	13.0 [e]
	PASSENGER CAR	0 TO 3	38,419	3	21.5	16.5	3.1 [e]	19.9 [f]	38.3 [f]	2.1 [e]	0.65 [e]	10.8 [e]	30.8% [e]	1.9 [e]	30.7 [e]	6.3 [f]	12.4 [e]
		4 TO 8	96,914	15	20.2	17.2	6.0 [e]	47.7 [e]	84.9 [f]	4.8 [e]	1.00 [e]	10.0 [e]	21.9% [e]	1.8 [e]	48.4 [e]	8.2 [f]	10.1 [e]
		9+	104,309	17	20.2	17.6	5.3 [e]	41.5 [e]	58.2 [e]	4.0 [e]	0.94 [e]	9.6 [e]	18.7% [e]	1.4 [e]	44.1 [e]	7.7 [e]	10.6 [e]
		OLD															
		V.OLD															
	MINIVAN	0 TO 3	5,156	2	19.1	13.5	3.3 [e]	49.7 [f]	106.1 [f]	5.5 [e]	0.85 [e]	11.0 [f]	20.5% [e]	2.2 [f]	57.8 [e]	15.3 [f]	15.9 [e]
		4 TO 8	23,796	3	20.2	18.6	7.3 [e]	51.9 [e]	125.7 [f]	8.3 [e]	1.58 [e]	16.0 [e]	28.9% [e]	2.4 [e]	32.8 [e]	7.0 [e]	12.9 [e]
		9+	29,489	3	17.6	13.9	4.2 [f]	43.9 [f]	92.2 [f]	5.6 [f]	0.82 [e]	12.6 [f]	19.1% [f]	2.1 [e]	52.9 [e]	10.2 [e]	11.6 [e]
		OLD															
		V.OLD															
	PICKUP/CARGO	0 TO 3	40,529	5	23.9	19.8	6.0 [e]	62.3 [e]	136.2 [f]	10.4 [f]	1.51 [e]	16.4 [e]	30.9% [e]	2.2 [e]	42.2 [e]	10.8 [e]	15.3 [e]
		4 TO 8	79,123	3	22.7	15.5	3.0 [e]	32.1 [e]	52.5 [e]	5.6 [e]	0.62 [e]	17.6 [e]	19.7% [e]	1.6 [e]	51.1 [e]	10.8 [e]	12.7 [e]
		9+	67,349	8	21.9	18.1	4.5 [e]	37.4 [e]	41.4 [e]	7.3 [e]	0.90 [e]	17.1 [e]	28.3% [e]	1.1 [e]	41.7 [e]	8.4 [f]	12.1 [e]
		OLD															
		V.OLD															
	SUV	0 TO 3	35,821	3	20.9	16.1	3.7 [e]	39.0 [e]	65.8 [e]	4.3 [e]	0.74 [e]	11.1 [e]	17.0% [e]	1.7 [e]	52.2 [e]	10.4 [e]	11.9 [e]
		4 TO 8	53,537	6	21.0	20.0	7.5 [e]	85.2 [e]	203.3 [e]	10.9 [e]	1.92 [e]	12.8 [e]	27.7% [e]	2.4 [e]	44.3 [e]	11.3 [e]	15.3 [e]
		9+	28,803	2	24.4	21.5	4.8 [e]	36.8 [f]	54.8 [f]	4.0 [f]	0.79 [f]	11.0 [f]	16.3% [e]	1.5 [e]	46.5 [e]	7.6 [f]	9.8 [e]
		OLD															
		V.OLD															
PURPOSE	**Saskatchewan**		**603,245**	**70**	**21.2**	**17.5**	**5.0** [b]	**44.9** [b]	**81.7** [c]	**5.9** [b]	**1.01** [b]	**12.9** [c]	**23.0%** [b]	**1.7** [a]	**45.2** [a]	**9.0** [c]	**12.0** [b]
	UNKNOWN					7.8	0.8 [f]	1.5 [e]	1.5 [e]	0.2 [e]	0.05 [e]	15.2 [f]	35.1% [c]	0.9 [a]	19.5 [b]	1.4 [e]	3.6 [c]
	WORK/BUSINESS					11.4	1.3 [c]	13.9 [d]	20.7 [e]	1.9 [d]	0.30 [d]	13.1 [d]	20.9% [b]	1.5 [b]	48.1 [b]	11.7 [d]	14.2 [c]
	SCHOOL/DAYCARE					5.0	0.2 [e]	0.8 [e]	1.5 [e]	0.1 [e]	0.03 [e]	15.0 [b]	28.7% [c]	1.5 [b]	19.4 [c]	3.5 [e]	7.4 [c]
	SHOP/APP/ERRAND					10.2	1.3 [b]	8.9 [d]	14.0 [d]	1.1 [d]	0.24 [c]	13.3 [b]	26.0% [b]	1.5 [b]	38.0 [b]	6.9 [c]	10.8 [b]
	LEISURE/FAMILY/FRIENDS					10.6	1.3 [c]	18.6 [d]	42.4 [e]	2.3 [d]	0.36 [c]	11.9 [a]	17.6% [c]	1.9 [b]	50.0 [b]	14.4 [e]	16.0 [c]
	COMMUNITY SERVICE					4.3	0.1 [e]	1.2 [f]	1.7 [e]	0.2 [f]	0.03 [e]	9.5 [d]	15.2% [c]	0.9 [c]	19.5 [c]	4.1 [d]	6.6 [c]
GENDER***	**Saskatchewan**		**603,245**	**70**	**21.2**	**17.5**	**5.0** [b]	**44.9** [b]	**81.7** [c]	**5.9** [b]	**1.01** [b]	**12.9** [c]	**23.0%** [b]	**1.7** [a]	**45.2** [a]	**9.0** [c]	**12.0** [b]
	UNKNOWN					8.3	0.9 [e]	2.4 [e]	2.9 [e]	0.3 [e]	0.07 [e]	13.5 [f]	29.0% [c]	1.1 [e]	25.8 [c]	2.3 [e]	4.4 [c]
	FEMALE					10.6	1.6 [d]	15.9 [d]	26.1 [d]	1.8 [d]	0.33 [d]	7.9 [e]	14.1% [c]	1.2 [b]	34.1 [b]	7.5 [d]	9.3 [c]
	MALE					13.9	2.5 [c]	26.7 [c]	52.8 [d]	3.8 [c]	0.61 [c]	12.3 [a]	21.1% [b]	1.8 [b]	42.7 [b]	10.2 [c]	13.3 [b]
DRIVER AGE***	**Saskatchewan**		**603,245**	**70**	**21.2**	**17.5**	**5.0** [b]	**44.9** [b]	**81.7** [c]	**5.9** [b]	**1.01** [b]	**12.9** [c]	**23.0%** [b]	**1.7** [a]	**45.2** [a]	**9.0** [c]	**12.0** [b]
	UNKNOWN					8.1	0.9 [f]	1.8 [e]	1.9 [e]	0.3 [e]	0.06 [e]	13.5 [f]	30.3% [c]	1.0 [a]	23.3 [b]	1.8 [e]	3.9 [c]
	16-24					5.4	0.4 [f]	4.2 [f]	7.4 [f]	0.6 [f]	0.11 [f]	3.9 [d]	7.8% [e]	0.5 [d]	13.3 [e]	2.6 [f]	4.0 [e]
	25-44					6.8	1.3 [e]	15.1 [e]	35.6 [e]	2.1 [e]	0.32 [e]	4.6 [a]	9.1% [c]	0.9 [c]	17.8 [b]	5.1 [e]	6.1 [d]
	45-64					13.8	2.1 [d]	21.1 [d]	32.4 [e]	2.5 [d]	0.45 [d]	9.6 [c]	17.8% [c]	1.2 [b]	37.0 [b]	8.2 [d]	10.6 [b]
	65+					6.5	0.4 [f]	2.8 [f]	4.4 [f]	0.4 [f]	0.07 [e]	5.5 [d]	9.0% [d]	0.8 [c]	19.6 [d]	3.3 [f]	4.5 [f]
OCCUPANTS	**Saskatchewan**		**603,245**	**70**	**21.2**	**17.5**	**5.0** [b]	**44.9** [b]	**81.7** [c]	**5.9** [b]	**1.01** [b]	**12.9** [c]	**23.0%** [b]	**1.7** [a]	**45.2** [a]	**9.0** [c]	**12.0** [b]
	DRIVER ONLY					15.6	3.4 [c]	24.0 [c]	24.0 [c]	3.1 [c]	0.56 [b]	13.0 [d]	23.5% [b]	1.0 [a]	43.5 [a]	7.2 [c]	9.9 [b]
	DRIVER & 1 PASSENGER					11.1	1.3 [b]	17.4 [d]	41.4 [d]	2.2 [d]	0.37 [c]	13.4 [e]	23.2% [b]	2.4 [a]	45.6 [b]	13.4 [d]	16.7 [d]
	DRIVER & 2+ PASSENGERS					3.9	0.2 [e]	3.6 [e]	16.3 [e]	0.5 [e]	0.08 [e]	8.3 [d]	17.3% [d]	2.5 [a]	19.0 [c]	5.6 [d]	9.3 [c]
TRIP LENGTH	**Saskatchewan**		**603,245**	**70**	**21.2**	**17.5**	**5.0** [b]	**44.9** [b]	**81.7** [c]	**5.9** [b]	**1.01** [b]	**12.9** [c]	**23.0%** [b]	**1.7** [a]	**45.2** [a]	**9.0** [c]	**12.0** [b]
	0 km					2.3	0.1 [e]	0.0 [f]	0.0 [f]	0.0 [f]	0.01 [e]	0.0	76.4% [a]	0.0	0.3 [f]	0.0 [a]	1.8 [e]
	1 km TO 5 km					15.3	3.2 [c]	5.8 [b]	8.8 [c]	1.1 [b]	0.29 [b]	19.4 [d]	34.4% [a]	1.5 [a]	19.5 [a]	1.8 [a]	5.4 [a]
	6 km TO 10 km					9.5	0.8 [c]	5.9 [c]	10.7 [c]	0.8 [c]	0.20 [c]	11.8 [a]	23.6% [b]	1.5 [a]	26.1 [a]	6.2 [a]	12.7 [b]
	11 km TO 15 km					7.8	0.4 [d]	4.6 [d]	7.9 [d]	0.6 [e]	0.12 [d]	12.3 [a]	22.9% [b]	1.5 [b]	37.3 [a]	12.0 [a]	18.5 [b]
	16 km TO 20 km					4.0	0.1 [e]	1.9 [e]	3.3 [e]	0.3 [e]	0.05 [e]	8.5 [a]	18.0% [c]	1.3 [b]	30.6 [b]	12.0 [a]	17.6 [b]
	21 km TO 30 km					5.2	0.1 [e]	3.5 [e]	7.1 [f]	0.5 [f]	0.07 [e]	6.8 [b]	9.0% [e]	0.9 [c]	36.4 [b]	15.1 [a]	16.0 [c]
	31 km TO 50 km					6.4	0.1 [e]	5.4 [e]	10.7 [e]	0.6 [e]	0.08 [e]	7.4 [a]	6.2% [e]	1.1 [d]	47.7 [a]	24.5 [a]	20.6 [b]
	51 km TO 100 km					3.6	0.1 [e]	5.8 [e]	8.7 [e]	0.7 [e]	0.08 [e]	7.5 [a]	7.3% [e]	1.1 [d]	48.8 [b]	48.4 [b]	39.7 [b]
	100+ km					2.2	0.1 [e]	12.2 [e]	24.6 [e]	1.3 [e]	0.13 [e]	6.8 [a]	3.5% [d]	1.4 [c]	62.4 [a]	114.7 [b]	73.5 [b]
DAY TYPE	**Saskatchewan**		**603,245**	**70**	**21.2**	**17.5**	**5.0** [b]	**44.9** [b]	**81.7** [c]	**5.9** [b]	**1.01** [b]	**12.9** [c]	**23.0%** [b]	**1.7** [a]	**45.2** [a]	**9.0** [c]	**12.0** [b]
	WORKDAY			70	15.3	13.4	5.3 [b]	43.7 [c]	76.1 [c]	5.8 [b]	1.04 [b]	13.2 [c]	23.9% [b]	1.7 [b]	43.1 [b]	8.4 [c]	11.8 [b]
	WEEKEND			69	6.0	4.4	4.3 [b]	48.0 [d]	96.4 [d]	6.0 [d]	0.93 [c]	11.9 [d]	19.1% [c]	1.8 [b]	49.3 [b]	10.8 [c]	12.3 [b]

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Saskatchewan – 1st Quarter, 2012

Canadian VEHICLE USE Study — Powering Informed Decisions

Trip Characteristics

		Fleet Size	Sample Size	Average Number of Study Days	Average Number of Active Days	Daily Number of Trips	Daily Vehicle km Traveled	Daily Passenger km Traveled	Daily Fuel Consumption (L)	Daily Driving Time (h)	Fuel Consumption Ratio (L/100km)	Idling Ratio	Average Vehicle Occupancy	Average Speed (km/h)	Average Trip Length (km)	Average Trip Duration (min)
VEHICLE TYPE AND AGE (NRCan & TC)																
Saskatchewan		**603,245**	**70**	**21.2**	**17.5**	**5.0** [b]	**44.9** [b]	**81.7** [c]	**5.9** [b]	**1.01** [b]	**12.9** [c]	**23.0%** [b]	**1.7** [b]	**45.2** [a]	**9.0** [c]	**12.0** [b]
	0 TO 8	373,295	40	21.4	17.4	5.1 [c]	47.9 [c]	96.8 [c]	6.4 [c]	1.08 [b]	13.3 [a]	24.1% [b]	1.9 [b]	45.4 [a]	9.5 [c]	12.7 [b]
	9+	229,950	30	20.9	17.8	4.9 [d]	40.0 [d]	57.2 [e]	5.2 [d]	0.90 [d]	12.4 [e]	21.3% [d]	1.4 [d]	44.8 [d]	8.2 [d]	11.0 [d]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PASSENGER CAR		239,642	35	20.4	17.3	5.3 [c]	40.6 [d]	65.8 [e]	4.0 [d]	0.92 [c]	10.0 [b]	22.0% [b]	1.6 [b]	43.7 [b]	7.7 [e]	10.7 [c]
MINIVAN		58,441	8	18.8	15.8	5.4 [e]	47.7 [e]	107.1 [f]	6.7 [e]	1.13 [e]	13.8 [f]	23.2% [e]	2.2 [e]	45.1 [e]	9.4 [e]	12.5 [e]
PICKUP/CARGO		187,001	16	22.7	17.4	4.2 [e]	40.6 [e]	66.6 [e]	7.3 [e]	0.92 [e]	17.1 [e]	25.2% [e]	1.6 [e]	45.8 [e]	9.9 [e]	13.0 [e]
SUV		118,161	11	21.8	19.2	5.7 [e]	59.4 [e]	125.4 [e]	7.2 [e]	1.29 [e]	11.8 [e]	21.7% [e]	2.0 [e]	47.3 [e]	10.1 [e]	13.0 [e]
PASSENGER CAR	0 TO 8	135,333	18	20.6	17.0	5.2 [e]	39.8 [e]	71.7 [f]	4.0 [e]	0.90 [e]	10.2 [e]	24.4% [e]	1.8 [e]	43.4 [e]	7.7 [e]	10.8 [e]
	9+	104,309	17	20.2	17.6	5.3 [e]	41.5 [e]	58.2 [e]	4.0 [e]	0.94 [e]	9.6 [e]	18.7% [e]	1.4 [e]	44.1 [e]	7.7 [e]	10.6 [e]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
MINIVAN	0 TO 8	28,952	5	20.0	17.7	6.6 [e]	51.5 [e]	122.2 [e]	7.8 [e]	1.45 [e]	15.1 [e]	27.4% [e]	2.4 [e]	37.3 [e]	8.5 [e]	13.4 [e]
	9+	29,489	3	17.6	13.9	4.2 [f]	43.9 [f]	92.2 [f]	5.6 [f]	0.82 [f]	12.6 [f]	19.1% [f]	2.1 [e]	52.9 [e]	10.2 [e]	11.6 [e]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PICKUP/CARGO	0 TO 8	119,652	8	23.1	17.0	4.0 [e]	42.3 [e]	80.9 [e]	7.2 [e]	0.92 [e]	17.2 [e]	23.5% [e]	1.8 [e]	48.1 [e]	10.8 [e]	13.6 [e]
	9+	67,349	8	21.9	18.1	4.5 [e]	37.4 [e]	41.4 [e]	7.3 [e]	0.90 [e]	17.1 [e]	28.3% [e]	1.1 [e]	41.7 [e]	8.4 [f]	12.1 [e]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
SUV	0 TO 8	89,358	9	21.0	18.4	6.0 [e]	66.7 [e]	148.2 [e]	8.3 [e]	1.45 [e]	12.1 [e]	23.4% [e]	2.1 [e]	47.5 [e]	10.9 [e]	13.9 [e]
	9+	28,803	2	24.4	21.5	4.8 [e]	36.8 [f]	54.8 [f]	4.0 [f]	0.79 [f]	11.0 [f]	16.3% [e]	1.5 [e]	46.5 [e]	7.6 [f]	9.8 [e]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
VEHICLE TYPE AND AGE (EC)																
Saskatchewan		**603,245**	**70**	**21.2**	**17.5**	**5.0** [b]	**44.9** [b]	**81.7** [c]	**5.9** [b]	**1.01** [b]	**12.9** [c]	**23.0%** [b]	**1.7** [b]	**45.2** [a]	**9.0** [c]	**12.0** [b]
	0 TO 3	119,925	13	22.0	17.4	4.3 [e]	41.2 [e]	82.5 [e]	5.7 [e]	0.98 [e]	12.8 [e]	26.2% [e]	1.9 [e]	42.2 [e]	9.4 [e]	13.4 [e]
	4 TO 8	253,370	27	21.1	17.4	5.5 [d]	51.1 [d]	103.6 [d]	6.7 [d]	1.13 [d]	13.5 [d]	23.1% [d]	1.9 [d]	46.9 [d]	9.6 [d]	12.3 [d]
	9+	229,950	30	20.9	17.8	4.9 [d]	40.0 [d]	57.2 [e]	5.2 [d]	0.90 [d]	12.4 [e]	21.3% [d]	1.4 [d]	44.8 [d]	8.2 [d]	11.0 [d]
	OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
	V.OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PASSENGER CAR		239,642	35	20.4	17.3	5.3 [c]	40.6 [d]	65.8 [e]	4.0 [d]	0.92 [c]	10.0 [b]	22.0% [b]	1.6 [b]	43.7 [b]	7.7 [e]	10.7 [c]
LIGHT TRUCK		363,603	35	21.8	17.7	4.9 [b]	47.9 [c]	92.2 [c]	7.2 [c]	1.07 [b]	14.8 [d]	23.8% [b]	1.8 [b]	46.2 [b]	9.9 [c]	12.9 [b]
PASSENGER CAR	0 TO 3	38,419	3	21.5	16.5	3.1 [e]	19.9 [f]	38.3 [f]	2.1 [e]	0.65 [e]	10.8 [e]	30.8% [e]	1.9 [e]	30.7 [e]	6.3 [f]	12.4 [e]
	4 TO 8	96,914	15	20.2	17.2	6.0 [e]	47.7 [e]	84.9 [f]	4.8 [e]	1.00 [e]	10.0 [e]	21.9% [e]	1.8 [e]	48.4 [e]	8.2 [f]	10.1 [e]
	9+	104,309	17	20.2	17.6	5.3 [e]	41.5 [e]	58.2 [e]	4.0 [e]	0.94 [e]	9.6 [e]	18.7% [e]	1.4 [e]	44.1 [e]	7.7 [e]	10.6 [e]
	OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
	V.OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
LIGHT TRUCK	0 TO 3	81,506	10	22.3	17.8	4.8 [e]	51.3 [e]	103.4 [e]	7.4 [e]	1.13 [e]	13.7 [e]	24.1% [e]	2.0 [e]	47.6 [e]	10.9 [e]	13.8 [e]
	4 TO 8	156,456	12	21.7	17.5	5.2 [e]	53.3 [e]	115.2 [e]	7.8 [e]	1.21 [e]	15.7 [e]	23.8% [e]	2.0 [e]	46.0 [e]	10.4 [e]	13.6 [e]
	9+	125,641	13	21.5	17.9	4.5 [e]	38.8 [e]	56.4 [e]	6.1 [e]	0.86 [e]	14.6 [f]	23.4% [e]	1.4 [e]	45.4 [e]	8.6 [e]	11.5 [e]
	OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
	V.OLD	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
VEHICLE TYPE AND AGE																
Saskatchewan		**603,245**	**70**	**21.2**	**17.5**	**5.0** [b]	**44.9** [b]	**81.7** [c]	**5.9** [b]	**1.01** [b]	**12.9** [c]	**23.0%** [b]	**1.7** [b]	**45.2** [a]	**9.0** [c]	**12.0** [b]
	0 TO 8	373,295	40	21.4	17.4	5.1 [c]	47.9 [c]	96.8 [c]	6.4 [c]	1.08 [b]	13.3 [a]	24.1% [b]	1.9 [b]	45.4 [a]	9.5 [c]	12.7 [b]
	9+	229,950	30	20.9	17.8	4.9 [d]	40.0 [d]	57.2 [e]	5.2 [d]	0.90 [d]	12.4 [e]	21.3% [d]	1.4 [d]	44.8 [d]	8.2 [d]	11.0 [d]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
PASSENGER CAR		239,642	35	20.4	17.3	5.3 [c]	40.6 [d]	65.8 [e]	4.0 [d]	0.92 [c]	10.0 [b]	22.0% [b]	1.6 [b]	43.7 [b]	7.7 [e]	10.7 [c]
LIGHT TRUCK		363,603	35	21.8	17.7	4.9 [b]	47.9 [c]	92.2 [c]	7.2 [c]	1.07 [b]	14.8 [d]	23.8% [b]	1.8 [b]	46.2 [b]	9.9 [c]	12.9 [b]
PASSENGER CAR	0 TO 8	135,333	18	20.6	17.0	5.2 [e]	39.8 [e]	71.7 [f]	4.0 [e]	0.90 [e]	10.2 [e]	24.4% [e]	1.8 [e]	43.4 [e]	7.7 [e]	10.8 [e]
	9+	104,309	17	20.2	17.6	5.3 [e]	41.5 [e]	58.2 [e]	4.0 [e]	0.94 [e]	9.6 [e]	18.7% [e]	1.4 [e]	44.1 [e]	7.7 [e]	10.6 [e]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]
LIGHT TRUCK	0 TO 8	237,962	22	21.9	17.6	5.1 [e]	52.6 [e]	111.2 [e]	7.7 [e]	1.18 [e]	15.0 [e]	23.9% [e]	2.0 [e]	46.5 [e]	10.6 [e]	13.7 [e]
	9+	125,641	13	21.5	17.9	4.5 [e]	38.8 [e]	56.4 [e]	6.1 [e]	0.86 [e]	14.6 [f]	23.4% [e]	1.4 [e]	45.4 [e]	8.6 [e]	11.5 [e]
	PRE '96	0	0	0.0	0.0	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.00 [f]	0.0 [f]	0.0% [f]	0.0 [f]	0.0 [f]	0.0 [f]	0.0 [f]

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Canadian VEHICLE USE Study — Powering Informed Decisions

Sub-Trip Characteristics

		Fleet Size	Sample Size	Average Number of Study Days	Average Number of Active Days	Daily Vehicle km Traveled	Daily Passenger km Traveled	Daily Fuel Consumption (L)	Daily Non-Idling Time (h)	Daily Idling Time (h)
VEHICLE SPEED	**Saskatchewan**	**603,245**	**70**	**21.2**	**17.5**	**44.9** [b]	**81.7** [c]	**5.9** [b]	**0.78** [b]	**0.23** [b]
	IDLING					0.0 [a]	0.0 [a]	0.5 [c]	0.00 [c]	0.24 [c]
	1 km/h TO 24 km/h					2.1 [b]	3.5 [b]	0.6 [b]	0.16 [b]	0.00 [a]
	25 km/h TO 49 km/h					7.6 [b]	13.5 [c]	1.1 [b]	0.20 [b]	0.00 [a]
	50 km/h TO 79 km/h					9.0 [b]	16.1 [b]	0.9 [b]	0.15 [b]	0.00 [a]
	80 km/h TO 99 km/h					7.2 [d]	12.1 [d]	0.8 [d]	0.08 [d]	0.00 [a]
	100 km/h TO 119 km/h					16.9 [d]	31.7 [e]	1.7 [d]	0.16 [d]	0.00 [a]
	120+ km/h					2.1 [e]	4.7 [f]	0.3 [e]	0.02 [e]	0.00 [a]
IDLING TYPE	**Saskatchewan**	**603,245**	**70**	**21.2**	**17.5**	**44.9** [b]	**81.7** [c]	**5.9** [b]	**0.78** [b]	**0.23** [b]
	NOT IDLING					44.9 [b]	81.7 [c]	5.4 [b]	0.77 [b]	0.00 [a]
	IDLING DURING TRIP					0.0 [a]	0.0 [a]	0.3 [d]	0.00 [a]	0.16 [d]
	TRIP START IDLING					0.0 [a]	0.0 [a]	0.2 [c]	0.00 [a]	0.06 [c]
	TRIP END IDLING					0.0 [a]	0.0 [a]	0.0 [c]	0.00 [a]	0.02 [c]
TIME OF DRIVING	**Saskatchewan**	**603,245**	**70**	**21.2**	**17.5**	**44.9** [b]	**81.7** [c]	**5.9** [b]	**0.78** [b]	**0.23** [b]
	EARLY (06:00-08:59)					6.3 [d]	10.0 [d]	0.9 [d]	0.10 [c]	0.04 [e]
	MORNING (09:00-11:59)					7.5 [d]	12.8 [d]	1.0 [d]	0.13 [c]	0.04 [d]
	MIDDAY (12:00-14:59)					8.1 [c]	14.3 [d]	1.1 [c]	0.15 [b]	0.05 [d]
	AFTERNOON (15:00-17:59)					11.9 [c]	21.7 [c]	1.5 [c]	0.20 [b]	0.06 [c]
	EVENING (18:00-20:59)					7.1 [c]	14.3 [d]	0.9 [c]	0.12 [c]	0.03 [c]
	NIGHT (21:00-05:59)					4.0 [e]	8.6 [e]	0.5 [e]	0.07 [d]	0.02 [e]
ENGINE TEMP.	**Saskatchewan**	**603,245**	**70**	**21.2**	**17.5**	**44.9** [b]	**81.7** [c]	**5.9** [b]	**0.78** [b]	**0.23** [b]
	COLD (< 50°C)					1.5 [b]	2.1 [b]	0.4 [b]	0.05 [b]	0.04 [b]
	WARM (50°C to 80°C)					8.1 [e]	12.3 [e]	1.1 [d]	0.17 [c]	0.06 [c]
	HOT (> 80°C)					35.4 [c]	67.3 [c]	4.3 [c]	0.55 [b]	0.13 [d]
	NO DATA					0.0	0.0	0.0	0.00 [f]	0.00 [f]

Quality of Estimates (cv)
a: less than 5% (excellent)
b: between 5% and 10% (good)
c: between 10% and 15% (acceptable)
d: between 15% and 20% (use with caution)
e: between 20% and 35% (unreliable)
f: more than 35% (unusable)

Vehicle Age
0 TO 3: 3 years old and younger
4 TO 8: between 4 and 8 years old
9+: 9 years old and older with model year post-1995
OLD: model year between 1981 and 1995
V.OLD: model year pre-1981

Notes on Driver Age and Gender
The estimates provided in the DRIVER AGE and GENDER category are VEHICLE characteristics, not DRIVER characteristics. Without further information on the distribution of drivers in a given jurisdiction (by AGE and GENDER), the estimates of the basic characteristics (nTrips, VKT, PKT, Fuel, Use, UseNI) cannot be used to predict the average driving behaviour of various combinations of DRIVER AGE and GENDER for that jurisdiction.

Values in columns may not add up or average (weighted) exactly to the corresponding column header due to to round off errors.

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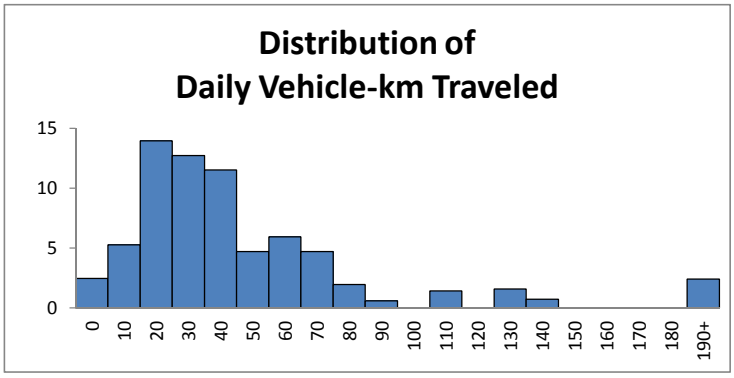
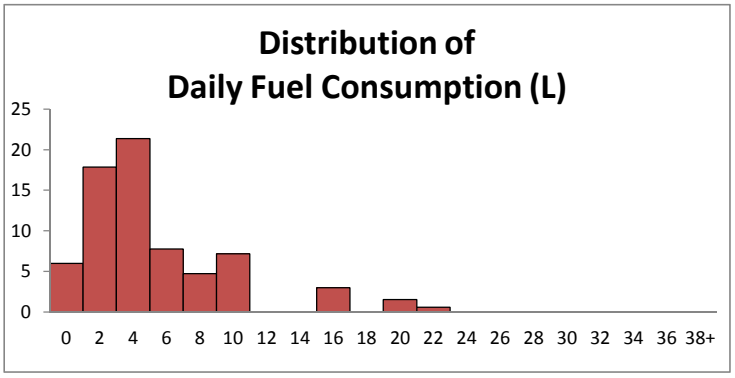
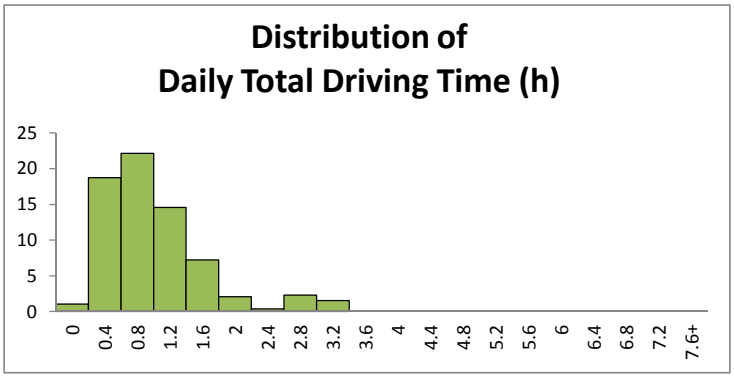
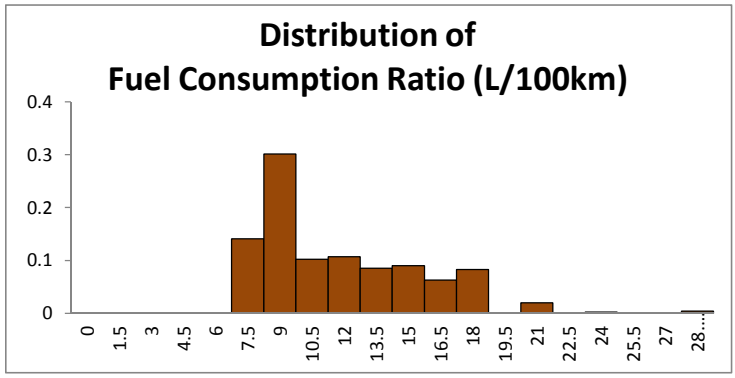
Histograms









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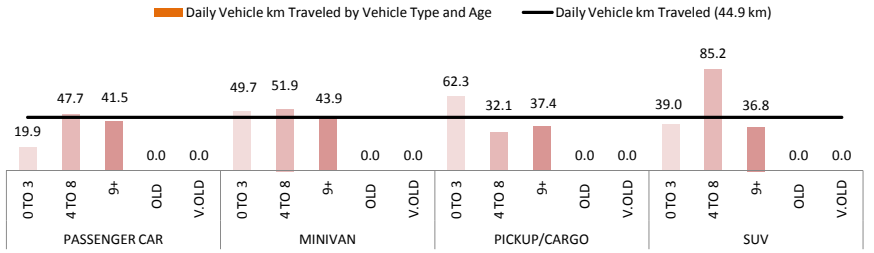
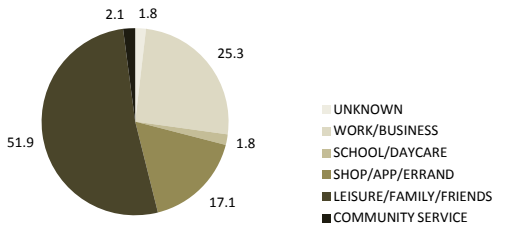
Trip Characteristics

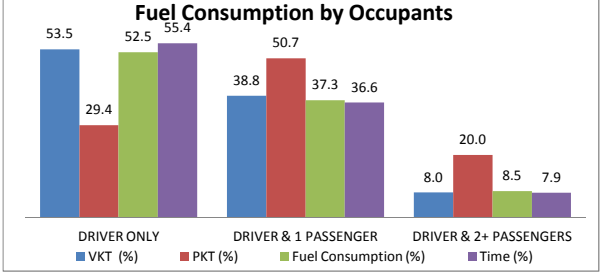
Daily Vehicle km Traveled by Vehicle Type and Age



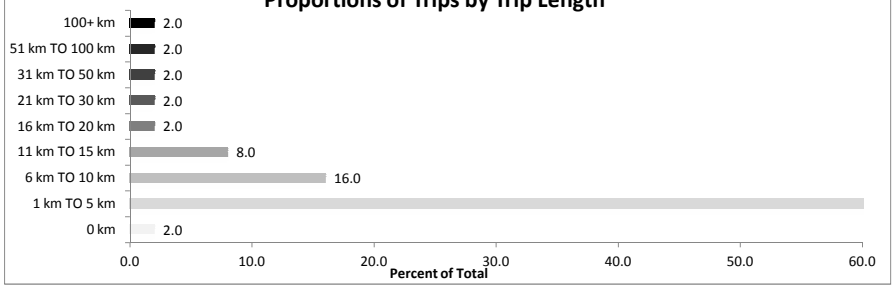
Passenger km Traveled by Purpose (%)



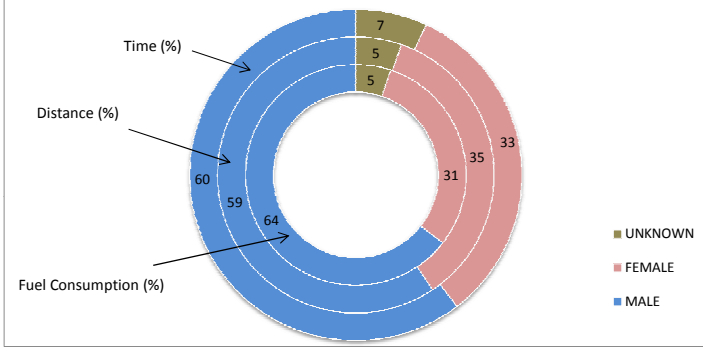
Distance, Passenger km Traveled, Time and Fuel Consumption by Occupants



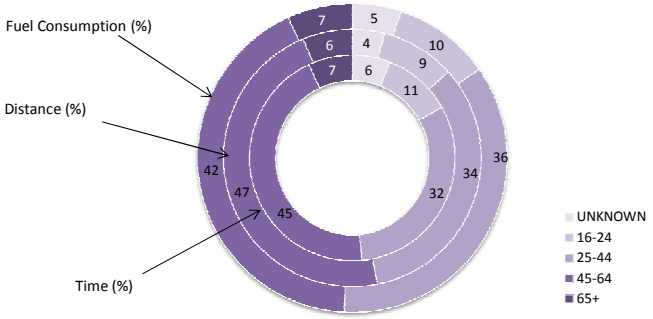
Proportions of Trips by Trip Length



Time, Distance and Fuel Consumption by Gender

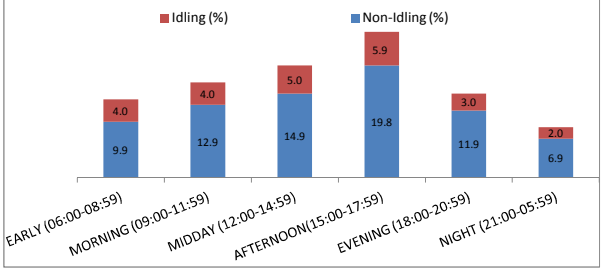


Fuel Consumption, Distance and Time by Age Category

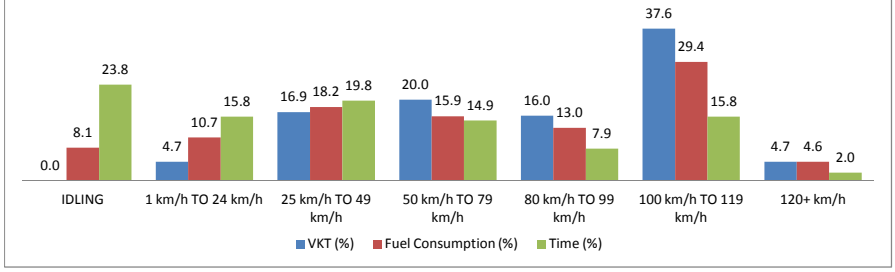


Sub-Trip Characteristics

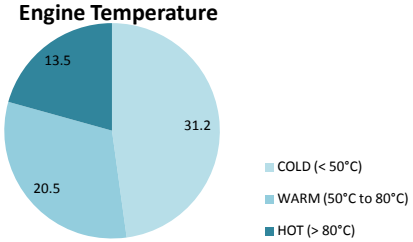
Driving Time by Idling and Non-Idling



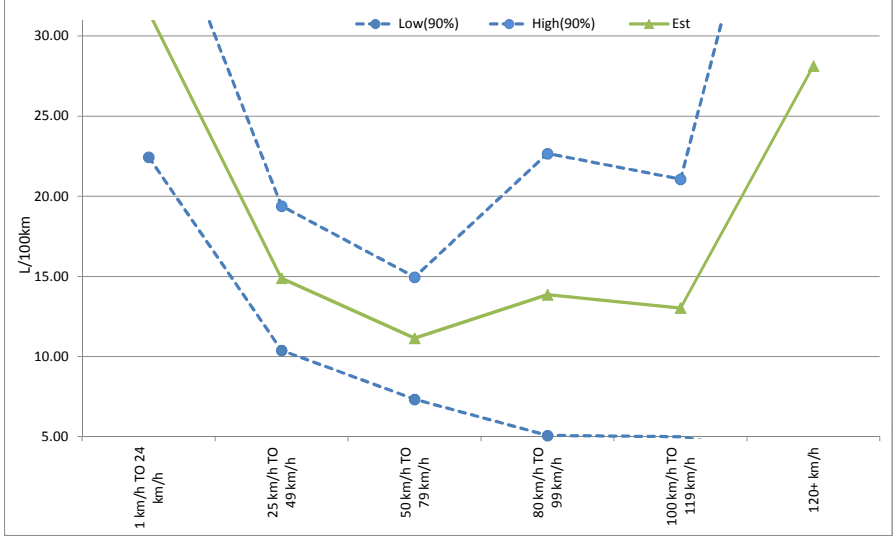
Distance, Fuel Consumption and Time by Speed



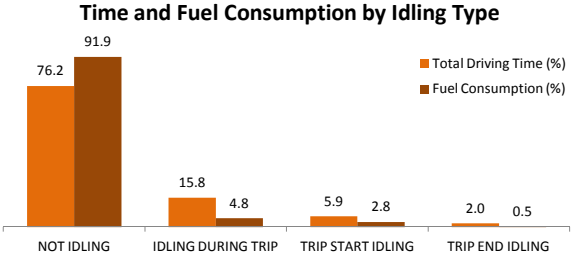
Fuel Efficiency (L/100km) by Engine Temperature



Fuel Efficiency by Vehicle Speed



Time and Fuel Consumption by Idling Type



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Mixed Characteristics