

Confidential once completed
Collected under the authority of the Statistics Act, Revised Statutes of Canada, 1985, Chapter S19.
Si vous préférez recevoir ce carnet de bord en français, veuillez nous contacter au numéro de téléphone indiqué ci-dessous.

## Survey Objective

The purpose of this survey is to help Transport Canada and Natural Resources Canada improve road safety, monitor fuel consumption and deal with the impact of vehicle usage on the environment. The information you give will be combined with other data already available to provide a better understanding of vehicle usage, safety issues, and fuel purchases. The information you are asked to provide in this log covers:

- Start and end time of each trip - to see when traffic is on the road
- Odometer readings for each trip - to measure distance traveled.
- Number of passengers on each trip and types of roads driven - to proyide information related to safety.
- Trip purpose - to determine the type of trips.
- Truck configuration - to see what types of configurations are beng used.
- Driver's sex and age - to obtain a profile of drivers.
- Fuel purchases - to monitor fuel consumption.


## For more background information about specific questions, please see

 pages 32 and 33.
## Reporting procedure

Please complete the trip portion of the $\sqrt{9 g \text { for the first seven (7) days of the period stated on the label on }}$ page 3. Then continue to comprex the fuekportion of the log for the remainder of the period stated on the label or until you have recorded five fyel purchases.

> Any questionsor concerns? : 1-800-647-0642

## Thank you very much for your cooperation.

Canada


Page 2

## PLACE LABEL HERE

## Please read this first

## Please do not complete this log while driving.

1. Please verify that the vehicle information on the label above is correct and write any corrections on the label.
2. Please fill out the log only for the vehicle identified on the label.
3. All drivers using this vehicle should complete the log.
4. Most people have found that it is easier to complete the log if it is kept in the vehicle.

## General Information

1. Do you still own or lease the vehicle described on the label above?YesNever owned or leased the identified vehicleNo $\longrightarrow$ Was this vehicle, (please check where applicable and record the date in the box provided)
sold/tradedscrapped
$\bigcirc$ returned (end of lease)
leased to someone else
other: please specify:


Note: If you do not own or lease this vehicle, please mail back the log at this point.
2. Which of the following best describes this vehicle?
carstation wagon
vansport utility (Bronco, Blazer, Jeep, Pathfinder)
pick-up
3. Type of activity

Please indicate whether this vehicle is currently being used by
O a for-hire trucking carrier (includes dentract trucking)

O person, company or agency whose main business is not truckingan owner operator whose mainkusiness
$\bigcirc$ other is trucking
4. What kind of fuel does this vehicle use?


## Instructions for Completing the Log

Listed below are the instructions for completing the log. Please read them carefully and if you have any questions, contact us at the telephone number shown on the front cover.

Please complete the trip portion of the log for the first seven (7) days of the reporting period stated on the label on page 3, for the identified vehicle only. Then continue to complete the fuel portion of the log for the remainder of the period stated on the label or until you have made five fuel purchases. This information can be taken from company records, or you could send us copies of the driver logs.
Please fill in the Driver Information section on the fold-out page for all drivers using this vehicle.

## Examples

Please refer to the Examples on pages 24 to 31 for help in completing the log.
Trip
A trip is defined as your travel from one location to another for a specific purpose or use such as carrying goods, going to or from work, or using the vehicle for personal use. Report a separate trip if there is:

- a change of purpose or use
or
- a stop of more than $\mathbf{3 0}$ minutes
or
- a change in the truck configuration
or
- a change in the status of the load from loaded to empty opthe reverse
or
- a change of driver

Date/time of departure and date/time of arrival
Please indicate the date and time of departure and the date and time of arrival for each trip. This information will enable us to know what times of day the wehicle is on the road.

Examples of how to complete this log are shown on pages 24 to 31 .
Example 1. A change in the status of theroad from empty to loaded - pages 24 and 25.
Example 2. A change in the trip purpose, a stop of more than 30 minutes and a fuel purchase pages 26 and 27.
Example 3. A change in the truck configuration - pages 28 and 29.
Example 4. A change of driver and two stops over 30 minutes - pages 30 and 31.

## Dates Not in Use

If this vehicle was not "in use" for any days during the first seven (7) days of the reporting period stated on the label on page 3, please provide the date(s) below.


Odometer Reading and Fuel Gauge


## Comments about the log



Note:

Please fold out this page.
It has the codes for the Truck Configuration and a section to be completed and used for Driver Information.

## Truck Configuration Section

Please enter the following codes in the proper columns (I, II and III) of the truck configuration section of the log.

| Truck Configuration Column I | Trailer Type <br> Column II | Connection Type Column III |
| :---: | :---: | :---: |
| Code | Code | Code |
| 1-Straight truck | 1-Not applicable | 1-Not applicable |
| 2 - Tractor only | 2-Van | 2 - "B" Train |
| 3-Tractor and 1 trailer | 3-Flatbed | 3-Other |
| 4-Straight truck and trailer | 4 - Tanker | (please specify) |
| 5 - Tractor and 2 trailers | 5 - Dump |  |
| 6 - Tractor and 3 trailers | 6- Other |  |
| 7 - Other $\qquad$ | (please specify) |  |

Driver Information
For each driver of this vehicle, please complete the driver information below. Provide each driver's sex and age group. The column for driver's initials is for your use only so that you can easily identify which driver code belongs to which driver. Enter the appropriate driver code for each trip in the Driver column on the log.


Trip Log
Please read the instructions on page 4 and on the "fold-out" page before completing the trip log.


Please refer to the examples on pages 24 to 31.


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Trip Log - Examples

| Start of trip |  |  |  | End of trip |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 24 hour clock (00:00 to 23:59) |  |  |  |  |  |  |  |
| Date | Time | Odometer reading | Number of passengers (excluding driver) | Date | Time | Odometer reading | Number of passengers (excluding current driver) |



| Code Purpose of trip <br> 1 -Driving to or from service call <br> 2 -Carrying goods or equipment (if applicable, please also check if carrying dangerous goods) <br> 3 -Empty (unladen of goods) <br> 4 - Other work purpose <br> 5 -Driving to work <br> 6 -Driving to home <br> 7 - Other (please describe the purpose) | Truck configuration <br> (please use codes on "fold-out page") |  |  | Driver, | Trip type <br> Code <br> $1-$ within province <br> 2 - between provinces <br> 3 - across Canada - <br> U.S. border <br> 4 - outside Canada | Did you travel on any roads with posted speeds of $80 \mathrm{~km} / \mathrm{h}$ ( $50 \mathrm{~m} . \mathrm{p} . \mathrm{h}$.) or more during this trip? | Fuel purchased? <br> (either purchased or from company supplies) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |
|  |  |  |  | (please use codes on |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  | Code |  |  |  |
|  | I | II | III | (A,B,C,D,E) |  |  |  |

The farmer is a 47 year old male. This information would be completed on the fold out page. On the trip log, the driver code would be "A"
Since the whole trip took place within the same province, it would be coded as "within the province".
There were no fuel purchases.

Note: The trip information could be taken from company records, or you could send us copies of the driver logs, or it could be filled in by the driver(s).


Trip Log - Examples - Continued

| Start of trip |  |  |  | End of trip |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 24 hour clock (00:00 to 23:59) |  |  |  |  |  |  |  |
| Date | Time | Odometer reading | Number of passengers (excluding current driver) | Date | Time | Odometer reading | Number of passengers (excluding current driver) |




Trip Log - Examples - Continued

| Start of trip |  |  |  | End of trip |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 24 hour clock (00:00 to 23:59) |  |  |  |  |  |  |  |
| Date | Time | Odometer reading | Number of passengers (excluding current driver) | Date | Time | Odometer reading | Number of passengers (excluding current driver) |




Trip Log-Examples - Concluded

| Start of trip |  |  |  | End of trip |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 24 hour clock (00:00 to 23:59) |  |  |  |  |  |  |  |
| Date | Time | Odometer reading | Number of passengers (excluding current driver) | Date | Time | Odometer reading | Number of passengers (excluding current driver) |



|  | Truck configuration |  |  | Driver, Code | Trip type | Road type | Fuel purchased? <br> (either purchased or from company supplies) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 -Driving to or from service call <br> 2 -Carrying goods or equipment (if applicable, please also check if carrying dangerous goods) <br> 3 -Empty (unladen of goods) <br> 4 -Other work purpose | (please use codes on "fold-out page") |  |  | (please use codes on "fold-out page") | Code <br> 1 - within province <br> 2 - between provinces <br> 3 - across Canada U.S. border <br> 4 - outside Canada | Did you travel on any roads with posted speeds of $80 \mathrm{~km} / \mathrm{h}$ ( $50 \mathrm{~m} . \mathrm{p} . \mathrm{h}$.) or more during this trip? |  |
| 5 -Driving to work | Column |  |  |  |  |  |  |
| 7 -Other (please describe the purpose) | 1 | II | III | (A,B,C,D,E) |  |  |  |

The first stop is at 23:47 to 01:05 for a meal while the second stop is from 04:12 to 05:34 due to a minor accident.
The first trip takes place entirely in Alberta. The second trip crosses into British Columbia. The third trip takes place entirely in British Columbia and the truck crosses the U.S. border during the final trip.

There were no fuel purchases.
Note: The trip information could be taken from company records, or you could send us copies of the driver logs, or it could be filled in by the driver(s).


Purpose of the survey
It is the goal of this survey to provide annual estimates of vehicle usage and fuel consumption. Transport Canada and Natural Resources Canada sponsor the survey and use the information in conjunction with other data to monitor how vehicle use changes over time and how use affects safety, fuel consumption and the environment. The results are also the prime source of road vehicle use information for researchers and interested members of the public. Prior to this survey, there was no valid, comprehensive source for this information in Canada, even though about ninety percent of all travel in Canada is by road.

## Why this vehicle was chosen

Your vehicle was one of those that was selected in your province/territory so that we can find out how you use it over the stated time period. To save money, we are keeping the number of vehicles sampled to a minimum, so it is important that we get your response. Your response is not analysed in any way that identifies you or your vehicle - it is only useful to us when combined with all the other responses. We get a representative picture by selecting vehicles at random from the official vehicle registration files, in order to cover the entire country and all types of vehicles, and we cover the whole year by selecting new ones every week. Once the completed forms are returned, we combine them to build a profile of the ayerage kilometres for a vehicle during the year, then multiply the average by the total number of registered vehicles in the country to obtain total kilometres in the year.

The profile created from the sample includes average kilometres per vehicle for each day of the week, and each hour within the day, by sex and age group of drivers, by trip purpose, and by highways and other roads. Each of these characteristics is then multiplied by the total number of vehichesto obtain the total vehicle-kilometres during the year in each group.

## How we use each question

The odometer readings are the most important of all, allowing y to know the kilometres traveled for each trip and the total traveled by the vehicle during the survey days fyesq are essential to calculate the amount of travel in the country each year.

Date and time of departure and arrival tell us when tripsstant and finish, so we can show, for example, how much travel is on weekdays compared to weekends, in the morning and evening rush-hours compared to the middle of the day, or in the middle of the night. These questions also give us the trip duration in hours and minutes, which helps us determine hows much of total travel is made up of very short local trips and how much of long intercity trips
Number of passengers carried, including any spare drivers but excluding the current driver, at the beginning and end of each trip lets us calculate vehicle occupancy. By multiplying the number of passengers carried by vehicle-kilonetres we produce passengers-kilometres.


## Detailed Information For Your Interest

Purpose of trip helps to distinguish between broad categories of types of trips as trucks can be used for different purposes; for example, how many trucks are being used by small businessmen or farmers carrying equipment for their own operations, how many by larger businesses distributing their own goods or carrying them between plants, and how many by for-hire or contract carriers carrying for others. To estimate those, we also need to know how many are running empty, and how many are used for personal purposes (meaning not in the course of business).

The Driver Information is asked to provide driver's age group and sex, particularly for computation of accident rates by each group. The age categories listed are those normally used by safety agencies in compiling accident reports, so the estimates of kilometres traveled by age group can be combined with records of accident involvement to give accidents per vehicle-kilometre.

Truck configuration is asked because this questionnaire is being used for registered trucks or truck tractors with a gross weight of $4,500 \mathrm{~kg}$ ( $10,000 \mathrm{lbs}$ ) or more, and in actual use any vehicle might be used with different numbers and types of trailers. We are interested in knowing when, where and for which purposes different configurations are used, and in monitoring changes in configurations over time (e.g. shifts to doubles from tractor-semis). The question asks for the configuration to be described in detail, including the types of any trailers and connections used for them.

Type of road attempts to distinguish between travel on urban streets, and that on highways or in furax conditions. We are attempting to do this by asking you how much of each trip is on roads with posted speed limits of $80 \mathrm{~km} / \mathrm{h}$ or more, which we will use as an approximation of highway or rurar conditions. This is an important distinction since safety, fuel consumption and emissions differ greatly between urban streets, and highways or rural conditions. But it is a difficult distinction to make, because people often don't know whether they are in an urban or a rural area, or whether the road they are on isclassified as a street or a highway. The clearest difference that most people are aware of is the speed linity Of course, we realise many drivers will not know exactly how many kilometres they drive on roads with posted speed limits of $80 \mathrm{~km} / \mathrm{h}$ or more during a trip, so we expect only the best approximate arswer the driver is able to provide.

Fuel purchases will be used to calculate fuel consumption in order tormonitor trends in fuel use. The best way to calculate the fuel consumption is to have the odometer reading and amount of fuel purchased for 2 fill-ups (gas tank is full after the fuel purchase). So, if possible, please provide information for at least 2 fill-ups on the following pages. Without 2 fill-ups, it is possible to estimate fuel consumption by knowing the odometer reading and quantity of fuel purchased on several occasions, which is why we ask for all purchases you make in 4 weeks up to a maximum of 5 (parchases.

## Federal Agreement

To avoid duplication in surveys and to provide consistent statistics, Statistics Canada has entered into an agreement under section 12 of the Statistics Act with Transport Canada and Natural Resources Canada for the shanchofinformation from this survey. Under section 12 of the Statistics Act, you may refuse to share yourinformation with Transport Canada and Natural Resources Canada by writing to the Chief Statistician and returning your letter of objection along with the completed questionnaire.


While participation int this suryey is voluntary, your cooperation is very important.

## Fuel Log



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| :---: | :---: | :---: | :---: |
|  | 1110000 | ［67． 9 （9） |  |
|  | ¢ | $\square \cdot \square$ |  |
|  | simb | $\square \cdot \square$ |  |
|  | ¢ | $\square \cdot \square$ | 最 |
|  | ¢ | $\sin ^{2}$ | Was the fuel tank full after this purchase？ O yes Ono |
|  | $\pm 0^{5}$ | ＂ロロ： |  |

