

Quick Facts

About Truck Transportation

Industry Performance:

As a whole, the trucking industry (including for-hire carriers, private carriers, owner-operators and courier firms) generated an estimated \$67 billion in revenues in 2005.

With respect to trucking firms, in 2005, general freight carriers accounted for 60 per cent of the for-hire revenues of the industry.

Truck carriers with annual revenues of \$12 million or more accounted for 55.2 per cent of the trucking

Revenues generated by trucking firms with at least \$1 million of annual revenues.

Heavy trucks accounted for 21.5 billion vehicle-kilometers in 2005, compared with six billion vehicle-kilometers for medium-sized trucks.

Empty haul movements accounted for 13 per cent of heavy truck vehicle-kilometers in 2005, compared with about five per cent for medium-sized trucks.

Infrastructure:

The reported sales of Class 8 trucks (trucks with a gross weight exceeding 15,000 kilograms) reached a record in 2006, with sales of 39,131 vehicles.

According to the Canadian Vehicle Survey, there were 615,000 (in scope) heavy trucks (gross weight of at least 4,500 kilograms) in Canada, of which 321,000 were medium-sized, weighing between 4,500 and 15,000 kilograms. A total of

294,000 were Class 8 (heavy) trucks.

Ontario (37 per cent), Alberta (25 per cent) and Quebec (13.5 per cent) accounted for over 75 per cent of the heavy truck fleet.

Trade:

Canadian for-hire trucking firms carried over 80 per cent of total tonnage shipped intra provincially.

In terms of value, trucking accounted for 61 per cent of trade with the United States, rail 17 per cent, pipeline 13 per cent, air five per cent and marine four per cent.

In 2006, the exports from Canada shipped by trucks totaled \$185.8 billion (50.7% of total exports) down from \$188.4 billion in 2005. Imports from the United States shipped by trucks amounted to \$166 billion in 2006 (76.7% of total imports), up from \$164.7 billion in 2005.

In domestic activities, construction materials are the top commodities moved by trucks intra provincially, followed by agricultural products, primary metals, metal and mineral products, and energy products.

The main inter provincial trucking flow was the Quebec–Ontario route (both directions), which accounted for \$40.4 billion worth of commodities, or 28 per cent of the total interprovincial trade.

Five commodity groups represented almost 80 per cent of total exports in 2005: automobiles and transport equipment, machinery and electrical equipment, other manufacturing products, plastics and chemical products, and base metals/articles of base metal. The same five commodity groups represented 87 per cent of imports.

The Border:

The busiest transborder trucking routes were Ontario–U.S. central region, Ontario–U.S. south region and Ontario–U.S. northeast region. Combined, they accounted for almost 80 per cent of the shipments.

Heavy truck activity across the Canada–U.S. border fell about one percent in 2006 to 12.9 million two-way trips, still below the 2000 peak.

Environment:

On average, heavy trucks were driven 73,000 kilometers per year, about four times as much as medium trucks, which were driven 19,000 kilometers per year.

Heavy truck fuel efficiency averaged about 33 L/100 km, with straight trucks averaging 31 L/100 km and tractor-trailers averaging 35 L/100 km.

Labour:

The trucking industry as a whole employed 356,124 people in 2005.

Of these there were 109,284 drivers employed by the for-hire trucking industry, 78,500 owner-operators, and, according to 2001 census data, 102,509 self-declared delivery drivers.