

Topline Results

1. In general, how would you rate Canada's roads and highways in terms of safety? Do you think Canada's roads and highways are becoming safer or less safe?

Base: All respondents	TOTAL
Unweighted Base	1000
Weighted Base	1000
Safer	38%
Less safe	55%
Remained the same	7%
Don't know	1%

2. From your own experience, would you say that the number of tractor-trailer trucks operating on Canada's roads and highways over the past five years has increased, decreased, or remained the same?

Base: All respondents	TOTAL
Weighted Base	1000
Increased	78%
Decreased	2%
Remained the same	19%
Don't know	1%

3. Do you think the number of tractor-trailer trucks on Canada's roads and highways is a major problem, somewhat of a problem, not much of a problem, or not at all a problem?

Base: All respondents	TOTAL
Weighted Base	1000
Major problem	24%
Somewhat of a problem	46%
Not much of a problem	22%
Not at all a problem	8%
Don't know	0
TOPBOX & LOWBOX SUMMARY	
Problem (Top2Box)	70%
Not a problem (Low2Box)	30%

4. In actual fact, the number of tractor-trailer trucks operating on Canadian roads has increased over the past five years. In your view, has this upward trend in the number of tractor-trailer trucks made travel on Canadian roads and highways safer or more dangerous?

Base: All respondents	TOTAL
Weighted Base	1000
Safer	7%
More dangerous	83%
Remained the same	8%
Don't know	2%

5. A typical truck on the road today is a single 53-foot trailer pulled by a tractor truck. Would you favour or oppose allowing single tractors to pull a second 53-foot trailer behind the first one to create a twin 53-foot combination?

Base: All respondents	TOTAL
Weighted Base	1000
Favour strongly	4%
Favour somewhat	8%
Oppose somewhat	22%
Oppose strongly	65%
Don't know	1%
TOPBOX & LOWBOX SUMMARY	
Favour (Top2Box)	11%
Oppose (Low2Box)	88%

6. The typical double tractor-trailer on the road now has two 28-foot trailers behind a single tractor. Would you favour or oppose allowing single tractors to pull a third 28-foot trailer behind the first two trailers, to create a triple-trailer combination vehicle?

Base: All respondents	TOTAL
Weighted Base	1000
Favour strongly	2%
Favour somewhat	3%
Oppose somewhat	16%
Oppose strongly	79%
Don't know	1%
TOPBOX & LOWBOX SUMMARY	
Favour (Top2Box)	5%
Oppose (Low2Box)	95%

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7. The Canadian government is now proposing that truck drivers be allowed to work for 14 hours in a single shift and for 84 hours in a week. I am going to read you a series of statements that some people have made about this truck driver workload. As I read each statement, please tell me whether you agree or disagree, strongly or somewhat:

Base: All respondents	TOTAL	TOTAL
Weighted Base	1000	1000
	(Strongly / Somewhat agree)	(Somewhat / Strongly disagree)
The long hours that truck drivers can be required to work, place too much stress on human beings	91%	9%
Increasing the legal work limit will undermine road safety by increasing the public's risk of encountering large trucks driven by over-tired drivers	87%	13%
The introduction of training programs and on-board monitoring devices are measures which will assist truckers working a longer work week	52%	45%
Increasing the legal work limit will bring freight transportation costs down and will cut prices for consumers	37%	60%

8. Canadian truck drivers may now legally drive for 13 consecutive hours. In the United States, truck drivers are not allowed to drive for more than 10 consecutive hours. Would you favour or oppose reducing the consecutive number of hours the truck drivers in Canada may drive to the American limit of 10 hours?

Base: All respondents	TOTAL
Weighted Base	1000
Favour strongly	64%
Favour somewhat	18%
Oppose somewhat	9%
Oppose strongly	8%
Don't know	0
TOPBOX & LOWBOX SUMMARY	
Favour (Top2Box)	82%
Oppose (Low2Box)	17%

9. The Canadian government is now proposing that Canadian truck drivers be able to legally work for 14 hours. In the United States, it is now proposed that truck drivers not be allowed to work for more than 12 consecutive hours. Given these two options, would you favour or oppose restricting the consecutive number of hours a truck driver in Canada may work to the proposed American limit of 12 hours?

Base: All respondents	TOTAL
Weighted Base	1000
Favour strongly	57%
Favour somewhat	24%
Oppose somewhat	8%
Oppose strongly	10%
Don't know	1%
TOPBOX & LOWBOX SUMMARY	
Favour (Top2Box)	81%
Oppose (Low2Box)	18%

10. The Canadian government is now proposing that Canadian truck drivers be able to work 84 hours in a week. In the United States, it is now proposed that truck drivers not be allowed to work for more than 60 hours per week. Would you favour or oppose restricting the number of hours that a truck driver in Canada can work per week to the American limit of 60 hours?

Base: All respondents	TOTAL
Weighted Base	1000
Favour strongly	65%
Favour somewhat	20%
Oppose somewhat	8%
Oppose strongly	7%
Don't know	0
TOPBOX & LOWBOX SUMMARY	
Favour (Top2Box)	85%
Oppose (Low2Box)	15%

11. Some trucks are now equipped with electronic recorders which keep an automatic record of driving hours. These electronic recorders eliminate the possibility to falsify the hours that a truck driver has driven. However, the cost associated with the installation and maintenance of these devices may increase the cost of some goods purchased by consumers. Would you favour or oppose a rule requiring that all big trucks be equipped with electronic devices to record actual driving hours?

Base: All respondents	TOTAL
Weighted Base	1000
Favour strongly	53%
Favour somewhat	25%
Oppose somewhat	10%
Oppose strongly	11%
Don't know	1%
TOPBOX & LOWBOX SUMMARY	
Favour (Top2Box)	79%
Oppose (Low2Box)	20%

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12. Thinking about the safety of Canada's roads and highways, which of the following issues involving Canada's tractor-trailers concerns you the most?

Base: All respondents	TOTAL
Unweighted Base	1000
Weighted Base	1000
The poor maintenance and safety record of some trucking firms	33%
The consecutive hours that truck drivers are allowed to drive is too many	28%
The increasing number of trucks on the road is leading to more congestion	17%
Enforcement of the current trucking safety rules is too lax	13%
The trucks on the highway are too long	7%
Don't know	2%