

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?

Proportions/Mean: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

		REGION TYPE		EDUCATION				INCOME		
	TOTAL	Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Base: All respondents										
Unweighted Base	1001	794	207	114	214	378	289	213	330	356
Weighted Base	1001	792	209	112	221	374	289	207	330	364
Safer	324 32%	253 32%	71 34%	36 33%	77 35%	123 33%	87 30%	74 35%	109 33%	115 32%
Less Safe	545 54%	434 55%	111 53%	69 62%	119 54%	205 55%	149 52%	110 53%	180 54%	199 55%
Remaining the same	107 11%	83 10%	25 12%	3 3%	18 8%	39 10% C	47 16% CDE	17 8%	33 10%	43 12%
Don't know/Refused	25 2%	21 3%	3 2%	3 3%	8 3%	8 2%	5 2%	7 3%	8 2%	7 2%

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?

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

		REGION						AGE			GENDER	
	TOTAL	BC	ALB	SK/MN	ONT	QUE	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Base: All respondents												
Unweighted Base	1001	133	97	68	379	247	77	285	407	293	457	544
Weighted Base	1001	132	97*	68*	379	247	77*	294	399	294	484	517
Safer	324 32%	51 38% E	33 35%	21 31%	118 31%	68 28%	32 42% E	127 43% HI	116 29%	79 27%	165 34%	159 31%
Less Safe	545 54%	63 47%	53 55%	38 56%	210 55%	145 59% A	37 47%	120 41%	239 60% G	175 60% G	247 51%	297 57%
Remaining the same	107 11%	12 9%	9 9%	7 11%	41 11%	31 13%	6 8%	37 12%	38 10%	30 10%	57 12%	50 10%
Don't know/Refused	25 2%	7 5% E	1 1%	2 3%	10 3%	2 1%	2 3%	9 3%	5 1%	10 3%	14 3%	11 2%

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?

Proportions/Mean: Columns Tested (5% risk level) - A/B

		DRIVE A VEHICLE	
	TOTAL	Yes	No
		A	B
Base: All respondents			
Unweighted Base	1001	827	174
Weighted Base	1001	831	170
Safer	324 32%	264 32%	60 35%
Less Safe	545 54%	464 56%	81 48%
Remaining the same	107 11%	92 11%	15 9%
Don't know/Refused	25 2%	11 1%	13 8% A

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 ?

Proportions/Mean: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

		REGION TYPE		EDUCATION				INCOME		
	TOTAL	Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Base: All respondents										
Unweighted Base	1001	794	207	114	214	378	289	213	330	356
Weighted Base	1001	792	209	112	221	374	289	207	330	364
Major problem	239 24%	185 23%	54 26%	31 28%	58 26%	74 20%	73 25%	51 24%	78 24%	81 22%
Somewhat of a problem	441 44%	354 45%	87 42%	40 36%	79 36%	175 47% CD	145 50% CD	88 43%	139 42%	180 49%
Not much of a problem	204 20%	154 19%	50 24%	24 22%	48 22%	82 22%	50 17%	40 19%	72 22%	70 19%
Not at all a problem	105 11%	88 11%	17 8%	13 11%	31 14% F	43 11% F	18 6%	24 12%	38 11%	33 9%
Don't know/Refused	12 1%	11 1%	1 1%	4 4% EF	5 2% E	1 0	2 1%	4 2%	2 1%	1 0
TOPBOX & LOWBOX SUMMARY										
Problem (Top2Box)	680 68%	539 68%	141 67%	71 64%	137 62%	249 67%	218 76% CDE	139 67%	218 66%	261 72%
Not a problem (Low2Box)	309 31%	242 31%	67 32%	37 33%	78 36% F	124 33% F	69 24%	65 31%	110 33%	103 28%

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 ?

Proportions/Means: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

	TOTAL	REGION						AGE			GENDER	
		BC	ALB	SK/MN	ONT	QUE	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Base: All respondents												
Unweighted Base	1001	133	97	68	379	247	77	285	407	293	457	544
Weighted Base	1001	132	97*	68*	379	247	77*	294	399	294	484	517
Major problem	239 24%	15 11%	16 17%	14 21%	90 24%	89 36%	15 19%	41 14%	98 25%	98 33%	102 21%	137 27%
Somewhat of a problem	441 44%	59 45%	36 37%	29 43%	188 50%	92 37%	36 46%	126 43%	177 44%	129 44%	212 44%	229 44%
Not much of a problem	204 20%	41 31%	28 29%	19 28%	63 17%	36 14%	18 23%	79 27%	85 21%	38 13%	104 21%	100 19%
Not at all a problem	105 11%	16 12%	17 17%	6 8%	33 9%	28 11%	7 8%	47 16%	36 9%	20 7%	59 12%	46 9%
Don't know/Refused	12 1%	2 1%	0 -	0 -	5 1%	2 1%	3 3%	0 -	3 1%	9 3%	7 2%	5 1%
TOPBOX & LOWBOX SUMMARY												
Problem (Top2Box)	680 68%	74 56%	52 54%	43 64%	278 73%	181 73%	50 65%	167 57%	275 69%	227 77%	314 65%	366 71%
Not a problem (Low2Box)	309 31%	56 43%	44 46%	25 36%	96 25%	63 26%	24 31%	127 43%	121 30%	58 20%	163 34%	146 28%

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 ?

Proportions/Mean: Columns Tested (5% risk level) - A/B

		DRIVE A VEHICLE	
	TOTAL	Yes	No
		A	B
Base: All respondents			
Unweighted Base	1001	827	174
Weighted Base	1001	831	170
Major problem	239 24%	201 24%	38 22%
Somewhat of a problem	441 44%	368 44%	73 43%
Not much of a problem	204 20%	179 22%	25 15%
Not at all a problem	105 11%	79 9%	27 16%
Don't know/Refused	12 1%	5 1%	7 4%
TOPBOX & LOWBOX SUMMARY			
Problem (Top2Box)	680 68%	569 68%	111 65%
Not a problem (Low2Box)	309 31%	258 31%	52 30%

I am going to read you a series of statements that some people have made about the impact of tractor-trailers on Canada's roads and highways. As I read each statement, please tell me whether you agree or disagree, strongly or somewhat: The number of tractor-trailers on the road today increases the level of stress felt by drivers of passenger vehicles ?

Proportions/Mean: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

	TOTAL	REGION TYPE		EDUCATION				INCOME		
		Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Base: All respondents										
Unweighted Base	1001	794	207	114	214	378	289	213	330	356
Weighted Base	1001	792	209	112	221	374	289	207	330	364
Strongly agree	355 35%	286 36%	68 33%	43 39%	74 33%	117 31%	119 41% E	74 36%	118 36%	125 34%
Somewhat agree	400 40%	313 40%	87 42%	38 34%	87 40%	153 41%	120 42%	86 41%	128 39%	144 40%
Somewhat disagree	157 16%	121 15%	37 18%	18 16%	38 17%	67 18% F	34 12%	30 14%	58 18%	53 15%
Strongly disagree	82 8%	66 8%	17 8%	12 11% F	21 9% F	36 10% F	13 5%	16 8%	25 7%	39 11%
Don't know/Refused	6 1%	6 1%	0 -	1 1%	1 1%	1 0	3 1%	2 1%	1 0	3 1%
TOPBOX & LOWBOX SUMMARY										
Agree (Top2Box)	755 75%	599 76%	155 74%	81 72%	161 73%	270 72%	239 83% CDE	160 77%	246 75%	270 74%
Disagree (Low2Box)	240 24%	186 24%	54 26%	30 27% F	59 26% F	104 28% F	47 16%	46 22%	82 25%	92 25%

I am going to read you a series of statements that some people have made about the impact of tractor-trailers on Canada's roads and highways. As I read each statement, please tell me whether you agree or disagree, strongly or somewhat: The number of tractor-trailers on the road today increases the level of stress felt by drivers of passenger vehicles ?

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

		REGION						AGE			GENDER	
	TOTAL	BC	ALB	SK/MN	ONT	QUE	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Base: All respondents												
Unweighted Base	1001	133	97	68	379	247	77	285	407	293	457	544
Weighted Base	1001	132	97*	68*	379	247	77*	294	399	294	484	517
Strongly agree	355 35%	32 24%	24 25%	15 22%	174 46% ABCE	78 32%	32 41% ABC	90 31%	136 34%	122 42% GH	151 31%	204 39% J
Somewhat agree	400 40%	58 44%	48 49% D	27 40%	135 36%	104 42%	28 36%	130 44%	153 38%	114 39%	196 41%	204 39%
Somewhat disagree	157 16%	27 21% D	16 16%	16 24% D	38 10%	46 19% D	14 18%	46 16%	76 19% I	33 11%	80 17%	78 15%
Strongly disagree	82 8%	14 11%	9 9%	9 13%	31 8%	16 6%	4 5%	26 9%	33 8%	23 8%	54 11% K	28 5%
Don't know/Refused	6 1%	1 1%	1 1%	1 1%	1 0	3 1%	0 -	1 0	2 1%	2 1%	2 1%	4 1%
TOPBOX & LOWBOX SUMMARY												
Agree (Top2Box)	755 75%	90 68%	72 74%	42 62%	309 81% ACE	182 74%	60 77%	221 75%	288 72%	236 80% H	347 72%	407 79% J
Disagree (Low2Box)	240 24%	41 31% D	25 25%	25 37% D	69 18%	62 25% D	18 23%	72 25%	109 27% I	56 19%	134 28% K	106 20%

I am going to read you a series of statements that some people have made about the impact of tractor-trailers on Canada's roads and highways. As I read each statement, please tell me whether you agree or disagree, strongly or somewhat: 1) The number of tractor-trailers on the road today increases the level of stress felt by drivers of passenger vehicles ?

Proportions/Mean: Columns Tested (5% risk level) - A/B

	TOTAL	DRIVE A VEHICLE	
		Yes	No
		A	B
Base: All respondents			
Unweighted Base	1001	827	174
Weighted Base	1001	831	170
Strongly agree	355 35%	291 35%	64 38%
Somewhat agree	400 40%	325 39%	75 44%
Somewhat disagree	157 16%	137 17%	20 12%
Strongly disagree	82 8%	74 9%	9 5%
Don't know/Refused	6 1%	4 1%	2 1%
TOPBOX & LOWBOX SUMMARY			
Agree (Top2Box)	755 75%	616 74%	139 82% A
Disagree (Low2Box)	240 24%	211 25% B	29 17%

I am going to read you a series of statements that some people have made about the impact of tractor-trailers on Canada's roads and highways. As I read each statement, please tell me whether you agree or disagree, strongly or somewhat: Drivers of passenger vehicles drive more erratically when they feel stressed or threatened by tractor-trailers on the road ?

Proportions/Mean: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

	TOTAL	REGION TYPE		EDUCATION				INCOME		
		Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Base: All respondents										
Unweighted Base	1001	794	207	114	214	378	289	213	330	356
Weighted Base	1001	792	209	112	221	374	289	207	330	364
Strongly agree	393 39%	317 40%	76 37%	48 43%	89 40%	149 40%	103 36%	99 48% I	134 41%	129 35%
Somewhat agree	408 41%	319 40%	89 43%	41 37%	91 41%	148 40%	127 44%	74 36%	131 40%	155 43%
Somewhat disagree	127 13%	99 13%	27 13%	11 10%	25 11%	48 13%	42 15%	17 8%	39 12%	57 16% G
Strongly disagree	67 7%	52 7%	15 7%	11 9%	14 6%	27 7%	16 6%	16 8%	22 7%	22 6%
Don't know/Refused	5 1%	5 1%	1 0	1 1%	2 1%	2 1%	1 0	2 1%	3 1%	1 0
TOPBOX & LOWBOX SUMMARY										
Agree (Top2Box)	802 80%	636 80%	166 79%	89 79%	181 82%	297 79%	230 80%	173 83%	266 81%	284 78%
Disagree (Low2Box)	194 19%	151 19%	42 20%	22 20%	38 17%	75 20%	58 20%	33 16%	61 19%	80 22%

I am going to read you a series of statements that some people have made about the impact of tractor-trailers on Canada's roads and highways. As I read each statement, please tell me whether you agree or disagree, strongly or somewhat: Drivers of passenger vehicles drive more erratically when they feel stressed or threatened by tractor-trailers on the road ?

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

		REGION						AGE			GENDER	
	TOTAL	BC	ALB	SK/MN	ONT	QUE	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Base: All respondents												
Unweighted Base	1001	133	97	68	379	247	77	285	407	293	457	544
Weighted Base	1001	132	97*	68*	379	247	77*	294	399	294	484	517
Strongly agree	393 39%	49 37%	36 38%	21 31%	158 42%	96 39%	33 43%	105 36%	171 43%	112 38%	175 36%	219 42% J
Somewhat agree	408 41%	61 46% C	36 37%	20 30%	152 40%	103 42%	36 47% C	141 48% H	135 34%	127 43% H	200 41%	209 40%
Somewhat disagree	127 13%	16 12%	18 18% D	19 28% ADEF	36 10%	31 13%	7 9%	27 9%	58 15% G	38 13%	68 14%	59 11%
Strongly disagree	67 7%	6 4%	7 7%	7 10% F	31 8% F	16 6%	1 1%	20 7%	32 8%	15 5%	40 8%	27 5%
Don't know/Refused	5 1%	1 1%	0 -	1 1%	3 1%	1 0	0 -	0 -	3 1%	2 1%	2 0	4 1%
TOPBOX & LOWBOX SUMMARY												
Agree (Top2Box)	802 80%	109 83% C	72 75%	42 61%	310 82% C	199 81% C	70 90% BC	246 84% H	306 77%	239 81%	374 77%	427 83% J
Disagree (Low2Box)	194 19%	22 17%	25 25% F	25 37% ADEF	67 18%	47 19%	8 10%	47 16%	90 23% G	53 18%	108 22% K	86 17%

I am going to read you a series of statements that some people have made about the impact of tractor-trailers on Canada's roads and highways. As I read each statement, please tell me whether you agree or disagree, strongly or somewhat: 2) Drivers of passenger vehicles drive more erratically when they feel stressed or threatened by tractor-trailers on the road ?

Proportions/Mean: Columns Tested (5% risk level) - A/B

	TOTAL	DRIVE A VEHICLE	
		Yes	No
		A	B
Base: All respondents			
Unweighted Base	1001	827	174
Weighted Base	1001	831	170
Strongly agree	393 39%	321 39%	73 43%
Somewhat agree	408 41%	338 41%	70 41%
Somewhat disagree	127 13%	110 13%	17 10%
Strongly disagree	67 7%	58 7%	9 5%
Don't know/Refused	5 1%	4 0	2 1%
TOPBOX & LOWBOX SUMMARY			
Agree (Top2Box)	802 80%	659 79%	143 84%
Disagree (Low2Box)	194 19%	168 20%	25 15%

Thinking about the safety of Canada's roads and highways, which of the following issues involving Canada's tractor-trailers requires the most attention from the government ?

Proportions/Mean: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

		REGION TYPE		EDUCATION				INCOME		
	TOTAL	Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Base: All respondents										
Unweighted Base	1001	794	207	114	214	378	289	213	330	356
Weighted Base	1001	792	209	112	221	374	289	207	330	364
The maintenance and safety record of trucking firms	336	270	66	28	74	133	100	65	101	140
	34%	34%	32%	25%	33%	35% C	35%	31%	31%	38% H
The consecutive hours that truck drivers are allowed to drive	299	242	57	28	73	121	77	67	109	92
	30%	31%	27%	25%	33%	32%	27%	32%	33% I	25%
The increasing number of trucks on the road	204	157	46	24	41	64	72	40	66	81
	20%	20%	22%	21%	19%	17%	25% E	19%	20%	22%
The length of the trucks on the highway	58	40	18	7	11	20	20	15	16	17
	6%	5%	9%	6%	5%	5%	7%	7%	5%	5%
The pay and working conditions of truck drivers	81	62	19	19	15	34	13	16	30	29
	8%	8%	9%	17% DEF	7%	9% F	5%	8%	9%	8%
Don't know/Refused	22	20	3	6	7	3	7	5	8	6
	2%	2%	1%	6% E	3% E	1%	2%	2%	3%	2%

Thinking about the safety of Canada's roads and highways, which of the following issues involving Canada's tractor-trailers requires the most attention from the government ?

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

	TOTAL	REGION						AGE			GENDER	
		BC	ALB	SK/MN	ONT	QUE	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Base: All respondents												
Unweighted Base	1001	133	97	68	379	247	77	285	407	293	457	544
Weighted Base	1001	132	97*	68*	379	247	77*	294	399	294	484	517
The maintenance and safety record of trucking firms	336	66	30	8	145	62	25	93	147	91	184	152
	34%	50% BCDEF	31% C	11%	38% CE	25% C	32% C	32%	37%	31%	38% K	29%
The consecutive hours that truck drivers are allowed to drive	299	35	34	23	104	80	22	112	108	76	135	164
	30%	27%	35%	33%	27%	33%	29%	38% HI	27%	26%	28%	32%
The increasing number of trucks on the road	204	14	9	19	84	62	16	49	76	79	96	107
	20%	10%	9%	28% AB	22% AB	25% AB	21% AB	17%	19%	27% GH	20%	21%
The length of the trucks on the highway	58	5	5	7	21	16	5	14	21	22	22	37
	6%	4%	5%	10%	5%	6%	6%	5%	5%	8%	4%	7%
The pay and working conditions of truck drivers	81	11	13	9	19	21	9	23	38	19	38	43
	8%	8%	14% D	13% D	5%	8%	11% D	8%	10%	6%	8%	8%
Don't know/Refused	22	2	5	3	6	6	1	3	8	8	8	14
	2%	1%	5% D	5%	2%	2%	1%	1%	2%	3%	2%	3%

Thinking about the safety of Canada's roads and highways, which of the following issues involving Canada's tractor-trailers requires the most attention from the government ?

Proportions/Mean: Columns Tested (5% risk level) - A/B

		DRIVE A VEHICLE	
	TOTAL	Yes	No
		A	B
Base: All respondents			
Unweighted Base	1001	827	174
Weighted Base	1001	831	170
The maintenance and safety record of trucking firms	336 34%	277 33%	59 35%
The consecutive hours that truck drivers are allowed to drive	299 30%	247 30%	52 31%
The increasing number of trucks on the road	204 20%	182 22%	22 13%
The length of the trucks on the highway	58 6%	45 5%	13 8%
The pay and working conditions of truck drivers	81 8%	63 8%	18 11%
Don't know/Refused	22 2%	17 2%	6 3%

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. The long hours that truck drivers can be required to work place too much stress on them ?

Proportions/Means: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

		REGION TYPE		EDUCATION				INCOME		
	TOTAL	Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Base: All respondents										
Unweighted Base	1001	794	207	114	214	378	289	213	330	356
Weighted Base	1001	792	209	112	221	374	289	207	330	364
Strongly agree	773 77%	615 78%	158 75%	88 79%	168 76%	280 75%	232 80%	154 74%	267 81%	274 75%
Somewhat agree	149 15%	113 14%	36 17%	11 10%	30 13%	62 16%	45 16%	32 16%	39 12%	64 18% H
Somewhat disagree	38 4%	28 4%	9 4%	4 3%	9 4%	21 6% F	4 1%	11 5%	10 3%	13 3%
Strongly disagree	37 4%	30 4%	6 3%	8 7% F	13 6% F	12 3%	3 1%	9 4%	12 4%	13 3%
Don't know/Refused	5 1%	5 1%	0 -	0 -	1 1%	0 -	4 1% E	1 0	3 1%	1 0
TOPBOX & LOWBOX SUMMARY										
Agree (Top2Box)	921 92%	727 92%	194 93%	100 89%	198 89%	341 91%	277 96% CDE	187 90%	306 93%	337 93%
Disagree (Low2Box)	74 7%	59 7%	15 7%	12 11% F	22 10% F	33 9% F	7 2%	20 10%	21 6%	25 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. The long hours that truck drivers can be required to work place too much stress on them ?

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

		REGION						AGE			GENDER	
	TOTAL	BC	ALB	SK/MN	ONT	QUE	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Base: All respondents												
Unweighted Base	1001	133	97	68	379	247	77	285	407	293	457	544
Weighted Base	1001	132	97*	68*	379	247	77*	294	399	294	484	517
Strongly agree	773 77%	95 72%	74 76%	45 66%	316 83%	183 74%	59 77%	196 67%	320 80%	246 84%	354 73%	419 81%
					ACE				G	G		J
Somewhat agree	149 15%	27 21%	17 17%	14 20%	39 10%	40 16%	11 15%	70 24%	50 13%	27 9%	83 17%	66 13%
		D		D		D		HI				
Somewhat disagree	38 4%	4 3%	2 2%	6 9%	13 3%	10 4%	3 4%	16 5%	12 3%	9 3%	24 5%	14 3%
				D								
Strongly disagree	37 4%	5 4%	3 3%	2 3%	10 3%	13 5%	4 5%	11 4%	15 4%	10 3%	21 4%	15 3%
Don't know/Refused	5 1%	0 -	1 2%	2 3%	1 0	1 1%	0 -	2 1%	1 0	2 1%	2 0	3 1%
				D								
TOPBOX & LOWBOX SUMMARY												
Agree (Top2Box)	921 92%	123 93%	91 94%	58 86%	356 94%	223 90%	71 91%	265 90%	370 93%	273 93%	437 90%	484 94%
					C							
Disagree (Low2Box)	74 7%	10 7%	5 5%	8 11%	23 6%	23 9%	7 9%	27 9%	27 7%	19 6%	45 9%	30 6%
											K	

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. The long hours that truck drivers can be required to work place too much stress on them ?

Proportions/Mean: Columns Tested (5% risk level) - A/B

Proportions/Means: Columns Tested (5% risk level) - A/B		DRIVE A VEHICLE		
		TOTAL	Yes	No
			A	B
Base: All respondents				
Unweighted Base		1001	827	174
Weighted Base		1001	831	170
Strongly agree		773 77%	640 77%	133 78%
Somewhat agree		149 15%	126 15%	23 13%
Somewhat disagree		38 4%	32 4%	6 4%
Strongly disagree		37 4%	30 4%	7 4%
Don't know/Refused		5 1%	4 0	1 1%
TOPBOX & LOWBOX SUMMARY				
Agree (Top2Box)		921 92%	766 92%	156 92%
Disagree (Low2Box)		74 7%	61 7%	13 8%

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. Longer driving hours for truckers do not put other drivers on the road at risk ?

Proportions/Means: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

	TOTAL	REGION TYPE		EDUCATION				INCOME		
		Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Base: All respondents										
Unweighted Base	1001	794	207	114	214	378	289	213	330	356
Weighted Base	1001	792	209	112	221	374	289	207	330	364
Strongly agree	105 11%	81 10%	24 11%	15 13%	34 16% EF	32 9%	22 7%	27 13%	28 8%	32 9%
Somewhat agree	40 4%	30 4%	9 5%	4 3%	16 7% F	15 4%	6 2%	15 7% H	6 2%	17 5%
Somewhat disagree	118 12%	91 12%	26 13%	10 9%	23 10%	54 15%	29 10%	26 13%	40 12%	36 10%
Strongly disagree	734 73%	586 74%	148 71%	83 74%	147 67%	272 73%	230 80% DE	138 66%	256 77% G	279 77% G
Don't know/Refused	4 0	3 0	1 1%	0 -	1 1%	1 0	2 1%	2 1%	1 0	1 0
TOPBOX & LOWBOX SUMMARY										
Agree (Top2Box)	145 15%	112 14%	33 16%	18 16%	50 23% EF	47 13%	27 9%	41 20% HI	34 10%	48 13%
Disagree (Low2Box)	852 85%	677 86%	175 83%	93 84%	170 77%	327 87% D	260 90% D	164 79%	295 89% G	315 86% G

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. Longer driving hours for truckers do not put other drivers on the road at risk ?

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

		REGION						AGE			GENDER	
	TOTAL	BC	ALB	SK/MN	ONT	QUE	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Base: All respondents												
Unweighted Base	1001	133	97	68	379	247	77	285	407	293	457	544
Weighted Base	1001	132	97*	68*	379	247	77*	294	399	294	484	517
Strongly agree	105 11%	14 11%	13 13%	6 9%	42 11%	19 8%	12 15%	30 10%	33 8%	39 13% H	56 12%	50 10%
Somewhat agree	40 4%	6 5%	4 4%	5 8%	14 4%	8 3%	2 2%	16 5%	12 3%	12 4%	25 5%	14 3%
Somewhat disagree	118 12%	16 12%	12 12%	12 18% D	34 9%	35 14% D	8 11%	43 15%	41 10%	33 11%	62 13%	56 11%
Strongly disagree	734 73%	96 73%	68 70%	44 64%	287 76%	183 74%	56 72%	203 69%	312 78% GI	209 71%	340 70%	394 76% J
Don't know/Refused	4 0	0 -	0 -	1 1%	2 0	1 1%	0 -	2 1%	1 0	1 0	1 0	3 1%
TOPBOX & LOWBOX SUMMARY												
Agree (Top2Box)	145 15%	20 15%	17 17%	11 17%	56 15%	27 11%	13 17%	46 16%	44 11%	51 17% H	81 17%	64 12%
Disagree (Low2Box)	852 85%	112 85%	80 83%	56 82%	321 85%	218 88%	64 83%	246 84%	354 89% I	242 82%	402 83%	450 87%

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. 2) Longer driving hours for truckers do not put other drivers on the road at risk ?

Proportions/Mean: Columns Tested (5% risk level) - A/B

	TOTAL	DRIVE A VEHICLE	
		Yes	No
		A	B
Base: All respondents			
Unweighted Base	1001	827	174
Weighted Base	1001	831	170
Strongly agree	105 11%	79 9%	27 16% A
Somewhat agree	40 4%	33 4%	7 4%
Somewhat disagree	118 12%	98 12%	19 11%
Strongly disagree	734 73%	618 74%	116 68%
Don't know/Refused	4 0	3 0	1 1%
TOPBOX & LOWBOX SUMMARY			
Agree (Top2Box)	145 15%	112 13%	33 20% A
Disagree (Low2Box)	852 85%	716 86% B	135 80%

How many hours a week do you think a typical truck driver in Canada drives ?

Proportions/Mean: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

		REGION TYPE		EDUCATION				INCOME		
	TOTAL	Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Base: All respondents										
Unweighted Base	1001	794	207	114	214	378	289	213	330	356
Weighted Base	1001	792	209	112	221	374	289	207	330	364
16 hours or less	24 2%	21 3%	4 2%	3 3%	8 4%	6 2%	6 2%	3 2%	12 4%	5 1%
17-33 hours	19 2%	16 2%	3 2%	1 1%	6 3%	8 2%	5 2%	2 1%	11 3%	5 1%
34-50 hours	257 26%	203 26%	53 25%	25 22%	63 28%	79 21%	90 31% E	51 25%	84 25%	92 25%
51-67 hours	332 33%	277 35% B	55 26%	25 22%	62 28%	139 37% CD	105 36% C	61 29%	104 32%	145 40% GH
68-84 hours	236 24%	171 22%	66 31% A	36 32% F	55 25%	94 25% F	51 18%	61 29%	75 23%	82 22%
85-101 hours	55 6%	44 6%	11 5%	6 5%	14 6%	24 7%	11 4%	13 6%	20 6%	15 4%
102-118 hours	4 0	4 1%	0 -	1 1%	1 1%	1 0	1 0	0 -	2 1%	2 1%
119-135 hours	9 1%	7 1%	2 1%	1 1%	1 0	2 1%	4 1%	2 1%	1 0	6 2%
136-152 hours	2 0	1 0	1 0	1 1%	0 -	1 0	0 -	0 -	2 1%	0 -
153+ hours	2 0	1 0	1 0	0 -	0 -	2 0	0 -	0 -	1 0	0 -
Don't know/Refused	60 6%	46 6%	13 6%	13 12% DEF	12 5%	17 5%	16 6%	14 7% I	19 6%	11 3%
STATISTICS										
Mean	60.97	60.43	62.99	62.98	59.21	62.44	59.54	61.92	60.25	61.25

CRASH STUDY

How many hours a week do you think a typical truck driver in Canada drives ?

Proportions/Mean: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

	TOTAL	REGION TYPE		EDUCATION				INCOME		
		Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Standard Deviation	19.2	19.0	20.0	21.0	19.2	19.4	17.5	17.6	21.1	17.1
Standard Error	0.6	0.7	1.4	2.1	1.4	1.0	1.1	1.3	1.2	0.9
Median	58.95	57.73	59.36	59.10	58.76	58.35	56.46	58.56	58.88	57.79

How many hours a week do you think a typical truck driver in Canada drives ?

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

	TOTAL	REGION						AGE			GENDER	
		BC	ALB	SK/MN	ONT	QUE	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Base: All respondents												
Unweighted Base	1001	133	97	68	379	247	77	285	407	293	457	544
Weighted Base	1001	132	97*	68*	379	247	77*	294	399	294	484	517
16 hours or less	24 2%	3 3%	1 1%	3 4%	14 4%	2 1%	1 1%	7 2%	13 3%	3 1%	11 2%	14 3%
17-33 hours	19 2%	3 3%	1 1%	0 -	9 2%	6 2%	1 1%	5 2%	11 3%	4 1%	7 1%	13 2%
34-50 hours	257 26%	29 22%	19 19%	19 28%	105 28%	62 25%	22 28%	82 28%	97 24%	77 26%	115 24%	142 27%
51-67 hours	332 33%	47 35%	30 31%	15 22%	127 33%	92 37%	21 27%	90 31%	145 36%	95 32%	190 39%	142 27%
68-84 hours	236 24%	28 21%	31 32%	20 29%	70 19%	63 26%	24 31%	76 26%	92 23%	65 22%	113 23%	123 24%
85-101 hours	55 6%	10 8%	3 3%	3 5%	24 6%	9 4%	6 8%	19 6%	21 5%	14 5%	23 5%	33 6%
102-118 hours	4 0	1 1%	2 2%	0 -	1 0	0 -	0 -	1 0	2 1%	1 0	1 0	3 1%
119-135 hours	9 1%	2 2%	1 1%	0 -	4 1%	1 0	1 1%	4 1%	3 1%	2 1%	2 0	7 1%
136-152 hours	2 0	0 -	1 1%	0 -	1 0	0 -	0 -	0 -	2 1%	0 -	2 0	0 -
153+ hours	2 0	0 -	0 -	0 -	2 0	0 -	0 -	1 0	0 -	1 0	0 -	2 0
Don't know/Refused	60 6%	9 6%	7 8%	8 11%	22 6%	11 4%	3 4%	10 3%	13 3%	33 11% GH	20 4%	40 8% J
STATISTICS												

CRASH STUDY

8. How many hours a week do you think a typical truck driver in Canada drives ?

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

		REGION						AGE			GENDER	
	TOTAL	BC	ALB	SK/MN	ONT	QUE	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Mean	60.97	61.48	66.04 DE	60.45	59.76	59.87	63.71	61.71	60.38	61.18	60.96	60.97
Standard Deviation	19.2	19.5	19.5	18.7	21.4	15.2	17.9	19.7	19.2	18.2	17.3	20.9
Standard Error	0.6	1.8	2.1	2.4	1.1	1.0	2.1	1.2	1.0	1.1	0.8	0.9
Median	58.95	57.99	59.35	59.22	57.32	57.31	56.70	58.92	57.94	57.85	58.96	57.85

How many hours a week do you think a typical truck driver in Canada drives ?

Proportions/Mean: Columns Tested (5% risk level) - A/B

Proportions/means: Columns Tested (5% risk level) - A/B		DRIVE A VEHICLE		
		TOTAL	Yes A	No B
Base: All respondents				
Unweighted Base		1001	827	174
Weighted Base		1001	831	170
16 hours or less		24 2%	18 2%	6 4%
17-33 hours		19 2%	15 2%	5 3%
34-50 hours		257 26%	208 25%	49 29%
51-67 hours		332 33%	276 33%	56 33%
68-84 hours		236 24%	207 25% B	29 17%
85-101 hours		55 6%	43 5%	12 7%
102-118 hours		4 0	3 0	1 1%
119-135 hours		9 1%	6 1%	3 2%
136-152 hours		2 0	1 0	1 1%
153+ hours		2 0	1 0	1 1%
Don't know/Refused		60 6%	53 6%	7 4%
STATISTICS				
Mean		60.97	61.11	60.28

How many hours a week do you think a typical truck driver in Canada drives ?

Proportions/Mean: Columns Tested (5% risk level) - A/B

		DRIVE A VEHICLE	
	TOTAL	Yes	No
		A	B
Standard Deviation	19.2	18.4	22.9
Standard Error	0.6	0.7	1.8
Median	58.95	59.00	56.80

How many hours a week do you think a typical truck driver in Canada SHOULD drive ?

Proportions/Mean: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

		REGION TYPE		EDUCATION				INCOME		
	TOTAL	Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Base: All respondents										
Unweighted Base	1001	794	207	114	214	378	289	213	330	356
Weighted Base	1001	792	209	112	221	374	289	207	330	364
16 hours or less	22 2%	21 3%	1 0	3 2%	11 5% E	3 1%	6 2%	4 2%	9 3%	4 1%
17-33 hours	65 6%	53 7%	12 6%	5 4%	11 5%	24 6%	24 8%	15 7%	22 7%	21 6%
34-50 hours	694 69%	555 70%	139 66%	75 67%	148 67%	265 71%	204 71%	141 68%	233 71%	258 71%
51-67 hours	145 15%	103 13%	42 20% A	18 16%	34 15%	58 15%	35 12%	34 16%	42 13%	59 16%
68-84 hours	35 4%	28 4%	7 3%	6 6%	9 4%	12 3%	8 3%	6 3%	10 3%	14 4%
85-101 hours	5 1%	5 1%	1 0	2 1% E	1 0	0 -	3 1%	2 1%	1 0	3 1%
102-118 hours	1 0	0 -	1 0	0 -	0 -	1 0	0 -	0 -	0 -	0 -
119-135 hours	2 0	1 0	1 0	1 1%	0 -	1 0	0 -	0 -	2 1%	0 -
Don't know/Refused	31 3%	25 3%	6 3%	3 3%	8 3%	11 3%	8 3%	6 3%	11 3%	7 2%
STATISTICS										
Mean	45.18	44.56	47.54 A	47.29 F	44.54	45.70	44.24	45.28	44.70	45.97
Standard Deviation	12.7	12.7	12.6	15.2	14.0	11.5	12.1	12.2	13.1	11.6
Standard Error	0.4	0.5	0.9	1.4	1.0	0.6	0.7	0.8	0.7	0.6
Median	39.92	39.86	44.77	44.08	39.82	39.97	39.82	39.92	39.81	39.96

How many hours a week do you think a typical truck driver in Canada SHOULD drive ?

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

	TOTAL	REGION						AGE			GENDER	
		BC	ALB	SK/MN	ONT	QUE	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Base: All respondents												
Unweighted Base	1001	133	97	68	379	247	77	285	407	293	457	544
Weighted Base	1001	132	97*	68*	379	247	77*	294	399	294	484	517
16 hours or less	22 2%	3 2%	0 -	1 1%	13 3%	5 2%	2 2%	5 2%	13 3%	3 1%	6 1%	16 3%
17-33 hours	65 6%	10 7%	2 2%	1 1%	33 9%	16 7%	2 3%	20 7%	27 7%	16 6%	24 5%	40 8%
34-50 hours	694 69%	88 66%	68 70%	40 58%	240 63%	202 82%	57 74%	198 68%	289 72%	202 69%	326 67%	368 71%
51-67 hours	145 15%	21 16%	15 16%	13 20%	67 18%	17 7%	11 15%	46 16%	50 12%	47 16%	90 19%	55 11%
68-84 hours	35 4%	6 5%	9 9%	6 9%	9 2%	2 1%	3 4%	12 4%	16 4%	7 2%	23 5%	12 2%
85-101 hours	5 1%	0 -	1 1%	2 2%	2 0	1 0	0 -	4 1%	1 0	1 0	2 0	4 1%
102-118 hours	1 0	0 -	0 -	1 1%	0 -	0 -	0 -	0 -	0 -	1 0	0 -	1 0
119-135 hours	2 0	0 -	0 -	0 -	2 0	0 -	0 -	1 0	1 0	0 -	1 0	1 0
Don't know/Refused	31 3%	6 4%	1 1%	5 7%	13 3%	5 2%	1 2%	8 3%	3 1%	16 6%	11 2%	20 4%
STATISTICS												
Mean	45.18	45.83 E	49.40 ADEF	51.95 ADEF	44.65 E	42.19	45.29 E	46.13	44.35	45.49	47.09 K	43.37
Standard Deviation	12.7	12.5	12.1	16.0	13.8	9.3	11.6	13.4	13.0	11.4	12.3	12.9
Standard Error	0.4	1.1	1.2	2.0	0.7	0.6	1.3	0.8	0.6	0.7	0.6	0.6
Median	39.92	41.66	48.06	48.73	39.92	39.70	39.66	42.72	39.86	39.92	44.83	39.18

How many hours a week do you think a typical truck driver in Canada SHOULD drive ?

Proportions/Mean: Columns Tested (5% risk level) - A/B

Proportions: Means: Columns Tested (5% risk level) N/A		DRIVE A VEHICLE	
	TOTAL	Yes	No
		A	B
Base: All respondents			
Unweighted Base	1001	827	174
Weighted Base	1001	831	170
16 hours or less	22 2%	15 2%	8 4% A
17-33 hours	65 6%	52 6%	13 8%
34-50 hours	694 69%	579 70%	116 68%
51-67 hours	145 15%	126 15%	19 11%
68-84 hours	35 4%	32 4%	3 2%
85-101 hours	5 1%	5 1%	1 1%
102-118 hours	1 0	1 0	0 -
119-135 hours	2 0	0 -	2 1% A
Don't know/Refused	31 3%	22 3%	9 5%
STATISTICS			
Mean	45.18	45.52	43.49
Standard Deviation	12.7	12.2	14.9
Standard Error	0.4	0.4	1.2
Median	39.92	39.96	39.26

To your knowledge, is there a legal limit to the number of hours that truck drivers can drive in a week ?

Proportions/Mean: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

		REGION TYPE		EDUCATION				INCOME		
	TOTAL	Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Base: All respondents										
Unweighted Base	1001	794	207	114	214	378	289	213	330	356
Weighted Base	1001	792	209	112	221	374	289	207	330	364
Yes	643 64%	502 63%	141 67%	58 52%	136 61%	255 68%	190 66%	112 54%	210 64%	262 72%
No	283 28%	225 28%	58 28%	36 32%	70 32%	95 25%	81 28%	75 36%	87 26%	89 24%
Don't know/Refused	75 7%	65 8%	10 5%	17 15% DEF	15 7%	24 6%	17 6%	21 10% I	33 10% I	13 4%

To your knowledge, is there a legal limit to the number of hours that truck drivers can drive in a week ?

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

		REGION						AGE			GENDER	
	TOTAL	BC	ALB	SK/MN	ONT	QUE	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Base: All respondents												
Unweighted Base	1001	133	97	68	379	247	77	285	407	293	457	544
Weighted Base	1001	132	97*	68*	379	247	77*	294	399	294	484	517
Yes	643 64%	88 67%	66 68%	47 70%	238 63%	160 65%	44 57%	185 63% I	287 72% GI	161 55%	333 69% K	310 60%
No	283 28%	36 27%	23 23%	16 24%	110 29%	70 28%	30 38% B	91 31% H	94 24%	95 32% H	126 26%	157 30%
Don't know/Refused	75 7%	9 7%	8 9%	4 7%	32 8%	17 7%	4 5%	17 6%	18 5%	37 13% GH	25 5%	50 10% J

To your knowledge, is there a legal limit to the number of hours that truck drivers can drive in a week ?

Proportions/Mean: Columns Tested (5% risk level) - A/B

		DRIVE A VEHICLE	
	TOTAL	Yes	No
		A	B
Base: All respondents			
Unweighted Base	1001	827	174
Weighted Base	1001	831	170
Yes	643 64%	558 67% B	85 50%
No	283 28%	217 26%	66 39% A
Don't know/Refused	75 7%	55 7%	19 11% A

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, strongly or somewhat, a rule requiring that all big trucks be equipped with electronic devices to record actual driving hours?

Proportions/Means: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

		REGION TYPE		EDUCATION				INCOME		
	TOTAL	Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Base: All respondents										
Unweighted Base	1001	794	207	114	214	378	289	213	330	356
Weighted Base	1001	792	209	112	221	374	289	207	330	364
Favour strongly	498 50%	399 50%	100 48%	65 58% E	112 51%	172 46%	147 51%	94 45%	171 52%	186 51%
Favour somewhat	320 32%	253 32%	68 32%	26 23%	66 30%	132 35% C	94 33%	70 34%	93 28%	120 33%
Oppose somewhat	90 9%	70 9%	21 10%	5 5%	19 9%	36 10%	29 10%	20 10%	30 9%	31 9%
Oppose strongly	85 9%	64 8%	21 10%	15 14% F	22 10%	31 8%	17 6%	24 12%	31 10%	26 7%
Don't know/Refused	7 1%	7 1%	0 -	0 -	2 1%	3 1%	2 1%	0 -	4 1%	2 1%
TOPBOX & LOWBOX SUMMARY										
Favour (Top2Box)	819 82%	652 82%	167 80%	91 82%	178 80%	304 81%	241 84%	163 79%	264 80%	306 84%
Oppose (Low2Box)	176 18%	133 17%	42 20%	21 18%	41 19%	67 18%	46 16%	44 21%	62 19%	57 16%

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, strongly or somewhat, a rule requiring that all big trucks be equipped with electronic devices to record actual driving hours ?

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

		REGION						AGE			GENDER	
	TOTAL	BC	ALB	SK/MN	ONT	QUE	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Base: All respondents												
Unweighted Base	1001	133	97	68	379	247	77	285	407	293	457	544
Weighted Base	1001	132	97*	68*	379	247	77*	294	399	294	484	517
Favour strongly	498 50%	69 52%	52 53%	30 44%	188 50%	119 48%	41 52%	127 43%	201 50%	164 56%	233 48%	265 51%
Favour somewhat	320 32%	46 35%	26 27%	21 31%	130 34%	78 32%	19 25%	115 39%	122 30%	79 27%	155 32%	165 32%
Oppose somewhat	90 9%	8 6%	9 9%	13 19%	26 7%	28 11%	8 10%	22 8%	41 10%	25 9%	39 8%	51 10%
Oppose strongly	85 9%	9 7%	8 8%	3 5%	34 9%	21 8%	10 13%	26 9%	33 8%	25 9%	55 11%	31 6%
Don't know/Refused	7 1%	1 1%	2 2%	1 1%	2 0	1 1%	0 -	3 1%	3 1%	1 0	2 0	5 1%
TOPBOX & LOWBOX SUMMARY												
Favour (Top2Box)	819 82%	115 87%	78 80%	51 75%	318 84%	197 80%	60 77%	243 83%	322 81%	242 82%	388 80%	430 83%
Oppose (Low2Box)	176 18%	17 13%	17 18%	16 24%	60 16%	49 20%	18 23%	48 16%	74 18%	51 17%	94 19%	82 16%

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, strongly or somewhat, a rule requiring that all big trucks be equipped with electronic devices to record actual driving hours ?

Proportions/Mean: Columns Tested (5% risk level) - A/B

Proportions/means: Columns tested (5% risk level) - A/B		DRIVE A VEHICLE	
	TOTAL	Yes	No
		A	B
Base: All respondents			
Unweighted Base	1001	827	174
Weighted Base	1001	831	170
Favour strongly	498 50%	413 50%	85 50%
Favour somewhat	320 32%	270 32%	50 30%
Oppose somewhat	90 9%	77 9%	13 8%
Oppose strongly	85 9%	68 8%	17 10%
Don't know/Refused	7 1%	3 0	4 2% A
TOPBOX & LOWBOX SUMMARY			
Favour (Top2Box)	819 82%	683 82%	136 80%
Oppose (Low2Box)	176 18%	145 18%	30 18%

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. The introduction of training programs and on-board monitoring devices are measures which will assist truckers working a longer work week ?

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

Similar Base		REGION						AGE			GENDER	
	TOTAL	BC	ALB	SK/MN	ONT	QUE *	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Base: All respondents												
Unweighted Base	1001	133	97	68	379	247	77	297	413	275	454	547
Weighted Base	1001	132	97*	68*	379	247	77*	294	399	294	484	517
Strongly agree	286	44	37	19	113	52	20	99	119	67	148	138
	29%	33%	38%	28%	30%	21%	26%	34%	30%	23%	31%	27%
Somewhat agree	314	33	31	22	131	70	27	102	118	91	156	158
	31%	25%	32%	32%	35%	28%	35%	35%	30%	31%	32%	31%
Somewhat disagree	180	24	12	16	53	63	13	53	68	57	85	95
	18%	18%	12%	23%	14%	25%	17%	18%	17%	19%	18%	18%
Strongly disagree	195	29	14	11	72	55	15	39	85	65	87	108
	20%	22%	14%	16%	19%	22%	19%	13%	21%	22%	18%	21%
Don't know/Refused	26	3	4	0	10	7	2	1	10	14	9	18
	3%	2%	4%	-	3%	3%	3%	0	2% G	5% G	2%	3%
TOPBOX & LOWBOX SUMMARY												
Agree (Top2Box)	599	77	67	41	244	122	47	201	236	158	303	296
	60%	58%	70% E	60%	64% E	49%	61%	68% HI	59%	54%	63%	57%
Disagree (Low2Box)	375	52	26	27	125	117	28	92	153	122	172	203
	38%	40% B	26%	40%	33%	48% BD	36%	31%	38%	41% G	36%	39%

* Polling among Quebec respondents for this statement conducted September 7-9, 2004.

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. The introduction of training programs and on-board monitoring devices are measures which will assist truckers working a longer work week ?

Proportions/Mean: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

	TOTAL*	REGION TYPE		EDUCATION				INCOME		
		Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Base: All respondents										
Unweighted Base	1001	794	207	118	216	368	291	231	327	338
Weighted Base	1001	788	213	120	227	361	286	232	323	344
Strongly agree	286 29%	230 29%	56 26%	44 37% F	68 30%	106 29%	65 23%	76 33% H	69 21%	115 34% H
Somewhat agree	314 31%	247 31%	67 31%	31 26%	62 27%	121 33%	100 35%	69 30%	106 33%	115 33%
Somewhat disagree	180 18%	141 18%	39 18%	15 13%	36 16%	55 15%	71 25% CDE	40 17%	60 19%	61 18%
Strongly disagree	195 20%	149 19%	46 22%	26 22%	53 23% F	70 19%	46 16%	40 17%	77 24% I	52 15%
Don't know/Refused	26 3%	20 3%	6 3%	4 3%	9 4% F	9 2%	3 1%	7 3% I	11 3% I	1 0
TOPBOX & LOWBOX SUMMARY										
Agree (Top2Box)	599 60%	477 61%	122 57%	75 62%	130 57%	227 63%	166 58%	145 63%	175 54%	230 67% H
Disagree (Low2Box)	375 38%	290 37%	85 40%	41 34%	88 39%	125 35%	117 41%	80 34%	137 42% I	113 33%

* Polling among Quebec respondents for this statement conducted September 7-9, 2004.

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. The introduction of training programs and on-board monitoring devices are measures which will assist truckers working a longer work week ?

Proportions/Mean: Columns Tested (5% risk level) - A/B

		DRIVE A VEHICLE	
	TOTAL*	Yes	No
		A	B
Base: All respondents			
Unweighted Base	1001	821	179
Weighted Base	1001	822	178
Strongly agree	286 29%	227 28%	58 33%
Somewhat agree	314 31%	264 32%	50 28%
Somewhat disagree	180 18%	149 18%	31 18%
Strongly disagree	195 20%	166 20%	29 16%
Don't know/Refused	26 3%	17 2%	9 5% A
TOPBOX & LOWBOX SUMMARY			
Agree (Top2Box)	599 60%	490 60%	109 61%
Disagree (Low2Box)	375 38%	315 38%	60 34%

* Polling among Quebec respondents for this statement conducted September 7-9, 2004.

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. Increasing the legal work limit will bring freight transportation costs down and will cut prices for consumers ?

Proportions/Mean: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

		REGION TYPE		EDUCATION				INCOME		
	TOTAL	Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Base: All respondents										
Unweighted Base	1001	794	207	114	214	378	289	213	330	356
Weighted Base	1001	792	209	112	221	374	289	207	330	364
Strongly agree	87 9%	67 8%	20 10%	17 15% EF	19 9%	29 8%	20 7%	23 11%	24 7%	32 9%
Somewhat agree	250 25%	209 26%	41 20%	22 20%	55 25%	92 25%	81 28%	49 23%	80 24%	99 27%
Somewhat disagree	260 26%	203 26%	57 27%	18 16%	48 22%	104 28% C	88 30% CD	50 24%	83 25%	100 28%
Strongly disagree	390 39%	303 38%	87 42%	52 46% F	96 43% F	147 39%	95 33%	83 40%	137 42%	130 36%
Don't know/Refused	14 1%	10 1%	4 2%	3 3% E	3 1%	2 0	5 2%	3 1%	6 2%	3 1%
TOPBOX & LOWBOX SUMMARY										
Agree (Top2Box)	337 34%	275 35%	62 30%	39 35%	74 33%	121 32%	101 35%	72 35%	104 32%	131 36%
Disagree (Low2Box)	650 65%	506 64%	144 69%	69 62%	144 65%	251 67%	183 63%	133 64%	220 67%	231 63%

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. Increasing the legal work limit will bring freight transportation costs down and will cut prices for consumers?

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

		REGION						AGE			GENDER	
	TOTAL	BC	ALB	SK/MN	ONT	QUE	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Base: All respondents												
Unweighted Base	1001	133	97	68	379	247	77	285	407	293	457	544
Weighted Base	1001	132	97*	68*	379	247	77*	294	399	294	484	517
Strongly agree	87 9%	11 8%	5 6%	7 10%	28 7%	26 11%	10 12%	31 11%	32 8%	23 8%	40 8%	47 9%
Somewhat agree	250 25%	33 25%	25 25%	21 30%	100 26%	59 24%	13 17%	99 34% HI	90 23%	55 19%	120 25%	130 25%
Somewhat disagree	260 26%	35 26%	32 33%	22 33%	90 24%	58 23%	22 28%	82 28%	107 27%	69 23%	115 24%	144 28%
Strongly disagree	390 39%	49 37%	33 34%	18 26%	158 42% C	99 40% C	33 43% C	79 27%	166 42% G	140 48% G	203 42%	188 36%
Don't know/Refused	14 1%	4 3%	1 1%	1 1%	4 1%	5 2%	0 -	2 1%	5 1%	6 2%	5 1%	8 2%
TOPBOX & LOWBOX SUMMARY												
Agree (Top2Box)	337 34%	44 34%	30 31%	27 40%	128 34%	85 34%	22 29%	131 45% HI	122 31%	78 27%	161 33%	177 34%
Disagree (Low2Box)	650 65%	84 64%	66 68%	40 59%	248 65%	157 64%	55 71%	161 55%	272 68% G	210 71% G	318 66%	332 64%

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. 4) Increasing the legal work limit will bring freight transportation costs down and will cut prices for consumers ?

Proportions/Mean: Columns Tested (5% risk level) - A/B

		DRIVE A VEHICLE	
	TOTAL	Yes	No
		A	B
Base: All respondents			
Unweighted Base	1001	827	174
Weighted Base	1001	831	170
Strongly agree	87 9%	70 8%	17 10%
Somewhat agree	250 25%	195 23%	56 33% A
Somewhat disagree	260 26%	231 28% B	28 17%
Strongly disagree	390 39%	323 39%	67 40%
Don't know/Refused	14 1%	12 1%	2 1%
TOPBOX & LOWBOX SUMMARY			
Agree (Top2Box)	337 34%	265 32%	72 42% A
Disagree (Low2Box)	650 65%	554 67% B	96 56%

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

Proportions/Means: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

	TOTAL	REGION TYPE		EDUCATION				INCOME		
		Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Base: All respondents										
Unweighted Base	1001	794	207	114	214	378	289	213	330	356
Weighted Base	1001	792	209	112	221	374	289	207	330	364
Favour strongly	43 4%	31 4%	12 6%	6 5% F	14 6% F	18 5% F	4 1%	13 6%	14 4%	15 4%
Favour somewhat	93 9%	76 10%	17 8%	7 6%	23 11%	33 9%	30 10%	11 5%	26 8%	47 13% GH
Oppose somewhat	149 15%	122 15%	27 13%	13 12%	36 16%	57 15%	42 15%	39 19%	45 14%	53 14%
Oppose strongly	697 70%	547 69%	150 72%	83 74%	143 65%	263 70%	205 71%	141 68%	235 71%	249 68%
Don't know/Refused	19 2%	16 2%	3 2%	3 2%	4 2%	3 1%	8 3%	3 1%	10 3% I	2 0
TOPBOX & LOWBOX SUMMARY										
Favour (Top2Box)	136 14%	107 14%	28 14%	13 11%	37 17%	51 14%	34 12%	24 12%	40 12%	61 17%
Oppose (Low2Box)	846 85%	669 84%	177 85%	96 86%	179 81%	321 86%	247 86%	181 87%	280 85%	301 83%

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

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

		REGION						AGE			GENDER	
	TOTAL	BC	ALB	SK/MN	ONT	QUE	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Base: All respondents												
Unweighted Base	1001	133	97	68	379	247	77	285	407	293	457	544
Weighted Base	1001	132	97*	68*	379	247	77*	294	399	294	484	517
Favour strongly	43 4%	8 6% F	4 4%	5 8% F	12 3%	14 6% F	0 -	17 6%	14 3%	11 4%	28 6% K	15 3%
Favour somewhat	93 9%	12 9%	12 13% D	7 10%	21 5%	32 13% D	8 11%	36 12%	34 8%	24 8%	67 14% K	26 5%
Oppose somewhat	149 15%	24 18%	18 19%	13 20%	48 13%	37 15%	9 11%	59 20% I	59 15% I	28 10%	76 16%	73 14%
Oppose strongly	697 70%	86 65%	61 63%	39 57%	288 76% ABCE	163 66%	60 78% BC	175 60%	287 72% G	224 76% G	308 64%	389 75% J
Don't know/Refused	19 2%	3 2%	1 1%	4 5% E	10 3%	2 1%	0 -	6 2%	5 1%	7 2%	5 1%	14 3% J
TOPBOX & LOWBOX SUMMARY												
Favour (Top2Box)	136 14%	20 15% D	17 17% D	12 18% D	33 9%	46 18% D	8 11%	53 18% HI	48 12%	35 12%	95 20% K	41 8%
Oppose (Low2Box)	846 85%	110 83%	79 82%	52 77%	337 89% CE	199 81%	69 89%	235 80%	346 87% G	253 86%	384 79%	462 89% J

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

Proportions/Mean: Columns Tested (5% risk level) - A/B

Proportions/Mean/Std. Columns Tested (5% risk level) - A/B		DRIVE A VEHICLE		
		TOTAL	Yes	No
			A	B
Base: All respondents				
Unweighted Base		1001	827	174
Weighted Base		1001	831	170
Favour strongly		43 4%	32 4%	11 6%
Favour somewhat		93 9%	79 10%	13 8%
Oppose somewhat		149 15%	112 13%	37 22%
Oppose strongly		697 70%	595 72% B	103 61%
Don't know/Refused		19 2%	13 2%	6 3%
TOPBOX & LOWBOX SUMMARY				
Favour (Top2Box)		136 14%	112 13%	24 14%
Oppose (Low2Box)		846 85%	706 85%	140 82%

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

Proportions/Means: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

	TOTAL	REGION TYPE		EDUCATION				INCOME		
		Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Base: All respondents										
Unweighted Base	1001	794	207	114	214	378	289	213	330	356
Weighted Base	1001	792	209	112	221	374	289	207	330	364
Favour strongly	22 2%	18 2%	4 2%	3 2%	6 3%	8 2%	5 2%	6 3%	5 2%	9 3%
Favour somewhat	39 4%	36 4%	4 2%	4 3%	13 6%	12 3%	9 3%	4 2%	16 5%	17 5%
Oppose somewhat	110 11%	91 11%	19 9%	11 10%	22 10%	43 11%	34 12%	27 13%	35 11%	40 11%
Oppose strongly	820 82%	638 81%	182 87% A	94 84%	177 80%	309 82%	236 82%	169 81%	270 82%	295 81%
Don't know/Refused	11 1%	9 1%	1 1%	0 -	2 1%	2 1%	5 2%	1 0	4 1%	3 1%
TOPBOX & LOWBOX SUMMARY										
Favour (Top2Box)	61 6%	54 7%	7 4%	6 6%	20 9%	21 5%	14 5%	11 5%	21 6%	26 7%
Oppose (Low2Box)	929 93%	729 92%	200 96%	105 94%	199 90%	352 94%	269 93%	196 95%	306 93%	335 92%

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

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

		REGION						AGE			GENDER	
	TOTAL	BC	ALB	SK/MN	ONT	QUE	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Base: All respondents												
Unweighted Base	1001	133	97	68	379	247	77	285	407	293	457	544
Weighted Base	1001	132	97*	68*	379	247	77*	294	399	294	484	517
Favour strongly	22 2%	3 2%	2 2%	2 2%	5 1%	8 3%	2 3%	9 3%	8 2%	6 2%	18 4% K	4 1%
Favour somewhat	39 4%	10 8% D	5 5% D	4 6% D	4 1%	13 5% D	3 3%	21 7% HI	8 2%	9 3%	29 6% K	10 2%
Oppose somewhat	110 11%	9 7%	18 18% ADE	11 16%	40 11%	23 9%	8 10%	47 16% I	46 12% I	14 5%	68 14% K	42 8%
Oppose strongly	820 82%	108 81%	71 73%	51 76%	327 86% BC	200 81%	63 82%	216 73%	330 83% G	263 89% GH	365 76%	454 88% J
Don't know/Refused	11 1%	2 2%	1 1%	0 -	3 1%	3 1%	1 2%	1 0	7 2%	2 1%	4 1%	7 1%
TOPBOX & LOWBOX SUMMARY												
Favour (Top2Box)	61 6%	13 10% D	7 7% D	6 8% D	9 2%	22 9% D	5 6%	30 10% HI	16 4%	14 5%	47 10% K	15 3%
Oppose (Low2Box)	929 93%	117 88%	89 92%	62 92%	367 97% ABE	223 90%	71 92%	263 89%	376 94% G	277 94% G	433 90%	496 96% J

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

Proportions/Mean: Columns Tested (5% risk level) - A/B

Proportions/Means: Columns Tested (5% risk level) - A/B		DRIVE A VEHICLE	
	TOTAL	Yes	No
		A	B
Base: All respondents			
Unweighted Base	1001	827	174
Weighted Base	1001	831	170
Favour strongly	22 2%	15 2%	7 4%
Favour somewhat	39 4%	34 4%	6 3%
Oppose somewhat	110 11%	83 10%	27 16% A
Oppose strongly	820 82%	693 83% B	127 75%
Don't know/Refused	11 1%	7 1%	4 2%
TOPBOX & LOWBOX SUMMARY			
Favour (Top2Box)	61 6%	49 6%	12 7%
Oppose (Low2Box)	929 93%	776 93%	154 90%

Do you drive a vehicle ?

Proportions/Means: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I

Proportions/means: Columns Tested (5% risk level) - A/B - C/D/E/F - G/H/I										
	TOTAL	REGION TYPE		EDUCATION				INCOME		
		Urban	Rural	<HS	HS	Post sec	University	<\$30K	\$30K-<\$60K	\$60K +
		A	B	C	D	E	F	G	H	I
Base: All respondents										
Unweighted Base	1001	794	207	114	214	378	289	213	330	356
Weighted Base	1001	792	209	112	221	374	289	207	330	364
Yes	831	639	192	81	169	317	259	127	287	337
	83%	81%	92%	72%	77%	85%	90%	61%	87%	93%
No		A				CD	CD		G	GH
	170	153	17	31	52	57	29	81	43	27
	17%	19%	8%	28%	23%	15%	10%	39%	13%	7%
		B		EF	EF			HI	I	

Do you drive a vehicle ?

Proportions/Means: Columns Tested (5% risk level) - A/B/C/D/E/F - G/H/I - J/K

* small base

Small Base		REGION						AGE			GENDER	
	TOTAL	BC	ALB	SK/MN	ONT	QUE	ATL	18-34	35-54	55+	Male	Female
		A	B	C	D	E	F	G	H	I	J	K
Base: All respondents												
Unweighted Base	1001	133	97	68	379	247	77	285	407	293	457	544
Weighted Base	1001	132	97*	68*	379	247	77*	294	399	294	484	517
Yes	831 83%	111 84%	84 86%	60 88%	309 81%	206 83%	62 81%	223 76%	355 89% GI	242 82%	420 87% K	411 79%
No	170 17%	22 16%	13 14%	8 12%	71 19%	41 17%	15 19%	71 24% H	44 11%	52 18% H	63 13%	106 21% J