

Canadian Transportation Economic Account, 2017 to 2020, 2021 (revised)

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In 2021, output of transportation activities reached \$429.5 billion and accounted for 8.3% of Canada's gross domestic product

The output of all transportation activities, as defined by the Canadian Transportation Economic Account (CTEA), was \$429.5 billion in 2021. The total contribution to gross domestic product (GDP) was \$203.0 billion, representing 8.3% of Canada's GDP.

The output by the for-hire transportation industries was \$201.8 billion in 2021, while own-account production of air, rail, water, and trucking services by the non-transportation industries was \$43.2 billion. Households produced \$184.5 billion of own-account transportation services.

Table 1
Output and gross domestic product (GDP) of for-hire and own-account transportation by mode, 2021, in current dollars

	Output			GDP (at basic prices)		
	For-hire	Own-account	Total	For-hire	Own-account	Total
	millions of dollars					
Air	13,139	446	13,585	4,039	162	4,201
Rail	16,598	681	17,279	11,257	452	11,709
Water	4,273	697	4,970	1,633	248	1,881
Truck	75,878	41,376	117,254	25,752	17,285	43,037
Other modes	91,918	...	91,918	51,972	...	51,972
Total for all modes	201,806	43,200	245,006	94,653	18,147	112,800
Household production of transportation services	...	184,485	184,485	...	90,227	90,227
Total	201,806	227,685	429,491	94,653	108,374	203,027

... not applicable

Source(s): Data tables for the Canadian Transportation Economic Account, 2021 (1401).

Share of own-account transportation by mode in 2021

Own-account production of air, rail, water and truck transportation services by the non-transportation industries was \$43.2 billion in 2021. The share of own-account production to total production for these four modes of transportation was 28.2%.

In 2021, the most significant own-account activity was trucking, accounting for 96.0% of own-account transportation activity. Own-account trucking accounted for 35.3% of total trucking activity in Canada. Own-account activity for the other modes of transportation was smaller, at \$1.8 billion combined, representing 5.1% of the total domestic supply.

Canadian transportation from 2017 to 2021

Total production of air, rail, water, and truck transportation in Canada was \$144.4 billion in 2017 and \$153.1 billion in 2021. The total for these four modes of transportation peaked in 2019, at \$160.3 billion, and fell to \$134.3 billion in 2020 during the COVID-19 pandemic.

The recovery from the pandemic varied by mode and by type of transportation activity. In 2021, for-hire-trucking, as well as own-account transportation for all four modes of transportation, had fully recovered from the pandemic. In contrast, for-hire air, rail and water transportation services had not yet fully recovered to pre-pandemic levels by 2021. For-hire air transportation services were by far the most impacted mode by the pandemic.



Table 2
Output of for-hire and own-account transportation by mode, in current dollars

	For-hire					Own-account					Total
	Air	Rail	Water	Truck	Total	Air	Rail	Water	Truck	Total	
millions of dollars											
2017	25,530	14,570	5,129	59,488	104,717	330	537	543	38,236	39,647	144,364
2018	27,426	16,007	4,952	65,102	113,487	327	545	554	40,276	41,702	155,188
2019	29,392	17,060	4,832	70,819	122,102	340	595	606	36,679	38,220	160,323
2020	12,768	15,832	4,207	68,295	101,101	387	592	585	31,603	33,166	134,267
2021	13,139	16,598	4,273	75,878	109,888	446	681	697	41,376	43,200	153,088

Source(s): Data tables for the Canadian Transportation Economic Account, 2017-2021 (1401).

Trucking in Canada grew by 20.0% in current prices from \$97.7 billion in 2017 to \$117.3 billion in 2021. During this five-year period, for-hire-trucking grew at a faster pace (+27.6%) compared with own-account trucking (+8.2%). As such, the share of own-account trucking to total trucking fell from a high of 39.1% in 2017 to 35.3% in 2021.

Table 3
Ratio of own-account, output of trucking

	For-hire trucking	Own-account trucking	Total trucking	Ratio of own-account
millions of dollars				
				%
2017	59,488	38,236	97,724	39.1
2018	65,102	40,276	105,378	38.2
2019	70,819	36,679	107,498	34.1
2020	68,295	31,603	99,897	31.6
2021	75,878	41,376	117,254	35.3

Source(s): Data tables for the Canadian Transportation Economic Account, 2017-2021 (1401).

The evolution of air, rail, and water transportation was different than that of trucking. The own-account activity for the three modes of transportation combined grew by 29.4% from 2017 to 2021, whereas the for-hire services fell by 24.8%, mostly because of the significant decline in for-hire air transportation services.

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Note to readers

The Canadian Transportation Economic Account (CTEA) estimates are a supplement to the Canadian Supply and Use Tables (SUTs). The data is only available up to 2021 because it relies on the SUTs' production cycle. Because of their detailed and comprehensive nature, SUTs are published with a three-year lag. This delay is caused by the time required to gather and compile all the necessary source data. The CTEA provides a comprehensive measure of transportation services. This measure extends beyond the output of the traditional for-hire transportation industries by including own-account transportation services provided by industries outside the transportation sector and by households.

The CTEA presents own-account transportation by each mode as a separate industry. Therefore, in addition to the 12 existing for-hire transportation industries (air transportation, rail transportation, water transportation, truck transportation, urban transit systems, other transit and ground passenger transportation and scenic and sightseeing transportation, taxi and limousine service, crude oil and other pipeline transportation, pipeline transportation of natural gas, support activities for transportation, postal service, and couriers and messengers), five new own-account transportation industries are introduced in the CTEA, one for each of the four primary modes of transportation (air, rail, water and truck) and one for the Household Production of Transportation Services (HPTS) industry.

Valuing the production of own-account transportation services by industries has no impact on value added by industry and total gross domestic product (GDP). However, measuring HPTS, in the macroeconomic framework, increases GDP by the amount of depreciation and by certain taxes on motor vehicles owned by households.

The CTEA consists of four tables:

Supply: The supply table is a product by industry matrix that shows how much of each product is produced by each industry, as well as imported from outside Canada.

Use: The use table is a product by industry matrix that shows how much of each product is used by each industry as an intermediate input. It also shows use by final demand categories (such as personal expenditure, investment and government consumption), inventories and exports.

Direct requirements: The direct requirements table is a product by industry matrix that shows the cost of each product used by an industry per dollar of industry output, including the costs of for-hire and in-house transportation.

Total requirements: The total requirements table is an industry by product matrix that shows the sum of direct and indirect industry output required to produce a product for use by final demand (household consumption, government consumption, capital formation, and international exports).

Definitions, data sources and methods: survey number [1401](#).

Additional information can be found in the document "[Transportation Economic Account: Sources and Methods](#)."

To request the Canadian Transportation Economic Accounts, or to enquire about the concepts, methods or data quality of this release, contact Craig Stewart (613-851-7665; craig.stewart@statcan.gc.ca), Industry Accounts Division.

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