



# The Daily

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## MAJOR RELEASES

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- **Advanced technology and firm performance in the food processing sector, 1998** 2  
Food processing plants that adopted high technology by the end of the 1990s generally enjoyed a far superior growth in productivity than the companies that did not, according to a new research paper.

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## NEW PRODUCTS

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## MAJOR RELEASES

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### Advanced technology and firm performance in the food processing sector 1998

Food processing plants that adopted high technology by the end of the 1990s generally enjoyed a far superior growth in productivity than the companies that did not, according to a new research paper.

The study also found a strong link between growth in productivity and market share. Plants that adopted high technology enjoyed higher productivity and, as a result, recorded gains in market share throughout the decade.

Certain types of technology had a greater impact on growth than others. Information and communications technologies, such as local and wide area networks and inter-company computer networks, were most closely associated with a superior performance.

Food processing is Canada's third largest manufacturing industry, consisting of more than 3,000 establishments. In 1998, the industry employed nearly 230,000 people and boasted output of \$15 billion.

The study looked at some 60 advanced technologies identified on the 1998 Survey of Advanced Technology in the Canadian Food Processing Industry, ranging from communications to quality control to packaging.

By the end of the 1990s, 9 out of 10 food processing plants had adopted at least one of the 60 advanced technologies. About 7% used 20 or more.

Adoption rates were highest for local area networks, programmable logic controllers, and the use of advanced materials for packaging. At least one-third of firms had adopted these technologies by the late 1990s.

Other characteristics, such as the innovation stance of the firm, its business practices and human resource

#### *Note to readers*

*Previous studies have presumed that the adoption of advanced technology would lead to better firm performance. Until now, data needed to investigate this presumption were largely unavailable. This study uses a new set of data to address the issue, combining data on advanced technology use from a 1998 special survey with data on firm performance derived from administrative records covering the period from 1988 to 1997. This provides a more complete view of the links between advanced technology use and increased productivity in the food processing industry.*

strategies, influence the extent to which a firm adopts new advanced technologies. However, their direct impact on productivity growth, or market-share growth, is less than the indirect impact through their influence on technology use.

The economic analysis research paper *Impact of advanced technology use on firm performance in the Canadian food processing sector* (11F0027MIE2003012, free), the third in a series examining the relationship between firm performance and advanced technology use, is now available on Statistics Canada's website ([www.statcan.ca](http://www.statcan.ca)). From the *Our products and services* page, under *Browse our Internet publications*, choose *Free*, then *National accounts*.

The data file contains information on advanced technology use (by type of technology), plant characteristics such as size, nationality, emphasis given to training, and innovativeness, and plant performance including growth in productivity and market share.

For more information, or to enquire about the concepts, methods or data quality of this release, contact David Sabourin (613-951-3735; [sabodav@statcan.ca](mailto:sabodav@statcan.ca)), Industrial Organization and Finance Division. ■

## OTHER RELEASES

### Residential construction investment

First quarter 2003

The value of investment in the housing sector reached \$12.1 billion in the first quarter, up 15.9% from the first quarter of 2002. Of the three components of residential construction investment (new housing, renovations and acquisition costs), increased expenditures on new housing accounted for much of the gain.

Conditions favourable to the growth of the housing sector, such as attractive mortgage rates, a vigorous job market and a relatively limited supply of existing housing, continued to prevail.

### Residential construction investment

	First quarter 2002	First quarter 2003	First quarter 2002 to first quarter 2003
	\$ millions		% change
<b>Canada</b>	<b>10,452.9</b>	<b>12,111.0</b>	<b>15.9</b>
Newfoundland and Labrador	75.2	92.8	23.4
Prince Edward Island	25.3	36.0	42.3
Nova Scotia	288.3	294.9	2.3
New Brunswick	150.8	155.4	3.0
Quebec	1,921.4	2,431.1	26.5
Ontario	4,497.2	4,941.4	9.9
Manitoba	240.5	251.0	4.4
Saskatchewan	187.9	213.1	13.4
Alberta	1,480.3	1,706.7	15.3
British Columbia	1,566.2	1,948.1	24.4
Yukon	9.2	12.9	40.2
Northwest Territories	7.7	18.7	142.8
Nunavut	2.9	8.9	206.9

**Note:** Data may not add to totals because of rounding.

Investment in new housing reached \$6.3 billion in the first quarter, up an impressive 23.3% from the first quarter of 2002. The growth of this component is largely related to expenditures for the construction of new single family homes, which climbed 25.4% to \$4.3 billion. Investment for apartments also increased, but to a lesser extent (+22.7% to \$1.2 billion). For these two types of buildings, the growth in investment was the result of increases in both housing starts and the average value of projects.

Investment in renovations, the second-largest component, was up 8.3% from the first quarter of 2002,

reaching \$4.7 billion. Acquisition costs rose 14.1% to \$1.0 billion.

At the provincial level, Quebec registered the largest gain in dollar terms (+26.5% to \$2.4 billion), owing to substantial increases in expenditures for the construction of single family homes and apartments, along with increases in the other components, namely renovations and acquisition costs. Ontario posted the second strongest performance, with a gain of 9.9% to \$4.9 billion, resulting from strong increases in investment for new single family homes and in the renovation component.

**Available on CANSIM: table 026-0013.**

**Information on methods and data quality available in the Integrated Meta Data Base: survey number 5016.**

For more information, or to enquire about the concepts, methods or data quality of this release, contact Michel Labonté (613-951-9690; [labomic@statcan.ca](mailto:labomic@statcan.ca)), Investment and Capital Stock Division. ■

### Domestic sales of refined petroleum products

April 2003 (preliminary)

Sales of refined petroleum products totalled 7 364 700 cubic metres in April, up 1.2 % from April 2002. Sales increased in five of the seven major product groups, with heavy fuel oil up 59 000 cubic metres, or 11.3%. Diesel fuel oil rose 31 600 cubic metres, or 1.9%, and aviation turbo fuel rose 24 800 cubic metres, or 5.4 %. Motor gasoline sales dropped 38 600 cubic metres, or 1.2%.

Sales of mid-grade (-11.5%), premium (-6.9%) and regular non-leaded (-0.4%) gasoline fell from April 2002.

Year-to-date sales of refined petroleum products at the end of April increased 4.6% from the same period of 2002. Sales rose in six of the seven major product groups, with the largest increase in heavy fuel oil (+560 300 cubic metres or +28.6%). Year-to-date sales of motor gasoline rose 196 100 cubic metres, or 1.6%, from the same period of 2002.

## Sales of refined petroleum products

	April 2002 <sup>r</sup>	April 2003 <sup>p</sup>	April 2002 to April 2003
	Thousands of cubic metres		% change
<b>Total, all products</b>	<b>7 274.7</b>	<b>7 364.7</b>	<b>1.2</b>
Motor gasoline	3 149.0	3 110.4	-1.2
Diesel fuel oil	1 691.8	1 723.4	1.9
Light fuel oil	447.5	440.5	-1.6
Heavy fuel oil	520.8	579.8	11.3
Aviation turbo fuels	457.3	482.1	5.4
Petrochemical feedstocks <sup>1</sup>	322.3	326.8	1.4
All other refined products	686.0	701.6	2.3
	Jan. to April 2002 <sup>r</sup>	Jan. to April 2003 <sup>p</sup>	Jan.–April 2002 to Jan.–April 2003
	Thousands of cubic metres		% change
<b>Total, all products</b>	<b>29 785.0</b>	<b>31 158.1</b>	<b>4.6</b>
Motor gasoline	12 367.5	12 563.6	1.6
Diesel fuel oil	7 025.8	7 354.7	4.7
Light fuel oil	2 396.8	2 723.6	13.6
Heavy fuel oil	1 959.5	2 519.8	28.6
Aviation turbo fuels	1 825.8	1 838.4	0.7
Petrochemical feedstocks <sup>1</sup>	1 494.2	1 432.0	-4.2
All other refined products	2 715.5	2 726.0	0.4

<sup>r</sup> Revised figures.

<sup>p</sup> Preliminary figures.

<sup>1</sup> Materials produced by refineries that are used by the petrochemical industry to produce chemicals, synthetic rubber and a variety of plastics.

Available on CANSIM: table 134-0004.

Information on methods and data quality available in the Integrated Meta Data Base: survey number 2150.

For more information, or to enquire about the concepts, methods or data quality of this release, contact the dissemination officer (1-866-873-8789; 613-951-9497; [energ@statcan.ca](mailto:energ@statcan.ca)), Manufacturing, Construction and Energy Division. ■

## Monthly railway carloadings

March 2003

Freight loaded on railways in Canada in March (excluding intermodal traffic) totalled 19.6 million metric tonnes, down 5.1% from March 2002. Canadian carriers reported 253,000 carloadings, a drop of 4.6% from March 2002. Tonnage loaded in March was up 13% from February and carloadings showed an equivalent rise. This increase is similar to what was observed in 2002.

The tonnage for intermodal traffic, represented by containers on flat cars and trailers on flat cars, increased 11% from March 2002. A little less than 2.2 million metric tonnes of intermodal cargo was loaded in March. This represents a rise of 13% from February, the same as observed for the non-intermodal freight.

The cumulative total tonnage for freight loaded (excluding intermodal traffic) for the first three months of 2003 reached 55.2 million tonnes.

Loadings of sand, gravel and crushed stone reached a peak tonnage of 0.35 million tonnes. Coal loadings continued to show a slow decline, partly a reflection of mine closures.

Available on CANSIM: table 404-0002.

Information on methods and data quality available in the Integrated Meta Data Base: survey number 2732.

The March 2003 issue of *Monthly railway carloadings*, Vol. 80, no. 3 (52-001-XIE, \$8/\$77) is now available. See *How to order products*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Jean-Robert Larocque (1-866-500-8400; fax: 613-951-0009; [transportationstatistics@statcan.ca](mailto:transportationstatistics@statcan.ca)), Transportation Division. ■

## Pipeline transportation of crude oil and refined petroleum products

September 2002

Data on the net receipts of crude oil and equivalent hydrocarbons, liquefied petroleum gases and refined petroleum products, pipeline exports of crude oil and deliveries of crude oil by pipeline to Canadian refineries are now available for September 2002.

Available on CANSIM: tables 133-0001 to 133-0005.

Information on methods and data quality available in the Integrated Meta Data Base: survey numbers, including related surveys, 2148 and 2191.

For more information, or to enquire about the concepts, methods or data quality of this release, contact the dissemination officer (1-866-873-8789; 613-951-9497; [energ@statcan.ca](mailto:energ@statcan.ca)), Manufacturing, Construction and Energy Division. ■

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## Natural gas transportation and distribution

November 2002

Data on natural gas transportation and distribution are now available for November 2002.

**Available on CANSIM: tables 129-0001 to 129-0004.**

For general information or to order data, contact the dissemination officer (1-866-873-8789; 613-951-9497; [energ@statcan.ca](mailto:energ@statcan.ca)). To enquire about the concepts, methods or data quality of this release, contact Pierre Després (613-951-3579; [pierre.despres@statcan.ca](mailto:pierre.despres@statcan.ca)), Tom Lewis (613-951-3596; [tom.lewis@statcan.ca](mailto:tom.lewis@statcan.ca)) or Lloyd Cundell (613-951-7346; [lloyd.cundell@statcan.ca](mailto:lloyd.cundell@statcan.ca)), Manufacturing, Construction and Energy Division. ■

## Trucking industry

2001

Economic growth fell 3.2% in Canada's trucking industry in 2001, the largest decline among the eight segments in the nation's transportation sector, according to the latest analysis of the industry.

However, trucking still accounted for 31% of total output in the transportation sector, as measured by gross domestic product (GDP), the highest share among the sector's eight segments.

Trucking's share of output in transportation remained relatively consistent during the previous four years, ranging from 30.8% to 31.8%.

Rail transportation, trucking's main competitor, accounted for 12% of GDP in the transportation sector in 2001, virtually unchanged since 1998.

The Canadian trucking industry has shown signs of slowing down since 1999. This has been due to a number of factors: increased fuel costs, uncertainty about the economy, the cooling down of the US economy and the events of September 11, 2001.

In 2001, the roughly 1,900 long distance for-hire trucking companies based in Canada that had annual operating revenues of \$1 million or more generated \$14.7 billion in revenues, up 6.9% from 2000.

This rate of growth was slightly slower than the 7.3% gain in revenues in 2000, and considerably slower than the 15.9% increase in 1999.

These long distance carriers hauled 288 million metric tonnes of freight in 2001, up 3.4%.

Domestic shipments accounted for 74% of this total tonnage and 54% of revenues. Carriers hauled more than 29 million shipments within Canada, weighing 212.8 million tonnes. Domestic shipments generated more than \$7.9 billion in revenues.

Transborder movements accounted for 21% of total shipments and 46% of revenues. Carriers hauled 7.7 million shipments across the Canada-US border in 2001, with freight totalling more than 75 million tonnes. These transborder shipments generated \$6.8 billion in revenues.

The most frequent single commodity moved to or from the United States, other than miscellaneous transported products, was motor vehicles, parts and accessories.

In total, the transportation sector employed 475,500 people in 2001. A total of 161,600 people were working in trucking, up 2.7% from 2000. They accounted for 34% of all workers in transportation.

Data showed that carriers were generally profitable in 2001. For-hire trucking companies generated \$19.5 billion in total revenues and had \$18.4 billion in total expenses. The overall operating profit margin in 2001 was 5.7%, compared with 5.3% the year before.

However, operating profit margins for large carriers — those with annual revenues of between \$12 million and \$25 million — fell from 4.1% in 2000 to 3.9% in 2001.

The 2001 edition of *Trucking in Canada* (53-222-XIB, \$39) is now available. See *How to order products*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact John Ross (613-951-1922), Transportation Division. ■

## NEW PRODUCTS

**Impact of advanced technology use on firm performance in the Canadian food processing sector**, no. 12 in the Economic analysis research paper series  
**Catalogue number 11F0027MIE2003012** (free).

**Gross domestic product by industry**, March 2003, Vol. 17, no. 3  
**Catalogue number 15-001-XIE** (\$11/\$110).

**Monthly railway carloadings**, March 2003, Vol. 80, no. 3  
**Catalogue number 52-001-XIE** (\$8/\$77).

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**MAJOR RELEASES**

- **Urban transit, 1995** 2  
Changes in expenditures on taking urban transit; Canadians are riding it less and less. In 1996, each Canadian took an average of 860 out of 1 trips on some form of urban transit, the lowest level in the past 25 years.
- **Productivity, hourly compensation and unit labour cost, 1995** 4  
Growth in productivity among Canadian businesses was relatively weak again in 1996 accompanied by sluggish gains in employment and slow economic growth during the year.

**OTHER RELEASES**

- **High-wired Index, May 1997** 3
- **Short-term Expectations Survey** 2
- **Steel primary forms, week ending May 31, 1997** 12
- **Egg production, April 1997** 11

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