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The Daily

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MAJOR RELEASES

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MAJOR RELEASES

New motor vehicle sales

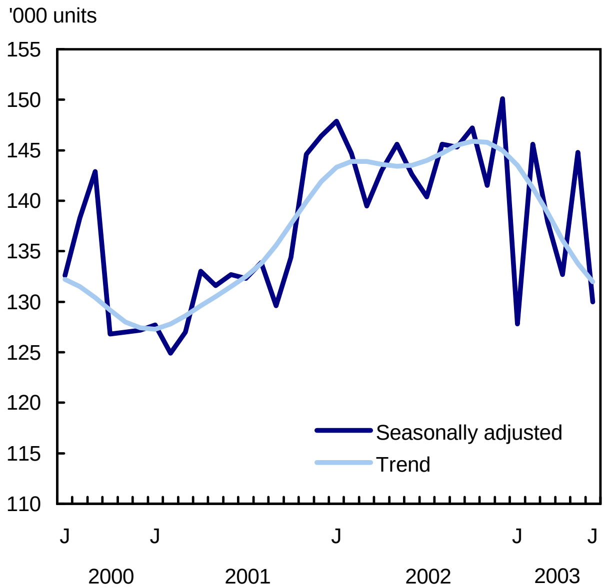
June 2003

New motor vehicle sales continue to seesaw, with sales dropping 10.2% in June after rising sharply (+9.1%) in May. In all, 129,997 new vehicles were sold in June, down 14,832 units from May, when an increase of 12,136 units was reported.

June's drop is attributable to both passenger cars and trucks. Trucks include minivans, sport-utility vehicles, light and heavy trucks, vans and buses.

With the drop recorded in June, the cumulative number of new motor vehicles sold in the first six months of 2003 was down 5.1% from the same period of 2002, a record year. Since the start of 2003, cumulative sales have consistently been lower than those for 2002.

New motor vehicle sales down sharply in June



On the basis of preliminary figures from the auto industry, the number of new motor vehicles sold in July is estimated to have rebounded approximately 11%, mainly because of strong truck sales.

New motor vehicle sales have gone through major fluctuations that make it difficult to interpret the current direction of sales for passenger cars and trucks. New motor vehicle sales remained at a high level throughout 2002. Previously, they had gone through a period of sustained growth during most of 2001.

> ***Note to readers***
>
> *All data in this release are seasonally adjusted unless otherwise indicated. Seasonally adjusted provincial data from January 1991 are available on CANSIM.*
>
> ***Passenger cars*** *include those used for personal and commercial purposes, such as taxis or rental cars.* ***Trucks*** *include minivans, sport-utility vehicles, light and heavy trucks, vans and buses.*
>
> ***North American-built new motor vehicles*** *include vehicles manufactured or assembled in Canada, the United States or Mexico. All other new motor vehicles are considered to have been manufactured overseas.*
>
> *For reasons of confidentiality, data for Yukon, the Northwest Territories and Nunavut are included with those for British Columbia.*

Sales decline for both cars and trucks

The incentive programs offered by major car makers were unable to prevent the erosion of sales in June for new cars and trucks.

In June, the number of new passenger cars sold was down compared with May, falling 8.6% to 70,031. This decline, which followed an increase in May, is almost entirely attributable to North American-built cars, whose sales dropped 11.7% from May. Overseas-built cars declined only 0.9%.

Sales of new passenger cars have been following a downward movement since the fall of 2002. Previously, they had maintained a high level through most of 2002, following an upward movement that began in early 2001.

The number of new trucks sold in June was down 12.1% from May to 59,966 vehicles. This decline followed a strong increase (+11.8%) in May.

New truck sales have maintained a downward movement in recent months, following a slightly upward movement that began in the summer of 2002. Previously, truck sales had generally remained stable for the first half of 2002.

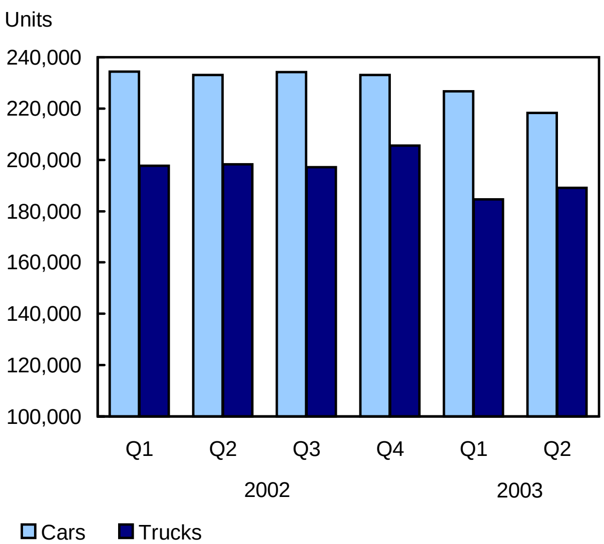
Second quarter: trucks fared better than passenger cars

The number of new motor vehicles sold in the second quarter of 2003 edged down 0.9% from the first quarter, when it had dropped 6.2%.

Unlike with passenger cars, the number of new trucks sold in the second quarter of 2003 increased. New truck sales in the second quarter advanced 2.5% from the first quarter, when they had fallen sharply (-10.2%), whereas sales of new passenger cars declined 3.7% during the same period.

The decline in the number of passenger cars sold in the second quarter is almost entirely attributable to low sales of overseas-built cars, which fell 11.3% whereas sales of North American-built cars remained almost unchanged (-0.1%) from the first quarter.

New truck sales advanced in the second quarter, while passenger car sales declined



Sales down in almost all provinces

In June, new motor vehicle sales declined in all provinces except Newfoundland and Labrador.

Newfoundland and Labrador reported the only increase (+2.7%) from May. Even so, new motor vehicle sales in Newfoundland and Labrador have remained generally flat since the fall of 2001. Previously, they had gone through a growth period that began at the start of 2001.

New motor vehicle sales in June decreased in all the other provinces, falling by more than the national average in Ontario (-14.5%) and Prince Edward Island (-17.0%).

Available on CANSIM: tables 079-0001 and 079-0002.

Definitions, data sources and methods: survey number 2402.

The June 2003 issue of *New motor vehicle sales* (63-007-XIB, $13/$124) will be available soon. See *How to order products*.

For general information or to order data, contact Client Services (1-877-421-3067; 613-951-3549; *retailinfo@statcan.ca*). To enquire about the concepts, methods or data quality of this release, contact Clérance Kimanyi (613-951-6363; *clerance.kimanyi@statcan.ca*), Distributive Trades Division.

□

New motor vehicle sales

	June 2002	May 2003[r]	June 2003[p]	June 2002 to June 2003	May to June 2003
	Seasonally adjusted				
	Number of vehicles			% change	
New motor vehicles	**142,628**	**144,829**	**129,997**	**-8.9**	**-10.2**
Passenger cars	77,145	76,639	70,031	-9.2	-8.6
North American[1]	53,106	54,971	48,564	-8.6	-11.7
Overseas	24,039	21,669	21,466	-10.7	-0.9
Trucks, vans and buses	65,483	68,189	59,966	-8.4	-12.1
New motor vehicles					
Newfoundland and Labrador	1,992	2,051	2,106	5.7	2.7
Prince Edward Island	402	435	361	-10.2	-17.0
Nova Scotia	3,610	3,942	3,687	2.1	-6.5
New Brunswick	3,349	3,315	3,195	-4.6	-3.6
Quebec	36,182	37,206	34,179	-5.5	-8.1
Ontario	57,716	58,570	50,054	-13.3	-14.5
Manitoba	3,954	4,099	3,984	0.8	-2.8
Saskatchewan	3,410	3,486	3,265	-4.3	-6.3
Alberta	17,652	16,958	15,513	-12.1	-8.5
British Columbia[2]	17,064	14,768	13,653	-20.0	-7.6

	June 2002	May 2003	June 2003[p]	June 2002 to June 2003
	Unadjusted			
	Number of vehicles			% change
New motor vehicles	**168,305**	**185,419**	**149,816**	**-11.0**
Passenger cars	90,387	103,507	80,086	-11.4
North American[1]	62,931	74,880	55,824	-11.3
Overseas	27,456	28,627	24,262	-11.6
Trucks, vans and buses	77,918	81,912	69,730	-10.5
New motor vehicles				
Newfoundland and Labrador	2,667	3,201	2,801	5.0
Prince Edward Island	544	615	490	-9.9
Nova Scotia	4,519	6,021	4,461	-1.3
New Brunswick	4,218	4,758	4,033	-4.4
Quebec	40,561	51,074	38,328	-5.5
Ontario	67,620	70,440	58,716	-13.2
Manitoba	4,275	5,104	4,239	-0.8
Saskatchewan	3,712	4,163	3,476	-6.4
Alberta	20,090	21,454	17,437	-13.2
British Columbia[2]	20,099	18,589	15,835	-21.2

r *Revised figures.*
p *Preliminary figures.*
1 *Manufactured or assembled in Canada, the United States or Mexico.*
2 *Includes Yukon, the Northwest Territories and Nunavut.*

■

OTHER RELEASES

Non-residential building construction price index

Second quarter 2003

The composite price index (1997=100) for non-residential building construction in the second quarter was 118.5, up 0.8% from the first quarter and 3.0% from the second quarter of 2002, the highest year-to-year percentage change measured since an increase of 3.7% in the second quarter of 2001.

Toronto's index rose 1.2% from the first quarter, followed by Halifax and Ottawa (both +1.1%), Calgary (+0.8%), Edmonton (+0.7%) and Montréal (+0.6%). Vancouver's index dropped 0.1%.

Ottawa and Toronto had the highest change (both +4.0%) compared with the second quarter of 2002, followed by Calgary (+3.4%), Edmonton (+2.9%), Halifax (+2.5%), Montréal (+2.4%) and Vancouver (+0.8%).

Non-residential building construction price indexes
(1997=100)

	Second quarter 2003	Second quarter 2002 to second quarter 2003	First quarter to second quarter 2003
		% change	
Composite	**118.5**	**3.0**	**0.8**
Halifax	109.5	2.5	1.1
Montréal	116.1	2.4	0.6
Ottawa	120.7	4.0	1.1
Toronto	123.7	4.0	1.2
Calgary	119.5	3.4	0.8
Edmonton	117.4	2.9	0.7
Vancouver	108.3	0.8	-0.1

Note: Non-residential building construction price indexes provide an indication of changes in construction costs in seven major urban areas (Halifax, Montréal, Ottawa, Toronto, Calgary, Edmonton and Vancouver). Three construction categories — industrial, commercial and institutional buildings — are represented by selected models (a light factory building, an office building, a warehouse, a shopping centre and a school).

Besides the major urban areas and composite indexes, a further breakdown of the changes in costs is available by trade group — structural, architectural, mechanical and electrical — within the building types. These price indexes are derived from surveys of general and special trade group contractors. They report data on various categories of costs (material, labour, equipment, taxes, overhead and profit) relevant to the detailed construction specifications included in the surveys.

Available on CANSIM: tables 327-0039 and 327-0040.

Definitions, data sources and methods: survey numbers, including related surveys, 2317 and 2330.

The second quarter 2003 issue of *Capital expenditure price statistics* (62-007-XPB, $24/$79) will be available in October. See *How to order products*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Rebecca McDougall (613 951-9606; fax: 613 951-1539; *infounit@statcan.ca*), Prices Division. ■

The taxi and limousine service industry

2001 (preliminary data)

The taxi and limousine service industry generated approximately $1,120 million in operating revenue in 2001, up a slight 2% from $1,094 million in 2000. However, operating expenses increased 4%, countering the effects of the increase in operating revenue on the profitability of businesses in this sector. As a result, the industry's profit margin (the difference between operating revenue and operating expenses) dropped nearly 4% from 2000 to 2001.

The industry is divided into two major segments. Taxi and limousine associations and companies accounted for about 1,700 businesses in 2001. Although this segment represents only 6% of the total number of businesses, it generated 43% of the total operating revenue for the sector. The other sector, self-employed taxi and limousine drivers, accounted for nearly 24,800 businesses, or 94% of all businesses, and generated 57% of the total operating revenue for the sector.

Overall, the taxi associations and companies segment is made up of a small number of large businesses, while the self-employed drivers segment is made up of a large number of small businesses. For example, in 2001, the average operating income of taxi associations and companies was $286,000, and the average operating margin was $15,000, or approximately 5% of their operating income. However, the operating income of self-employed drivers was $26,000, and the average operating margin was $7,000, or 28% of their operating income. This high proportion can be attributed to the fact that self-employed drivers often use their operating margin as personal income.

Compared with 2000, the operating margin of taxi associations and companies more than tripled, increasing from $8 million to nearly $26 million in 2001. Conversely, the operating margin of self-employed drivers decreased by 12%, falling from $205 million to $180 million in 2001. Although this is only a partial explanation, the situation is possibly connected to changes within these sectors between 2000 and 2001. For example, compared with 2000, the number of taxi associations and companies increased by 11%, while the number of self-employed drivers decreased by 5%.

Salaries, wages and benefits, as well as other purchased services (such as telecommunications costs), were the primary expenses for taxi associations and companies, representing 35% and 19% of total operating expenses, respectively. Repairs and maintenance costs (21%) and "other" operating expenses (16%) were the main operating expenses for self-employed drivers.

Ontario dominated operating revenue in 2001, generating about 38% of the total operating revenue in Canada, followed by Quebec with 23%. However, Quebec had the greatest number of businesses: 33% of all businesses in this sector, followed by Ontario with 28%. This can be explained by the fact that there were more than twice as many taxi associations and companies in Ontario than in Quebec in 2001.

Available on CANSIM: table 407-0001.

Definitions, data sources and methods: survey number 4707.

For general information or to order data, contact Jean-Robert Larocque (613-951-2486; *laroque@statcan.ca*). To enquire about the concepts, methods or data quality of this release, contact Denis Pilon (613-951-2707; *denis.pilon@statcan.ca*), Transportation Division. ■

Dairy statistics

June 2003 (preliminary)

Dairy manufacturers produced 33 946 kilolitres of ice cream in June, up 4 % from June 2002.

Available on CANSIM: tables 003-0007 to 003-0012, 003-0029, 003-0033, 003-0034 and 003-0046.

Definitions, data sources and methods: survey numbers, including related surveys, 3430, 3431 and 3432.

The second quarter 2003 issue of *The dairy review* (23-001-XIB, $27/$89) will be available soon. See *How to order products*.

For more information, contact Anna Michalowska (1-800-465-1991; 613-951-2442; fax: 613-951-3868), Agriculture Division. ■

NEW PRODUCTS

Whole farm database reference manual, 2003
Catalogue number 21F0005GPE
(free).

Whole farm database reference manual, 2003
Catalogue number 21F0005GIE
(free).

Production of eggs, June 2003
Catalogue number 23-003-XIB
(free).

Canada's balance of international payments, First quarter 2003, Vol. 51, no. 1
Catalogue number 67-001-XIB ($29/$93).

All prices are in Canadian dollars and exclude sales tax. Additional shipping charges apply for delivery outside Canada.

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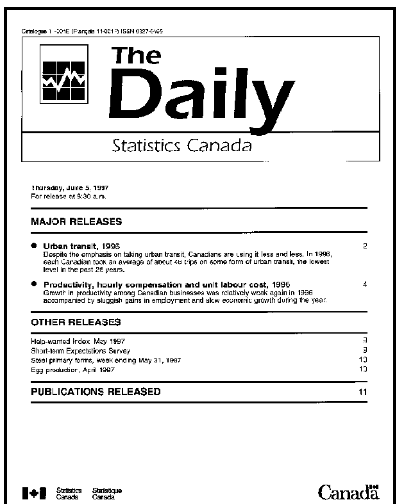
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MAJOR RELEASES

- **Urban transit, 1996** 2
  Despite the emphasis on taking urban transit, Canadians are using it less and less. In 1996, each Canadian took an average of about 45 trips on some form of urban transit, the lowest level in the past 25 years.
- **Productivity, hourly compensation and unit labour cost, 1996** 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.

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PUBLICATIONS RELEASED 11

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