

The Daily

Statistics Canada

Wednesday, July 14, 1999

For release at 8:30 a.m.

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- **New motor vehicle sales, May 1999** 2
Consumers purchased fewer new motor vehicles in May, causing a 3.8% drop from the number of vehicles sold in April.

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MAJOR RELEASES

New motor vehicle sales

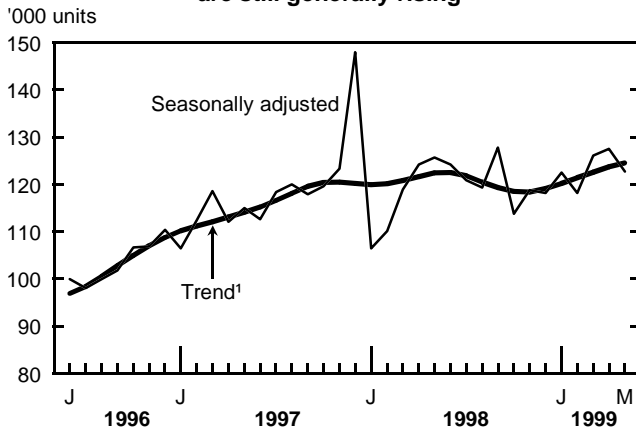
May 1999

Consumers purchased fewer new motor vehicles in May, causing a 3.8% drop from the number of vehicles sold in April. (All figures are seasonally adjusted unless otherwise indicated).

After two consecutive increases in March (+6.7%) and April (+1.1%), 122,652 new motor vehicles were sold in May, down 4,852 units from April. More than two-thirds of this drop is attributable to passenger cars.

Despite the decrease in May, the upward movement in new motor vehicle sales that began in November 1998 is continuing. Before November, sales that had been rising in the first part of 1998 had begun to slip in the summer. New motor vehicle sales had generally risen in 1996 and 1997.

Despite a decline in May, new motor vehicle sales are still generally rising



¹ The short-term trend represents a moving average of the data.

Passenger car and truck sales decline

After two consecutive monthly increases in March (+2.9%) and April (+3.9%), passenger car sales fell in May by 4.8% to 63,974 units. Despite this drop, an upward movement has been sustained since the fall of 1998. However, the increases are less pronounced than those in 1996 and in the first half of 1997.

In May, sales of North American-built cars fell 6.5% after rising for two consecutive months. Sales of overseas-built cars increased 0.8% following a jump of 16.3% in April. Since the spring of 1997, sales of

Note to readers

Passenger cars include those for personal and commercial purposes (such as taxis or rental cars). Trucks include minivans, sport-utility vehicles, light and heavy trucks, vans, coaches 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 imports (manufactured overseas).

For reasons of confidentiality, the Yukon, the Northwest Territories and Nunavut have been included with British Columbia.

North American-built cars had generally been declining until they rebounded slightly in the fall of 1998. Previously, sales had generally advanced since the spring of 1996. Sales of overseas-built cars have been advancing since the spring of 1997 following a period of stagnant sales that started at the beginning of 1996.

Truck sales in May declined 2.6% to 58,678 units. This follows a 1.9% decline in April. These two decreases came after a sizable gain in sales in March (+11.0%), which was strong enough to sustain an upward movement that began in early 1999. This movement was preceded by a period of declines extending over much of 1998. Consequently, truck sales in May were 5.1% lower than their level in May 1998.

North American-built vehicles lose market share

North American-built vehicles accounted for 84.8% (data not adjusted for seasonality) of all new motor vehicles sold in May, compared with 87.1% in May 1998. Over the same one-year period, the share of sales represented by North American-built cars fell sharply from 82.6% to 77.8%; the share for North American-built trucks rose from 92.3% to 93.1%.

Despite lower sales at the national level, some provinces posted an increase

At the national level, sales (not adjusted for seasonality) decreased 3.2% in May from the same month a year earlier. Over the same period, increases were posted in British Columbia (+3.0%), Newfoundland (+2.0%), Ontario (+0.6%) and New Brunswick (+0.1%). The largest declines were observed in the Prairies (-15.8%). Decreased sales in

May also occurred in Prince Edward Island (-6.5%), Quebec (-3.6%) and Nova Scotia (-3.1%).

Available on CANSIM: matrix 64.

The May 1999 issue of *New motor vehicle sales* (63-007-XIB, \$13/\$124) will be available at a later date. See *How to order publications*.

For data or general information, contact the Client Services Unit (613-951-3549; 1-877-421-3067; retailinfo@statcan.ca), Retail Trade Section, Distributive Trades Division. For analytical information, or to enquire about the concepts, methods and data quality of this release, contact Clérance Kimanyi (613-951-3592; kimacle@statcan.ca).

New motor vehicle sales

	May 1998	April 1999 ^r	May 1999 ^p	May 1998 to May 1999	April to May 1999
seasonally adjusted					
				% change	
New motor vehicles	125,680	127,504	122,652	-2.4	-3.8
Passenger cars	63,836	67,234	63,974	0.2	-4.8
North American ¹	51,775	52,228	48,854	-5.6	-6.5
Overseas	12,060	15,005	15,120	25.4	0.8
Trucks, vans and buses	61,844	60,271	58,678	-5.1	-2.6
Market share					
	May 1998	May 1999 ^p	May 1998 to May 1999	May 1998	May 1999
unadjusted					
				%	
New motor vehicles	158,144	153,101	-3.2		
Passenger cars	83,986	82,366	-1.9		
North American ¹	69,382	64,048	-7.7	82.6	77.8
Overseas	14,604	18,318	25.4	17.4	22.2
Trucks, vans and buses	74,158	70,735	-4.6		
North American ¹	68,450	65,852	-3.8	92.3	93.1
Overseas	5,708	4,883	-14.5	7.7	6.9

^r Revised figures.

^p Preliminary figures.

¹ Manufactured or assembled in Canada, the United States or Mexico.

OTHER RELEASES

Frozen fish

1998

Data on freezings of fish and end-of-year stocks for 1998 are now available.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Peter Zylstra (613-951-3511; zylspet@statcan.ca), Manufacturing, Construction and Energy Division. ■

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Thursday, June 3, 1997
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MAJOR RELEASES

- **Urban transit, 1995** 2
Despite the emphasis on taking urban transit, Canadians are using it less and less. In 1996, each Canadian took an average of about 60 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 notably weak again in 1996 accompanied by sluggish gains in employment and slow nominal growth during the year.

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