



# The Daily

Statistics Canada

**Monday, May 15, 2000**

For release at 8:30 a.m.

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## MAJOR RELEASES

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- **New motor vehicle sales, March 2000** 2  
Consumers returned to the showrooms in force in March, as the number of new motor vehicles sold rose 6.5% from the month before.

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## MAJOR RELEASES

### New motor vehicle sales

March 2000

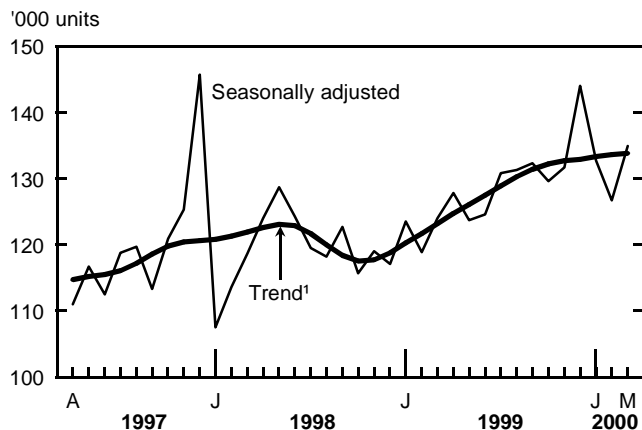
Consumers returned to the showrooms in force in March, as the number of new motor vehicles sold rose 6.5% from the month before.

The March increase followed declines in February (-4.6%) and January (-7.8%) and a substantial gain in December (+9.3%). New motor vehicle sales in March totalled 134,902 units, an increase of 8,218 over February. In terms of total number of vehicles sold, March 2000 and December 1999 are two of the three strongest months of the last ten years.

Two-thirds of the increase in March was attributable to passenger cars; the remainder consisted of trucks, which include minivans, sport-utility vehicles, light and heavy trucks, vans, coaches and buses.

Despite a slowdown in recent months, new motor vehicle sales have generally been rising since the end of 1998. Sales were relatively stable throughout most of 1998, but with sizable monthly fluctuations.

**New motor vehicles sales rebound following a slow start in 2000**



<sup>1</sup> The short-term trend represents a moving average of the data.

### More cars than trucks sold

In March, sales of passenger cars rebounded with an 8.2% increase over February to 72,041 vehicles. This increase was preceded by two major declines in February (-5.6%) and January (-11.6%), which followed a sizable gain of 12.4% in December.

#### Note to readers

All data in this release are seasonally adjusted. Seasonally adjusted provincial data from January 1991 to the present are now 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, 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 to have been manufactured overseas.

Data for Yukon, the Northwest Territories and Nunavut have been included with the data for British Columbia.

Sales of new passenger cars have been slowing since the end of 1999, after a period of growth that started in the fall of 1998. Prior to that, sales of new passenger cars had remained generally stable from the summer of 1997.

Although not as volatile as car sales, truck sales rose 4.6% in March compared with February, for a total of 62,861 vehicles sold. This increase followed decreases in February (-3.4%) and January (-3.0%). In December, the number of trucks sold increased by 5.7%.

Since the summer of 1999, new truck sales have remained relatively stable. They advanced through the first part of 1999, following a year of declines in 1998.

### Sales dip in first quarter of 2000

The declines in February and January led to a 2.7% decrease in the number of new motor vehicles sold in the first quarter of 2000 compared with the previous quarter. However, compared with the same period in 1999, the number of new motor vehicles sold in the first quarter of 2000 was up 7.6%.

The number of new passenger cars sold in the first quarter remained 5.2% lower than in the previous quarter. Quarterly sales of passenger cars were up 9.4% year-over-year.

Trucks recorded a 0.3% increase in number of units sold in the first quarter over the last three months of 1999. However, the year-over-year increase of 5.7% for the quarter was smaller than for passenger cars.

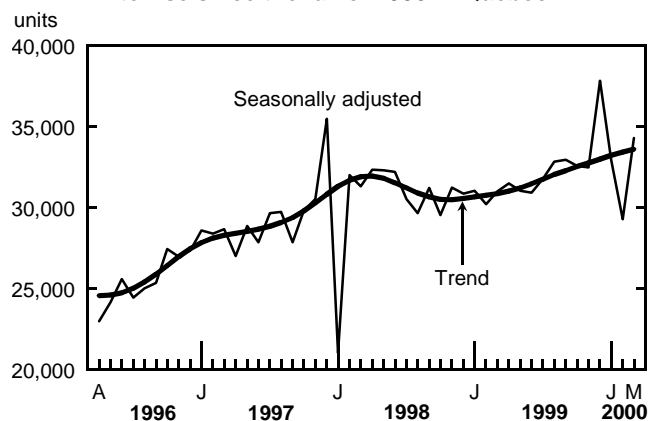
### Strong sales in Quebec

In March, new motor vehicle sales advanced in all provinces except Prince Edward Island and

Saskatchewan. The strongest increase over the previous month was in Quebec.

After significant declines in February (-11.1%) and January (-12.9%) following the striking gain of 16.5% in December, the number of new vehicles sold in Quebec advanced 17.1% in March compared with February. Except for the spring-to-autumn period of 1998, new motor vehicle sales in Quebec have generally been rising since the summer of 1996.

**New motor vehicle sales continue to rise since the fall of 1998 in Quebec**



For a third straight month, Prince Edward Island registered a decline in new motor vehicle sales (-4.8%). There has been little evidence of upward momentum for new motor vehicle sales in Prince Edward Island during recent years.

In Saskatchewan, new motor vehicle sales fell 3.5% in March, the third consecutive decrease. New motor vehicle sales in Saskatchewan have generally remained stable since the autumn of 1999, after a period of small increases that started at the beginning of that year. Prior to that, sales had declined throughout 1998.

**Available on CANSIM: matrix 64.**

The March 2000 issue of *New motor vehicle sales* (63-007-XIB, \$13/\$124) will be available shortly. 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](mailto:retailinfo@statcan.ca)). For analytical information, or to enquire about the concepts, methods or data quality of this release, contact Clérance Kimanyi (613-951-6363; [kimacle@statcan.ca](mailto:kimacle@statcan.ca)), Distributive Trades Division. □

## New motor vehicle sales

	March 1999	Feb. 2000 <sup>r</sup>	March 2000 <sup>p</sup>	March 1999 to March 2000	Feb. to March 2000
seasonally adjusted					
	number of vehicles			% change	
<b>New motor vehicles</b>	<b>124,035</b>	<b>126,684</b>	<b>134,902</b>	<b>8.8</b>	<b>6.5</b>
Passenger cars	63,719	66,599	72,041	13.1	8.2
North American <sup>1</sup>	50,697	50,373	54,811	8.1	8.8
Overseas	13,022	16,226	17,229	32.3	6.2
Trucks, vans and buses	60,315	60,085	62,861	4.2	4.6
<b>New motor vehicles</b>					
Newfoundland	1,990	1,941	2,105	5.8	8.4
Prince Edward Island	393	374	356	-9.4	-4.8
Nova Scotia	3,367	3,731	3,871	15.0	3.8
New Brunswick	3,212	3,590	3,758	17.0	4.7
Quebec	30,973	29,265	34,280	10.7	17.1
Ontario	51,993	54,307	56,879	9.4	4.7
Manitoba	3,557	3,570	3,701	4.0	3.7
Saskatchewan	2,756	3,036	2,929	6.3	-3.5
Alberta	12,943	13,507	13,664	5.6	1.2
British Columbia <sup>2</sup>	12,852	13,362	13,358	3.9	0.0
	March 1999	Feb. 2000	March 2000 <sup>p</sup>	March 1999 to March 2000	
unadjusted					
	number of vehicles			% change	
<b>New motor vehicles</b>	<b>144,526</b>	<b>98,803</b>	<b>155,495</b>	<b>7.6</b>	
Passenger cars	72,492	50,495	83,491	15.2	
North American <sup>1</sup>	58,627	38,829	64,126	9.4	
Overseas	13,865	11,666	19,365	39.7	
Trucks, vans and buses	72,034	48,308	72,004	0.0	
<b>New motor vehicles</b>					
Newfoundland	2,308	1,317	2,461	6.6	
Prince Edward Island	415	253	356	-14.2	
Nova Scotia	3,867	2,758	4,405	13.9	
New Brunswick	3,841	2,679	4,325	12.6	
Quebec	37,555	22,963	42,162	12.3	
Ontario	59,085	41,010	63,150	6.9	
Manitoba	4,037	2,739	4,169	3.3	
Saskatchewan	3,162	2,263	3,198	1.1	
Alberta	15,179	10,699	15,794	4.1	
British Columbia <sup>2</sup>	15,077	12,122	15,475	2.6	

<sup>r</sup> Revised figures.

<sup>p</sup> Preliminary figures.

<sup>1</sup> Manufactured or assembled in Canada, the United States or Mexico.

<sup>2</sup> Includes Yukon, the Northwest Territories and Nunavut.

## OTHER RELEASES

**Machinery and Equipment Price Index**

First quarter 2000

The Machinery and Equipment Price Index (MEPI) stood at 131.7 for the first quarter of 2000 (1986=100), down 0.5% from the previous quarter. The domestic and imported components decreased by 0.1% and 0.7% respectively. Compared with the first quarter of 1999, the overall index decreased 1.3% because the imported component fell (-2.3%) while the domestic component remained unchanged.

Compared with the last quarter, all sectors decreased in the index, but the most important were transport (-0.6%) and manufacturing (-0.4%). In the transport sector, telephone and air transport decreased 2.0% and 0.8% respectively. Most of the manufacturing industries showed a decrease, the largest contributors being chemicals (-0.5%), primary metals (-0.7%), transport equipment (-0.7%) and paper and allied (-0.3%), while an increase in the food and beverages industry (+0.4%) eased the manufacturing price decrease.

Year-over-year, the largest contributors to the price decrease were transport (-1.6%), manufacturing (-1.1%), and agriculture (-0.9%). The decrease in the transport sector was due to telephone (-4.0%), air transport (-2.8%) and electricity (-0.8%). In the case of manufacturing, chemical (-1.5%), paper and allied products (-1.4%) and primary metal (-1.6%) were the largest contributors to the annual decrease.

Compared with the previous quarter, several industrial products contributed substantially to the decrease of the index. These industrial products include specialized industrial equipment (-0.5%), telephone equipment (-2.3%), agriculture machinery excluding tractors (-0.7%), radar equipment (-7.6%), trucks (-0.2%) and specialized aircraft equipment (-2.5%). A 1.3% increase for parts in aircraft modifications eased the price drop.

The Canadian dollar was worth an average of 68.6 cents US in the first quarter, up 1.3% from the previous quarter and 4.0% year-over-year.

**Machinery And Equipment Price Index**  
(1986=100)

	Relative importance	First quarter 2000 <sup>P</sup>	Fourth quarter 1999 to first quarter 2000	First quarter 1999 to first quarter 2000
			% change	
<b>Machinery and equipment price index</b>	<b>100.0</b>	<b>131.7</b>	<b>-0.5</b>	<b>-1.3</b>
Agriculture	11.0	159.0	-0.2	-0.9
Forestry	1.5	143.9	-0.5	-0.3
Fishing	0.6	126.9	-0.2	-2.5
Mines, quarries and oil wells	6.0	134.3	-0.3	-1.1
Manufacturing	29.9	139.3	-0.4	-1.1
Construction	3.5	138.1	-0.5	-1.1
Transportation, communication, storage and utilities	25.9	123.1	-0.6	-1.6
Trade	4.0	118.8	-0.3	-1.1
Finance, insurance and real estate	1.8	108.3	-0.7	-1.2
Community, business and personal services	11.1	109.6	-0.5	-0.9
Public administration	4.7	128.1	-0.5	-1.8

<sup>P</sup> Preliminary figures.**Available on CANSIM: matrix 2023-2025.**

The first quarter 1999 issue of *Construction price statistics* (62-007-XPB, \$24/\$79) will be available in June. See *How to order publications*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Denise Potvin (613-951-3350; fax 613-951-1539; [infounit@statcan.ca](mailto:infounit@statcan.ca)), Prices Division. ■

**Pipeline transportation of crude oil and refined petroleum products**

February 2000

Net receipts of crude oil and equivalent hydrocarbons totalled 12 584 752 cubic metres in February, up 10.2% from February 1999. Year-to-date receipts to the end of February 2000 (25 629 567 cubic metres) were up 8.4% over the same period in 1999. Net receipts of liquefied petroleum gases and refined petroleum products in February (6 693 282 cubic metres) increased 3.3% from February 1999. Year-to-date receipts increased 2.8% to 13 566 266 cubic metres.

Pipeline exports of crude oil (5 547 829 cubic metres) increased 17.8% from February 1999, and pipeline imports (1 914 106 cubic metres) increased

23.7%. Year-to-date exports (11 654 885 cubic metres) were up 14.0% from 1999. Year-to-date imports (3 855 773 cubic metres) increased 30.6 %.

February deliveries of crude oil by pipeline to Canadian refineries totalled 5 793 851 cubic metres, an increase of 4.4% compared with February 1999. February deliveries of liquefied petroleum gases and refined petroleum products increased 3.8% to 613 529 cubic metres. Year-to-date deliveries of crude oil to refineries at the end of February 2000 totalled 11 617 666 cubic metres, up 2.5% from the same period in 1999.

**Available on CANSIM: matrices 181, and 591-595.**

The February 2000 issue of *Pipeline transportation of crude oil and refined petroleum products* (55-001-XIB, \$9/\$86) is now available. See *How to order publications*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Eleonore Harding (613-951-5708; [hardele@statcan.ca](mailto:hardele@statcan.ca)), Manufacturing, Construction and Energy Division. ■

## Railway carloadings

Seven-day period ending April 21, 2000

Non-intermodal traffic loaded during the seven-day period ending April 21, decreased 1.7% to 4.8 million tonnes compared to the same period of last year. The number of cars loaded decreased 1.2%.

Intermodal traffic tonnage totaled 423 000 tonnes, a 10.7% increase from the same period of last year. The year-to-date figures show an increase of 18.9%.

Total traffic decreased 0.8% during the period. This brought the year-to-date total to 84.4 million tonnes, an increase of 10.8% from the previous year.

All year-to-date figures have been revised.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Robert Larocque (613-951-2486; fax: 613-951-0009; [laroque@statcan.ca](mailto:laroque@statcan.ca)), Transportation Division. ■

## A portrait of Ontario's voluntary organizations in the 1990s

During the past decade, many voluntary organizations in Ontario have been pressured by budget cuts, new public policies and changing community demands. The new study, *Voluntary organizations in Ontario in the 1990s*, examines how voluntary groups are coping and the state of the voluntary sector in general.

It shows that volunteers are in short supply and that income instability is widespread in voluntary agencies. Difficulties are being experienced, particularly by small organizations, which have few options for expanding their funding base.

As part of an ongoing initiative to build a comprehensive knowledge base for the voluntary sector, this study provides and assesses information that could be included in a national statistical program on voluntary organizations.

*Voluntary organizations in Ontario in the 1990s* (75F0033MIE, free) is one in a series of studies on the nonprofit sector, conducted under the auspices of Statistics Canada's Nonprofit Sector Knowledge Base Project. It is available on Statistics Canada's Web site ([www.statcan.ca](http://www.statcan.ca)).

For more information, or to enquire about the concepts, methods or data in this document, contact Dr. Paul Reed, Senior Social Scientist (613-951-8217; [reedpau@statcan.ca](mailto:reedpau@statcan.ca)), Statistics Canada. ■

## PUBLICATIONS RELEASED

**Pipeline transportation of crude oil and refined petroleum products, February 2000**  
Catalogue number **55-001-XIB** (\$9/\$86).

**Employment, earnings and hours, February 2000**  
Catalogue number **72-002-XPB** (\$32/\$320).

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#### MAJOR RELEASES



- **Urban transit, 1995** 2  
Change the statistics on taking urban transit, Canadians are using it less and less. In 1995, each Canadian took an average of about 40 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 noticeably weak again in 1995, accompanied by sluggish gains in employment and slow moderate growth during the year.

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### Statistics Canada's official release bulletin

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