



The Daily

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MAJOR RELEASES

- **New motor vehicle sales, April 2002** 2
Motor vehicle dealers reported a 1.7% increase in new vehicles sold in April compared with March.
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NEW PRODUCTS



MAJOR RELEASES

New motor vehicle sales

April 2002

Motor vehicle dealers reported a 1.7% increase in the number of new vehicles sold in April compared with March, when sales declined 3.7%. Despite three consecutive monthly decreases, sales for the first four months of 2002 were 11.9% higher than sales for the same period of 2001.

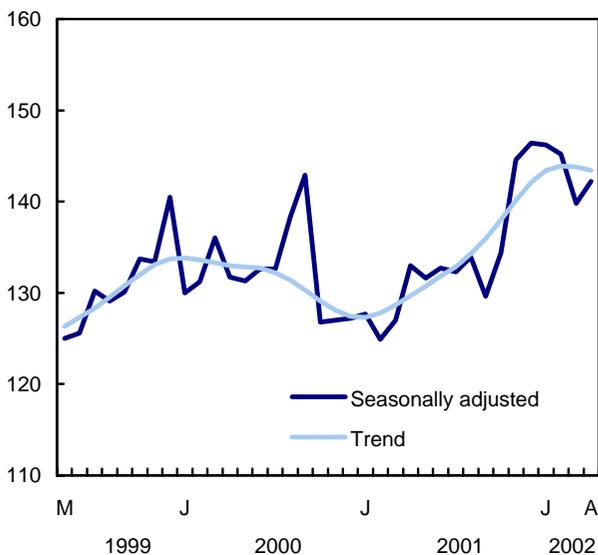
Incentives continued to stimulate sales. A total of 142,196 new vehicles were purchased in April — 2,360 units more than in March.

After moving upward throughout 2001, new motor vehicle sales have levelled off. They were generally stable for most of 2000, except for significant declines in the fall.

Preliminary figures from the auto industry indicate an upturn in new motor vehicle sales in May, mainly because of increased truck sales.

New motor vehicle sales rebound in April

'000 units



Truck sales recover

After dropping sharply in March (-6.9%), sales of new trucks bounced back in April with a 2.7% gain. In all, 64,578 trucks were sold, an increase of 1,691 units compared with March. Trucks include minivans,

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 of British Columbia.

sport-utility vehicles, light and heavy trucks, vans and buses.

Despite April's gain, the upward movement in new truck sales since the summer of 2001 has stalled in recent months. Truck sales were generally stable in the first part of 2001, following a period of declines in the fall of 2000. Previously, sales had remained stable for a year.

Sales of new passenger cars rose to 77,618 in April, up 0.9% from March. April's increase followed two successive declines in February and March. Both overseas-built passenger cars (+1.0%) and North American-built models (+0.8%) contributed to the advance in April.

The upward movement in new passenger car sales observed since the beginning of 2001 continued, though at a slower pace in recent months. Previously, sales had been generally stable since the start of 2000, following an upward movement that began at the end of 1998.

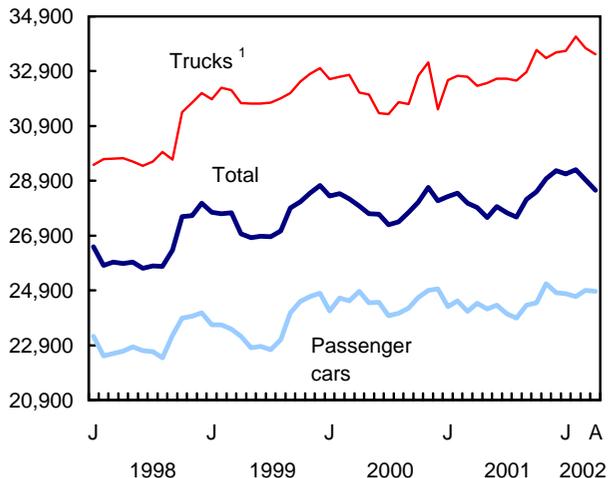
Average price for new trucks rising faster

Since the fall of 1999, the average selling price of new motor vehicles has been rising faster for trucks than for passenger cars. Unadjusted for seasonality, the average price of a new truck (excluding buses and most heavy trucks) was \$33,513 in April, up 3.1% from October 1999; the average price of a new passenger car was \$24,868, up 1.5%.

The average price reflects actual price movements that are partly a result of incentives offered by manufacturers. It also reflects changes to standard equipment and the preferences of consumers, who have the choice of available models and optional equipment.

Average prices have been rising faster for new trucks than for new passenger cars

Unadjusted data



¹ Data do not include most heavy trucks and buses.

Sales rebound in the West and Newfoundland and Labrador

In April, the western provinces and Newfoundland and Labrador posted substantial gains in new motor vehicle sales ranging from 2.2% to 6.9%. In each of these provinces, the increase followed a sharp decline in March.

In Quebec (+1.3%) and Ontario (+0.4%), April's advances ended a string of three successive monthly decreases.

New motor vehicle sales rose throughout 2001 in all provinces. In recent months, however, sales levelled off in some provinces and declined slightly in others.

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

The April 2002 issue of *New motor vehicle sales* (63-007-X1B, \$13/\$124) will be available soon. See *How to order products*.

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

New motor vehicle sales

	April 2001	March 2002 ^r	April 2002 ^p	April 2001 to April 2002	March to April 2002
Seasonally adjusted					
	Number of vehicles			% change	
New motor vehicles	132,959	139,836	142,196	6.9	1.7
Passenger cars	71,145	76,948	77,618	9.1	0.9
North American ¹	51,317	54,130	54,569	6.3	0.8
Overseas	19,828	22,818	23,050	16.2	1.0
Trucks, vans and buses	61,814	62,887	64,578	4.5	2.7
New motor vehicles					
Newfoundland and Labrador	1,990	2,046	2,143	7.7	4.7
Prince Edward Island	388	442	417	7.5	-5.7
Nova Scotia	3,594	3,917	3,940	9.6	0.6
New Brunswick	3,341	3,521	3,508	5.0	-0.4
Quebec	33,567	33,985	34,421	2.5	1.3
Ontario	53,430	57,694	57,898	8.4	0.4
Manitoba	3,761	3,874	4,049	7.7	4.5
Saskatchewan	3,182	3,371	3,469	9.0	2.9
Alberta	15,479	16,334	16,695	7.9	2.2
British Columbia ²	14,226	14,652	15,656	10.1	6.9
	April 2001	March 2002 ^r	April 2002 ^p	April 2001 to April 2002	
Unadjusted					
	Number of vehicles			% change	
New motor vehicles	150,179	150,286	167,558	11.6	
Passenger cars	83,053	81,118	95,303	14.7	
North American ¹	59,087	57,955	66,005	11.7	
Overseas	23,966	23,163	29,298	22.2	
Trucks, vans and buses	67,126	69,168	72,255	7.6	
New motor vehicles					
Newfoundland and Labrador	2,491	2,276	2,715	9.0	
Prince Edward Island	421	412	471	11.9	
Nova Scotia	4,555	4,334	5,178	13.7	
New Brunswick	4,111	3,959	4,570	11.2	
Quebec	41,353	37,904	45,661	10.4	
Ontario	57,144	60,357	64,663	13.2	
Manitoba	4,017	4,041	4,548	13.2	
Saskatchewan	3,382	3,477	3,912	15.7	
Alberta	17,137	17,455	18,742	9.4	
British Columbia ²	15,568	16,071	17,098	9.8	

^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

Steel primary forms

Week ending June 8, 2002 (preliminary)

Steel primary forms production for the week ending June 8 totalled 331 612 metric tonnes, almost identical to the 331 621 tonnes a week earlier and up 11.1% from 298 403 tonnes in the same week of 2001. The year-to-date total on June 8 was 7 212 119 tonnes, up 11.2% from 6 485 541 in the same period of 2001.

For general information or to order data, contact the dissemination officer (1-866-873-8789; 613-951-9497; manufact@statcan.ca). To enquire about the concepts, methods or data quality of this release, contact Dragos Ifrim (613-951-3527; dragos.ifrim@statcan.ca), Manufacturing, Construction and Energy Division. ■

Steel primary forms

April 2002

Steel primary forms production in April totalled 1 387 757 metric tonnes, up 12.3% from 1 235 440 tonnes in April 2001.

Year-to-date production at the end of April reached 5 486 887 tonnes, up 13.7% from 4 826 792 tonnes in the same period of 2001.

Available on CANSIM: table 303-0010.

The April 2002 issue of *Primary iron and steel*, Vol. 57, no. 4 (41-001-XIB, \$5/47) is now available. See *How to order products*.

For general information or to order data, contact the dissemination officer (1-866-873-8789; 613-951-9497; manufact@statcan.ca). To enquire about the concepts, methods or data quality of this release, contact Dragos Ifrim (613-951-3527; dragos.ifrim@statcan.ca), Manufacturing, Construction and Energy Division. ■

Shipments of rolled steel

April 2002

Rolled steel shipments in April totalled 1 388 640 metric tonnes, up 5.7% from 1 313 809 tonnes in March and up 21.9% from 1 139 427 tonnes in April 2001.

Year-to-date shipments at the end of April totalled 5 113 535 tonnes, up 8.9% from 4 697 172 tonnes in the same period of 2001.

Available on CANSIM: table 303-0010.

The April 2002 issue of *Primary iron and steel*, Vol. 57, no. 4 (41-001-XIB, \$5/47) is now available. See *How to order products*.

For general information or to order data, contact the dissemination officer (1-866-873-8789; 613-951-9497; manufact@statcan.ca). To enquire about the concepts, methods, or data quality of this release, contact Dragos Ifrim (613-951-3527; dragos.ifrim@statcan.ca), Manufacturing, Construction and Energy Division. ■

Steel wire and specified wire products

April 2002

Shipments of steel wire and specified wire products totalled 66 734 metric tonnes in April, up 4.25% from 64 011 tonnes (revised) in April 2001.

Year-to-date shipments at the end of April totalled 254 852 tonnes, up 3.4% from 246 551 tonnes (revised) in the same period of 2001.

Production and export market data for selected commodities are also available.

Available on CANSIM: table 303-0010.

The April 2002 issue of *Steel wire and specified wire products*, Vol. 57, no. 4 (41-006-XIB, \$5/\$47) is now available. See *How to order products*.

For general information or to order data, contact the dissemination officer (1-866-873-8789; 613-951-9497; manufact@statcan.ca). To enquire about the concepts, methods or data quality of this release, contact David Routliffe (613-951-4925; david.routliffe@statcan.ca), Manufacturing, Construction and Energy Division. ■

Aircraft movement statistics: Major airports

January 2002

There were 398,980 take-offs and landings recorded in January at the 98 airports with Nav Canada air traffic control towers and flight service stations, down 11.9% from January 2001.

The January 2002 monthly report, Vol. 1 (TP141, free) is available on Transport Canada's Web site (<http://www.tc.gc.ca/pol/en/Report/tp141e/tp141.htm>).

Note: Beginning with this release, the TP141 monthly report will be issued in two volumes. Volume 1 will present statistics for the major Canadian airports (i.e., those with Nav Canada air traffic control towers and flight service stations). Volume 2 will present statistics for the smaller airports (i.e., those without air traffic control towers). Both volumes will be available free upon release on Transport Canada's Web site.

For more information about this Web site, contact Michel Villeneuve (613-990-3825; villenm@tc.gc.ca) or Sheila Rajani (613-993-9822; rajanis@tc.gc.ca), Transport Canada.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Kathie Davidson (613-951-0141; fax: 613-951-0010; aviationstatistics@statcan.ca), Transportation Division. ■

Food consumption

2001

Canadians are including more cereal products, low-fat milk and cream in their diets, according to new data on the amount of food available for consumption. The levels of calories, fat, carbohydrates, proteins and most vitamins and minerals available in the food supply have also increased.

Canadians are eating more pasta, bakery products and cereal-based snacks. This hefty demand resulted in the consumption of grain-based products reaching 89 kilograms per person in 2001, up substantially from 72 kilograms a decade ago.

In 2001, each Canadian drank almost 87 litres of milk, down slightly from 2000, and 8% less than a decade ago. Canadians have reduced their consumption of higher fat milk by more than a third during the past 30 years, and by just over 25% during the past decade, as 1% and skim milk continue to grab higher market shares.

At the same time, they are increasingly turning to cream. In 2001, cream consumption reached 7 litres per person, up 2 litres from a decade ago. This growth is in line with the increasing consumption of coffee in recent years, especially from food service establishments.

The level of calories and fat available per person from Canada's food supply has increased, particularly during the 1990s. Recently released data indicate that the proportion of people who are obese is on the rise, although more people are active.

The level of food energy available per Canadian, which remained relatively stable from the mid-1970s to the early 1990s, jumped 16% from 1991 to 2000. Rising

consumption of oils followed by escalating wheat flour consumption were the major factors in the substantial increase in energy intake.

Carbohydrates, the main source of energy, mirrored the upward trend in calories consumed. This was driven by substantial increases in the contribution of complex carbohydrates in the form of cereal products, principally wheat flour.

Total fat available from the food supply climbed 22% per person from 1991. The oils and fats category represents the biggest contributor to total fats, followed by the group of red meat, poultry and fish. A jump of 49% in the level of oils and fats was due in part to the increased use of oils throughout the 1990s by households and by food service outlets, such as fast food restaurants.

However, the contribution of red meat, poultry and fish to total fat, which stood at 24% in 2000, dropped almost 8% from 1976. The contribution of red meat has dropped from just over 26% of total fats in 1976 to 16% in 2000, mostly because of declining beef consumption. During the same period, consumers have turned to poultry, a naturally leaner meat, along with leaner cuts of beef and pork.

The levels of protein per person provided by the Canadian food supply were on the rise during the late 1990s. The contribution of total meat (including poultry), the principal source of protein, has declined largely because of decreasing beef consumption. Poultry's contribution has climbed more than 80% since 1976, partially offsetting the decline in beef. The contribution of grain products and pulses increased during the 1990s, while that of dairy products, at almost 19% of the total in 2000, remained somewhat stable.

Total food cholesterol levels, after declining steadily since 1976 because of reduced egg consumption, have rebounded in recent years, but still remain 9% below the 1976 levels.

Note: These data represent food and nutrients available for consumption. They do not represent actual quantities consumed because they do not allow for losses, such as waste or spoilage in stores, households, private institutions or restaurants, or losses during preparation

Available on CANSIM: tables 002-0010, 002-0011 and 002-0019.

More detailed information is available from the *Canada Food Stats* CD-ROM, an easy-to-use system that provides access to a broad spectrum of data, preformatted reports and articles on food and the food industry.

Historical consumption data from 1987 to 2001 for dairy products, beverages, eggs, pulses and nuts, sugars and syrups, cereals, meats, and poultry, as well as detailed information on production, stocks, international trade and supplies used by manufacturers, will be available shortly in *Food consumption in Canada, Part I* (32-229-XIB, \$26). See *How to order products*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Debbie Dupuis (1-800-465-1991; 613-951-2553; fax: 613-951-3868) or Sandra Falcone (613-951-8726), Agriculture Division. ■

NEW PRODUCTS

Primary iron and steel, April 2002, Vol. 57, no. 4
Catalogue number 41-001-XIB (\$5/\$47).

Steel wire and specified wire products, April 2002,
Vol. 57, no. 4
Catalogue number 41-006-XIB (\$5/\$47).

Consumer Price Index, May 2002, Vol. 81, no. 5
Catalogue number 62-001-XIB (\$8/\$77).
Available at 7 am, June 14, 2002.

Consumer Price Index, May 2002, Vol. 81, no. 5
Catalogue number 62-001-XPB (\$11/\$103).
Available at 7 am, June 14, 2002.

Exports by country, January–March 2002, Vol. 59,
no. 1
Catalogue number 65-003-XMB (\$62/\$206).

Exports by country, January–March 2002, Vol. 59,
no. 1
Catalogue number 65-003-XPB (\$124/\$412).

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

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Statistics Canada

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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 six 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 1996, accompanied by sluggish gains in employment and slow economic growth during the year.

OTHER RELEASES

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