



The Daily

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MAJOR RELEASES

Monthly Survey of Manufacturing

May 2002

Manufacturers took a breather in May. Shipments fell back 1.4% to \$43.4 billion, following a 5.2% surge in April. The recent movements in shipments were fuelled by the automotive sector. Excluding both the motor vehicles and parts industries, total manufacturing shipments declined only 0.1%. Shipment levels remained strong compared with the same period of 2001.

Despite May's decline in shipments, Canada's manufacturing sector has been upbeat in 2002. Only 10 of 21 industries decreased in May, representing 49% of total shipments. Solid gains in employment, strong consumer confidence and low interest rates were key stimuli for the economy. Consumer spending remained robust compared with May 2001, as demand for housing and automobiles exceeded many analysts' expectations. As well, manufacturers continued to add to their payrolls.

Following a small rise in employment for May (+2,100), the most recent Labour Force Survey reported 30,000 new manufacturing jobs in June. Since the beginning of 2002, manufacturing employment has risen 113,000, returning employment in this industry to the peak reached in December 2000.

Shipments by province and territory

	April 2002	May 2002	April to May 2002
Seasonally adjusted			
	\$ millions		% change
Newfoundland and Labrador	190	187	-1.7
Prince Edward Island	111	107	-3.9
Nova Scotia	703	665	-5.3
New Brunswick	1,082	1,048	-3.1
Quebec	10,254	10,329	0.7
Ontario	23,821	23,206	-2.6
Manitoba	974	952	-2.2
Saskatchewan	639	586	-8.2
Alberta	3,307	3,365	1.8
British Columbia	2,888	2,916	1.0
Yukon, Northwest Territories and Nunavut	5	6	31.1

Seven provinces reported lower shipments in May compared with April. Only Quebec, Alberta, British Columbia and the territories increased manufacturing output in May.

Note to readers

In addition to current-month estimates, data for the previous three months are regularly revised. Factors influencing revisions include late receipt of company data, incorrect information reported earlier, replacement of estimates with actual figures (once available), and seasonal adjustments. Consult the appropriate CANSIM tables for revised data.

Unfilled orders are a stock of orders that will contribute to future shipments assuming that the orders are not cancelled.

New orders are those received whether shipped in the current month or not. They are measured as the sum of shipments for the current month plus the change in unfilled orders. Some people interpret new orders as orders that will lead to future demand. This is inappropriate since the "new orders" variable includes orders that have already been shipped. Readers should take note that the month-to-month change in new orders may be volatile, particularly if the previous month's change in unfilled orders is large in relation to the current month's change.

Not all orders will be translated into Canadian factory shipments because portions of large contracts can be subcontracted out to manufacturers in other countries.

Inventories remained unchanged in May, standing at \$62.0 billion, following a 0.3% rise in April. Prior to this, inventories had fallen for 10 consecutive months; this was the longest string of monthly declines since the economic downturn of 1991 and 1992, when manufacturers cut back inventories over 14 consecutive months. Manufacturers' recent efforts to reduce their stocks concur with April's report of the Quarterly Business Conditions Survey. In this survey, manufacturers indicated that their inventories were under control, orders were picking up and it was time to boost production.

In addition, according to the recent release of industrial capacity utilization rates, manufacturers increased their capacity use to 80.6% in the first quarter, following five consecutive quarterly declines. This is up from 78.8% in the fourth quarter of 2001.

Motor vehicles push down shipments

Manufacturers of motor vehicles took a break in May, following exceptional production levels in April. Shipments declined 7.5% to \$5.5 billion, after the 14.4% surge in April. As well, the motor vehicle parts industry decreased 4.4% to \$2.7 billion, following April's 9.2% jump. Generous financial incentives coupled with low interest rates and a recovering job market contributed to higher sales of cars and trucks in Canada and lower dealer inventories in the United States.

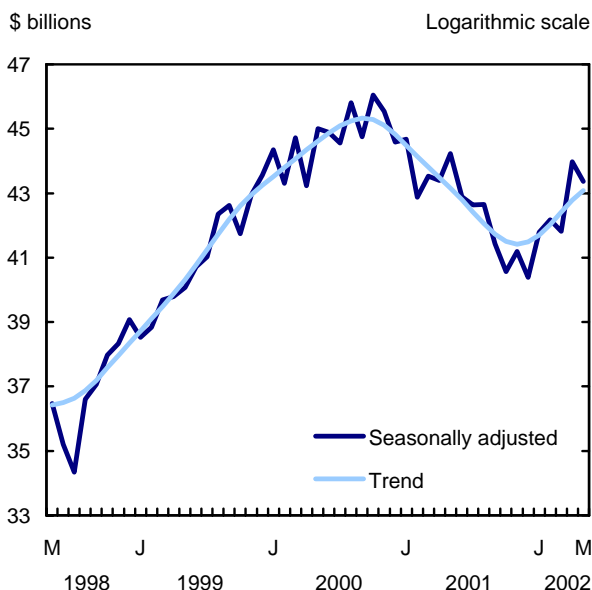
Although factory output in the automotive sector declined in May, levels remained among the highest for the last year and a half. In recent months, several plants returned to full production from temporary shutdowns. In addition, manufacturers have stepped up production of new models for the coming year and the resumption of overtime work was prevalent at some plants.

The motor vehicle parts industry and the plastics and rubber products industry both declined in May as well, riding the coat-tails of the lower output by motor vehicle manufacturers. The parts industry decreased 4.4% from April's all-time high and shipments of plastics and rubber products fell 3.8% to \$1.9 billion. Many firms in the plastics and rubber products industry supply goods for the automotive sector.

Wood product shipments fall for the first time in six months

Shipments of wood products declined 2.2% to \$2.6 billion, the first decrease in six months. Shipments in April had reached the highest level since January 2000, which coincided with the temporary expiration of US softwood lumber duties from April 22 to May 21, 2002. The prices for lumber, sawmill and other wood products have also softened over the last couple of months. A gradual weakening in demand for wood products and an oversupply of lumber were factors influencing the price.

Shipments fall back slightly

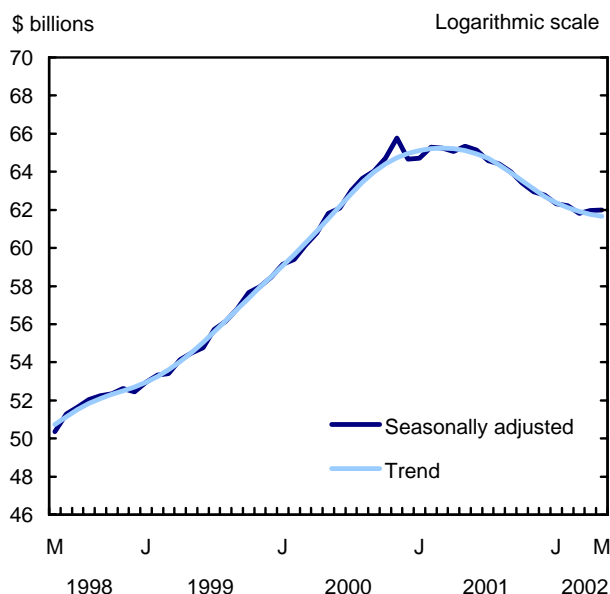


Helping to offset May's decrease were shipment gains in the petroleum and coal products industry (+4.4%) and the computer and electronic products industry (+6.0%). The recovery in manufacturing activity in 2002 and a cooler-than-normal spring gave rise to higher demand for petroleum and coal products. Shipments of computer and electronic products are up for the sixth time in seven months, although production remained well below the levels of May 2001. Despite the modest upswing in shipments of computer and electronic products, market uncertainty in the long term continues to cast shadows on this industry.

Manufacturers' inventories remain unchanged, although finished-products continue to decline

Inventories remained stable at \$62 billion in May. This followed a 0.3% rise in inventories in April, the first increase in 11 months. Finished-product inventories fell 0.8% to \$19.3 billion in May, the lowest level in 20 months. This was offset by higher raw materials (+0.3%) and good-in-process (+0.5%) inventories.

Inventories remain stable in May



As the economy weakened in 2001, manufacturers struggled to lower their inventories. Despite significant production cuts, finished-product inventories remained stubbornly high through the first half of 2001, as global demand weakened and markets remained uncertain. Finished-products peaked at \$20.2 billion in June 2001, and have since decreased 4.8% to \$19.3 billion. April's Business Conditions Survey also reported that

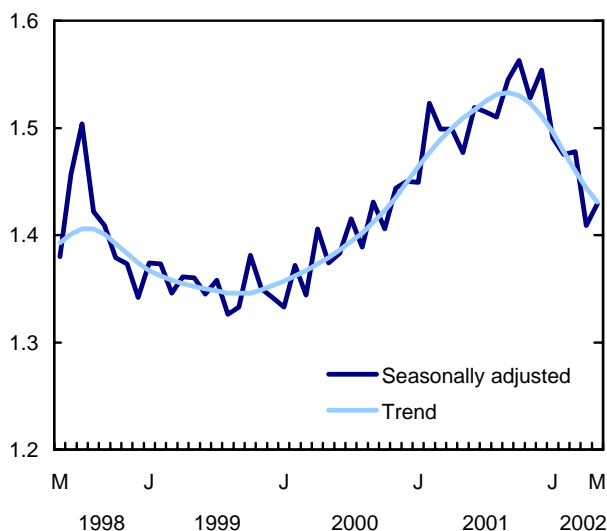
manufacturers were much more satisfied about their levels of finished-product inventories.

Inventories of chemical products rose 3.0% to \$5.3 billion in May, the third increase in a row. As well, inventories in the motor vehicle parts industry were up 3.4% to \$1.8 billion, the highest level in a year and a half.

Offsetting these increases, the computer and electronic products industry reported a sixth straight drop in inventories. Stocks fell 2.9% to \$4.6 billion in May, as high-tech manufacturers continued to scale back their holdings. The aerospace products and parts industry also reported a 0.9% inventory decrease to \$7.7 billion. Inventories in the aerospace products and parts industry peaked at \$8.2 billion in the fall of 2001, and have been falling ever since.

The inventory-to-shipment ratio edges up for the first time since December 2001

Ratio



May's decline in shipments, combined with stable inventories, resulted in the first increase of the inventory-to-shipment ratio since December. The ratio edged up to 1.43 from April's 18-month low of 1.41. Despite the increase, the ratio remained well below the nine-year high of 1.56 set in October 2001. Because of the economic slowdown in 2001, the ratio had increased sharply over the course of the year, as lower inventories initially did not follow the significant cuts in production. The ratio is a key measure of how long it would take to deplete inventories at the current pace of shipments.

The finished-product inventory-to-shipment ratio remained unchanged at 0.44 for the second straight month, a 15-month low. Both shipments and finished-product inventories declined in May, resulting in the stable ratio.

Unfilled orders are up for the fourth straight month

Several contract signings and a general increase in demand contributed to a 0.8% rise in unfilled orders to \$47.7 billion. This was the fourth consecutive climb and the longest series of monthly increases in unfilled orders since early 2000. The transportation equipment sector (+1.0%) and the machinery industry (+1.5%) were primarily responsible for the higher orders in May.

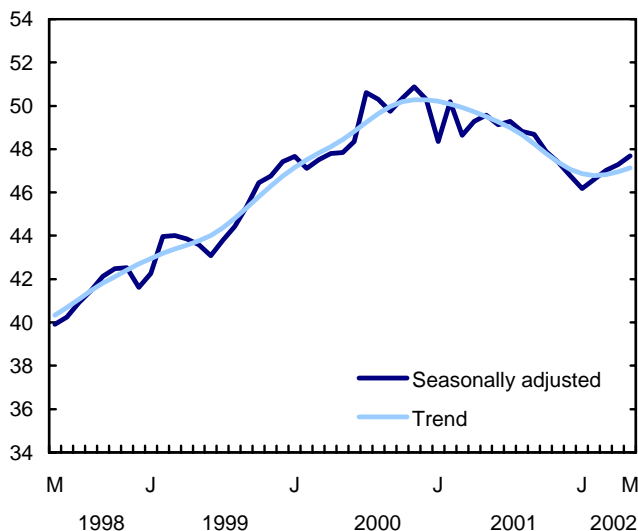
In recent months, unfilled orders have been slowly inching upwards from their 27-month low in January (\$46.2 billion). Orders peaked at \$50.9 billion in November 2000, just before the latest economic downturn. The trend for unfilled orders, which had been on a downward slide right through 2001, continued to improve in May.

New orders contracted for only the second time in 2002, dropping 1.1% to \$43.8 billion in May. Despite the decline, new orders have improved considerably since the start of 2002, and remain 10% above December 2001.

Unfilled orders increase for the fourth consecutive month

\$ billions

Logarithmic scale



Available on CANSIM: tables 304-0014 and 304-0015.

The May 2002 issue of the *Monthly Survey of Manufacturing* (31-001-XIB, \$15/\$147) will be available soon. See *How to order products*.

Data for shipments by province in greater detail than normally published may be available on request.

To order data, or for general information, contact the dissemination officer (1-866-873-8789; 613-951-9497; manufact@statcan.ca). To enquire about the concepts, methods or data quality of the release, contact Russell Kowaluk (613-951-0600; kowarus@statcan.ca), Manufacturing, Construction and Energy Division.

Shipments, inventories and orders in all manufacturing industries

	Shipments		Inventories		Unfilled orders		New orders		Inventories-to-shipments ratio
	Seasonally adjusted								
	\$ millions	% change	\$ millions	% change	\$ millions	% change	\$ millions	% change	
May 2001	44,231	1.9	65,350	0.4	49,570	0.6	44,524	1.1	1.48
June 2001	42,886	-3.0	65,146	-0.3	49,121	-0.9	42,437	-4.7	1.52
July 2001	42,633	-0.6	64,585	-0.9	49,292	0.3	42,804	0.9	1.51
August 2001	42,651	0.0	64,404	-0.3	48,806	-1.0	42,165	-1.5	1.51
September 2001	41,429	-2.9	63,998	-0.6	48,694	-0.2	41,317	-2.0	1.54
October 2001	40,570	-2.1	63,392	-0.9	47,880	-1.7	39,756	-3.8	1.56
November 2001	41,190	1.5	62,954	-0.7	47,401	-1.0	40,712	2.4	1.53
December 2001	40,380	-2.0	62,767	-0.3	46,789	-1.3	39,768	-2.3	1.55
January 2002	41,782	3.5	62,311	-0.7	46,178	-1.3	41,170	3.5	1.49
February 2002	42,168	0.9	62,213	-0.2	46,596	0.9	42,586	3.4	1.48
March 2002	41,819	-0.8	61,805	-0.7	47,030	0.9	42,253	-0.8	1.48
April 2002	43,973	5.2	61,971	0.3	47,300	0.6	44,243	4.7	1.41
May 2002	43,367	-1.4	61,976	0.0	47,695	0.8	43,762	-1.1	1.43

Manufacturing industries except motor vehicle, parts and accessories

	Shipments		Inventories		Unfilled orders		New orders	
	Seasonally adjusted							
	\$ millions	% change	\$ millions	% change	\$ millions	% change	\$ millions	% change
May 2001	35,891	1.0	61,919	0.4	47,952	0.7	36,232	0.1
June 2001	34,994	-2.5	61,765	-0.2	47,544	-0.8	34,587	-4.5
July 2001	34,744	-0.7	61,172	-1.0	47,738	0.4	34,938	1.0
August 2001	35,009	0.8	61,022	-0.2	47,211	-1.1	34,481	-1.3
September 2001	33,758	-3.6	60,729	-0.5	47,150	-0.1	33,697	-2.3
October 2001	33,312	-1.3	60,111	-1.0	46,427	-1.5	32,589	-3.3
November 2001	33,555	0.7	59,667	-0.7	45,946	-1.0	33,074	1.5
December 2001	32,808	-2.2	59,489	-0.3	45,273	-1.5	32,135	-2.8
January 2002	34,114	4.0	58,890	-1.0	44,578	-1.5	33,419	4.0
February 2002	33,969	-0.4	58,798	-0.2	45,007	1.0	34,398	2.9
March 2002	33,968	0.0	58,442	-0.6	45,396	0.9	34,357	-0.1
April 2002	35,125	3.4	58,553	0.2	45,628	0.5	35,356	2.9
May 2002	35,093	-0.1	58,516	-0.1	45,982	0.8	35,447	0.3

Crime statistics

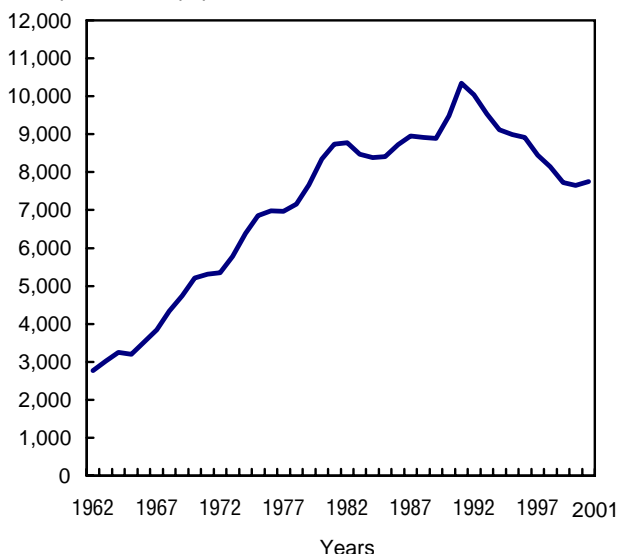
2001

Canada's crime rate edged up in 2001 for the first time in a decade, in the wake of a sharp jump in car thefts and increases in minor crimes such as bail violations and mischief.

Police reported 55,000 more criminal incidents in 2001 than in 2000, resulting in a 1% increase in the rate of total *Criminal Code* offences. Impaired driving increased for the first time in nearly 20 years and drug offences were up for the eighth consecutive year.

Crime, 1962 to 2001

Rate per 100,000 population



Of the 2.4 million criminal incidents, excluding traffic offences, 13% were violent crimes, 52% were property crimes, and the remaining 35% were other offences such as mischief, disturbing the peace, prostitution or arson.

The violent crime rate rose for the second year in a row, although homicides remained stable. The property crime rate continued its long-term downward trend. The crime rate among youth rose for the second straight year (+1%).

The rate of motor vehicle theft rose for the first time in five years. Police reported about 170,000 vehicles stolen in 2001, a 5% increase from 2000 and 10% higher than in 1991. Four provinces incurred double-digit increases

Note to readers

This report is based on an annual Juristat released today by the Canadian Centre for Justice Statistics (CCJS).

Data on incidents that come to the attention of the police are captured and forwarded to the CCJS via the Uniform Crime Reporting (UCR) survey according to a nationally-approved set of common scoring rules, categories and definitions.

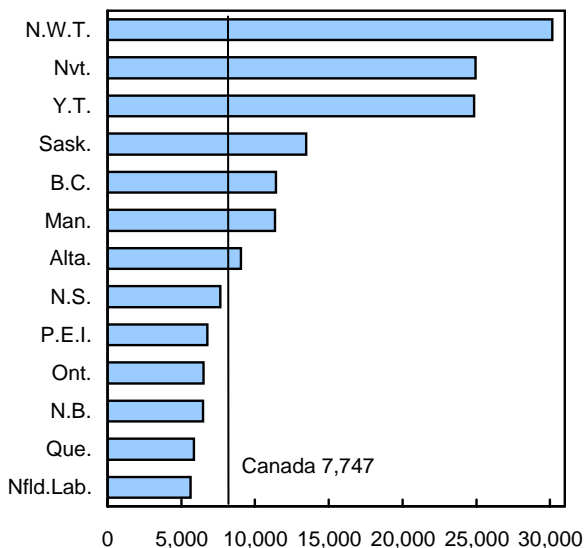
UCR data are available back to 1962 at the national and provincial/territorial levels, and from 1991 onward at the census metropolitan area level.

in 2001: Prince Edward Island, Manitoba, Alberta and British Columbia.

The three prairie provinces — Manitoba (+6%), Saskatchewan (+5%) and Alberta (+4%) — recorded the largest increases in provincial crime rates. The crime rate fell in only three provinces: Quebec (-3%), Newfoundland and Labrador (-2%) and New Brunswick (-1%).

Crime by province and territory, 2001

Rate per 100,000 population



As in previous years, the highest provincial crime rates were in Saskatchewan, followed by British Columbia and Manitoba. The three territories continued to report crime rates much higher than those of the provinces. The lowest rates were again in Newfoundland and Labrador and Quebec.

Violent crime up for second year in a row

Police reported about 309,000 violent crimes in 2001, up 7,000 from 2000. This nudged the violent crime rate up 1%, the second consecutive increase after seven years of decline from 1993 to 1999. Prior to 1993, the violent crime rate had risen each year since 1977. The 2001 violent crime rate was 6% lower than a decade ago, but 52% higher than 20 years ago.

Minor assaults account for almost two-thirds of all violent crimes each year. In 2001, the rate of minor assaults advanced 1% and was the key factor in the rise in the total violent crime rate. The more serious categories of assault — assault with a weapon and aggravated assault — increased 5%, mainly because of a 7% increase in Quebec and a 14% jump in Saskatchewan.

The overall rate of sexual assaults rose slightly (+0.7%), primarily because of an 8% increase in Quebec. However, Quebec still reported the lowest rate among the provinces. The slight increase at the national level was the first increase in sexual assault since 1993. The 2001 sexual assault rate is 27% lower than in 1991.

The more serious categories of sexual assault declined. The rate of sexual assaults with a weapon declined 17% and aggravated sexual assaults dropped 9%.

The robbery rate remained relatively stable in 2001. Robberies involving firearms have been dropping consistently over the past decade, including a 12% decline in 2001; about one in every seven robberies was committed with a firearm. Robberies committed with other weapons, such as knives, increased 4%; robberies not involving any weapon were up 2%.

The rate of criminal harassment, commonly known as stalking, fell 5%, according to data from a group of 95 police services representing 42% of the national volume of crime. However, this rate had increased 45% from 1996 to 2000.

Six provinces and all three territories reported increases in violent crime in 2001. The largest provincial increases were in Saskatchewan (+8%), Nova Scotia (+6%) and New Brunswick (+5%). The largest declines were in British Columbia (-3%) and Manitoba (-2%).

Among the provinces, Saskatchewan and Manitoba reported the highest violent crime rates, and Quebec and Prince Edward Island continued to report the lowest.

Homicide rate stable

Police reported 554 homicides in 2001, eight more than in 2000. Despite the small increase in numbers, the rate remained stable for the third consecutive year at 1.8 homicides for every 100,000 population. In general, the homicide rate has been declining since

the mid-1970s. The rate of attempted murders fell 7% in 2001.

All four Atlantic provinces and Quebec reported a decline in homicides; Ontario and all three prairie provinces recorded small increases.

Manitoba had 34 homicides, resulting in the highest homicide rate (3.0 homicides per 100,000 population) for the second consecutive year, followed by Saskatchewan (2.7) and Alberta (2.3). Newfoundland and Labrador, with one homicide, had the lowest rate (0.2), followed by Nova Scotia (1.0) and New Brunswick (1.1).

Property crime rate lowest in nearly 30 years

The property crime rate edged down 1% in 2001, continuing a downward trend since the early 1990s. The 2001 rate was the lowest in nearly 30 years. A 5% decline in break-ins contributed to the overall drop.

The drop in the rate of break-ins began in the early 1990s. The rate in 2001 was 41% lower than the peak in 1991. Police reported about 167,000 residential break-ins and 80,000 business break-ins. The rate of residential break-ins was down 6%, and break-ins at businesses were down 3%. Break-ins fell in every province.

Seven provinces and two territories reported a decline in property crime rates. Police in Newfoundland and Labrador reported the largest decline (-6%), primarily because of an 8% drop in break-ins and a 6% drop in thefts. The only provincial increases were in Manitoba (+3%), British Columbia (+1%) and Ontario (+1%). British Columbia again had the highest property crime rate, and Newfoundland and Labrador the lowest.

First increase in impaired driving in nearly 20 years

The rate of impaired driving incidents rose for the first time in nearly 20 years. Impaired driving incidents went up 7%, and the number of persons charged by police rose 1%.

Part of the decline in impaired driving during the 1990s may be attributed to a growing tendency by police to issue a road-side suspension, rather than laying a charge against drivers found to have a blood-alcohol reading slightly over the legal limit (80 mg of alcohol per 100 ml of blood). These offences were not sent to the Uniform Crime Reporting (UCR) survey in the past unless the driver was formally charged by police. Beginning in 2001, the Royal Canadian Mounted Police (RCMP) began sending these incidents to the UCR survey as "actual" incidents of impaired driving.

As a result, RCMP data showed a 10% increase in impaired driving incidents. It is difficult to say how much of this increase was due to the reporting change and how much was an actual increase. The remainder of police

forces across the country reported a 5% rise in the rate of impaired driving. Beginning in 2002, all police forces will be reporting impaired driving incidents in the same manner as the RCMP.

Police reported more than 90,000 incidents of impaired driving, with about 71,000 persons charged. The largest increases were reported in British Columbia (+16%), Alberta (+13%) and Quebec (+9%). The largest decline in impaired driving was in Nova Scotia (-10%).

Drug offences continue to increase

The upward trend in reported drug offences since 1993 continued in 2001, with a 3% increase. The most recent increase was driven by a 6% rise in the rate of cannabis offences, which now account for three in four of the nearly 92,000 drug offences. More than two-thirds (70%) of cannabis offences were for possession.

The rate for both cocaine and heroin offences dropped in 2001, while the rate of "other" drugs, such as ecstasy, increased 3%. Over the past decade, cannabis offence rates have nearly doubled (+91%) but the rates for cocaine (-32%) and heroin (-36%) offences are down by about one-third.

Slight increase in youth crime

The youth crime rate, as measured by the rate of youths aged 12 to 17 formally charged by police, rose a slight 1% for the second straight year, after decreasing from 1991 to 1999.

The violent crime rate for youths increased 2%, its second consecutive gain, but the youth property crime rate continued to drop, falling 3%. Police-reported data show that 16 is the peak age of offending among all youths and adults for both violent and property crimes.

There were 30 youths accused of homicide in 2001 — the lowest level in over 30 years and 18 fewer than the average of 48 over the past decade.

The rate of youths charged with robbery climbed 10% in 2001, and youths charged with motor vehicle theft rose 7%. The rate of young people charged with breaking and entering fell 6%, the tenth consecutive decline.

Crime rate up in most metropolitan areas

The crime rate increased in 14 of 25 census metropolitan areas in 2001, including double-digit increases in Sherbrooke, Sudbury and Regina. The largest declines were reported in London, Montréal and Victoria.

As in recent years, the highest crime rates were in Regina, Saskatoon, Vancouver and Winnipeg, and the lowest in Chicoutimi–Jonquière, Québec, Trois-Rivières and Toronto.

The highest homicide rates were reported in Regina (3.5 homicides per 100,000 population), Sudbury (3.1) and Winnipeg (2.8), and the lowest in Sherbrooke (no homicides), Ottawa (0.4) and Saskatoon (0.4).

The motor vehicle theft rate was highest in Regina, Winnipeg and Vancouver and lowest in St. John's and Saint John. Large increases in vehicle theft were reported in Victoria (+55%) and Edmonton (+39%).

The rate of break-ins was highest in Regina, Saskatoon and Sherbrooke. The lowest rates of break-ins were found in two of the largest metropolitan areas, Toronto and Ottawa.

Available on CANSIM: tables 252-0013 and 252-0014.

Juristat: Crime statistics in Canada, 2001, Vol. 22, no. 6 (85-002-XIE, \$8/\$70; 85-002-XPE, \$10/\$93) 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 Information and Client Services (1-800-387-2231; 613-951-9023), Canadian Centre for Justice Statistics. □

Criminal code and other federal statute incidents reported to police

	2001	2001	2000-2001
	Number	Rate ¹	% change in rate
Homicide	554	1.8	0.4
Attempted murder	721	2.3	-6.9
Assaults (levels 1, 2, 3)	239,163	769.5	1.3
Other assaults	13,091	42.1	6.5
Sexual assaults (levels 1, 2, 3)	24,419	78.6	0.7
Other sexual offences	3,026	9.7	-3.8
Abduction	713	2.3	-5.9
Robbery	27,414	88.2	0.4
Violent crime total	309,101	994.5	1.3
Break and enter	282,512	908.9	-4.7
Motor vehicle theft	170,213	547.6	5.1
Theft over \$5,000	21,146	68.0	-2.0
Theft \$5,000 and under	665,961	2,142.6	-0.6
Possession of stolen goods	29,565	95.1	2.6
Fraud	88,332	284.2	1.9
Property crime total	1,257,729	4,046.5	-0.6
Mischief	338,425	1,088.8	2.7
Counterfeiting currency	37,771	121.5	4.0
Bail violation	91,249	293.6	15.7
Disturbing the peace	88,729	285.5	9.7
Offensive weapons	17,456	56.2	12.8
Prostitution	5,103	16.4	0.0
Arson	14,513	46.7	4.6
Other	247,945	797.7	0.7
Other Criminal Code total	841,191	2,706.4	4.3
Total Criminal Code (excluding traffic)	2,408,021	7,747.3	1.3
Impaired driving	90,454	291.0	6.5
Other Criminal Code Traffic	35,844	115.3	6.9
Total Criminal Code	2,534,319	8,153.7	1.6
Cannabis	70,624	227.2	5.5
Cocaine	12,233	39.4	-5.6
Heroin	965	3.1	-22.1
Other drugs	8,098	26.1	3.3
Drugs total	91,920	295.7	3.3
Other federal statutes	38,257	123.1	9.4
Total federal statutes	2,664,496	8,572.5	1.7

¹ Rates are calculated on the basis of 100,000 population.

Crime rates by province and territory

	Violent crime		Property crime		Total Criminal Code offences ¹	
	2001	2000 to 2001	2001	2000 to 2001	2001	2000 to 2001
	rate ²	% change in rate	rate ²	% change in rate	rate ²	% change in rate
Canada	994	1.3	4,047	-0.6	7,747	1.3
Newfoundland and Labrador	892	-1.4	2,284	-5.6	5,635	-1.8
Prince Edward Island	746	2.0	2,950	-2.2	6,773	0.0
Nova Scotia	1,046	5.8	3,449	-3.6	7,637	1.0
New Brunswick	988	4.8	2,827	-3.4	6,479	-1.1
Quebec	719	0.3	3,510	-3.8	5,869	-2.6
Ontario ³	903	1.8	3,400	0.7	6,509	1.6
Manitoba	1,620	-1.5	5,136	3.1	11,365	5.6
Saskatchewan	1,802	8.0	5,862	-0.3	13,458	5.4
Alberta	1,099	3.8	4,405	-0.8	9,050	3.9
British Columbia	1,217	-2.8	6,451	1.2	11,430	1.3
Yukon	3,751	12.4	7,218	-11.8	24,865	5.1
Northwest Territories	4,922	1.5	5,184	-11.5	30,149	6.9
Nunavut	6,573	8.7	5,501	12.0	24,958	18.8

¹ Total Criminal Code offences also include other Criminal Code offences (excluding traffic) not shown in this table.

² Rates are based on criminal incidents per 100,000 population.

³ Ontario Provincial Police data for 2001 were not available due to implementation of a new records management system. As such, 2000 data have been substituted.

Crime rates by census metropolitan area

	Violent crime		Property crime		Total Criminal Code offences	
	2001	2000 to 2001	2001	2000 to 2001	2001	2000 to 2001
	rate ¹	% change in rate	rate ¹	% change in rate	rate ¹	% change in rate
Regina	1,614	0.0	9,661	14.0	16,387	10.1
Saskatoon	1,663	11.2	6,616	-4.0	13,360	2.9
Vancouver	1,053	-4.5	7,347	1.4	11,314	1.2
Winnipeg	1,309	-3.3	5,967	4.7	10,947	5.6
Victoria	1,132	1.1	5,382	-3.0	9,996	-5.7
Halifax	1,266	12.4	5,091	-2.1	9,354	6.1
Edmonton	969	2.8	4,811	3.2	9,032	7.9
Thunder Bay	1,390	0.0	3,916	-8.8	8,602	-3.7
London	761	-9.0	4,796	-9.5	7,894	-9.3
Sudbury	1,163	20.1	3,935	6.2	7,535	11.8
Windsor	783	4.5	3,936	3.6	7,374	4.9
Calgary	871	-1.5	4,380	-3.5	7,137	-0.3
Hamilton	1,015	0.8	3,823	7.3	7,102	8.3
Montréal	878	-4.8	4,142	-6.0	6,830	-5.7
St. Catharines–Niagara	664	6.9	3,861	4.5	6,826	4.5
Saint John	1,146	8.0	3,107	1.7	6,612	3.8
Sherbrooke	461	6.0	4,293	9.8	6,541	12.7
St. John's	885	4.5	3,433	-10.0	6,406	-4.8
Hull ²	910	17.7	3,320	-10.1	6,185	-3.8
Ottawa ³	754	10.0	3,384	2.4	5,946	5.4
Kitchener	633	-8.3	3,535	-2.3	5,709	-3.7
Toronto	876	1.1	2,932	0.0	5,343	1.3
Trois-Rivières	492	7.8	2,982	-9.2	5,094	-2.3
Chicoutimi–Jonquière	517	-8.0	2,941	-6.1	4,986	-2.1
Québec	532	3.6	3,084	-1.3	4,986	-2.3

¹ Rates are calculated per 100,000 population.

² Hull refers to the Quebec part of the Ottawa–Hull Census Metropolitan Area.

³ Ottawa refers to the Ontario part of the Ottawa–Hull Census Metropolitan Area.

OTHER RELEASES

Aircraft movement statistics

May 2002 (preliminary)

There were 433,296 take-offs and landings recorded in May at the 43 airports with Nav Canada air traffic control towers, down 6% from May 2001.

Statistics for the 56 airports with Nav Canada flight service stations are also available for May.

The May 2002 issue of *Aircraft movement statistics*, Vol. 1, no. 5 (51F0001PIE, TP1496, free) is now available on Statistics Canada's Web site (www.statcan.ca). From the *Our products and services* page, choose *Free publications*, then *Transport and warehousing*. Historical issues are available on Transport Canada's Web site (<http://www.tc.gc.ca/pol/en/report/TP1496/tp1496.htm>).

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. ■

Restaurants, caterers and taverns

May 2002

Total receipts of restaurants, caterers and taverns in May were an estimated \$2.85 billion, up 2.6% from the May 2001 estimate.

Available on CANSIM: table 355-0001.

The May 2002 issue of *Restaurant, caterer and tavern statistics* (63-011-XIE, \$6/\$55) will be available soon. See *How to order products*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Bill Birbeck (613-951-3506), Services Industries Division. ■

Accounting and bookkeeping services

2000

Results for 2000 are now available for the industry group comprising offices of professional accountants, tax preparation services, and bookkeeping and payroll services.

The industry's operating revenues climbed 12.3% to \$8.1 billion in 2000, led by growth in audit, accounting and tax services, which now generate 82.6% of industry operating revenues, up 7 percentage points from 1999.

Revenues from consulting services fell in 2000 because of reduced corporate spending on such services after Y2K. Moreover, with corporate earnings declining in 2000, businesses also had fewer resources available for spending on consulting services. As a result, the share of the accounting and bookkeeping industry's operating revenues earned from consulting services slipped by 5 percentage points to 11.7% in 2000.

Some 47.2% of industry operating revenues were earned in Ontario, down 2 percentage points from 49.1% in 1999. Quebec and Alberta each increased their share by about 1 percentage point each, to 19.2% and 12.7%, respectively.

Operating profit margin for the industry climbed to 31.2% in 2000, up 3 percentage points. The relatively high operating margin is mainly the result of the significance of unincorporated businesses, which represented more than 60% of the industry's businesses and operating revenues in 2000. Under this business structure, salaries and wages to the more than 15,000 partners and owners in the industry are not recorded as industry expenditures, causing profit margins to be higher than for industries where unincorporated businesses are less common.

Available on CANSIM: table 360-0007.

For more information, or to inquire about the concepts, methods or data quality of this release, contact Randy Smadella (613-951-3472; randy.smadella@statcan.ca), Services Industries Division. ■

National Longitudinal Survey of Children and Youth: Territories component

1998

Data from cycle 3 of the territories component of the National Longitudinal Survey of Children and Youth (NLSCY) are now available. The NLSCY is a longitudinal survey conducted in partnership by Human Resources Development Canada and Statistics Canada. The primary objective of the NLSCY is to monitor the development and well being of Canada's children as they grow from infancy to adulthood. The data for the territories were collected in 1998/99 on behalf of Statistics Canada by the Yukon Bureau of Statistics and the Northwest Territories Bureau of Statistics. Custom tabulations are available on a cost-recovery basis.

For more information, or to enquire about the concepts, methods or data quality of this release, contact

Client Services, (1-888-297-7355; 613-951-7355;
ssd@statcan.ca), Special Surveys Division. ■

NEW PRODUCTS

Aircraft movement statistics, May 2002, Vol. 1, no. 5
Catalogue number 51F0001PIE
(free).

New motor vehicle sales, May 2002, Vol. 74, no. 5
Catalogue number 63-007-XIB (\$13/\$124).

Annual estimates of employment, earnings and hours based on the North American Industrial Classification System (NAICS), 1991–2001
Catalogue number 72F0023XCB (\$150).

Juristat: Crime statistics in Canada, 2001, Vol. 22, no. 6
Catalogue number 85-002-XIE (\$8/\$70).

Juristat: Crime statistics in Canada, 2001, Vol. 22, no. 6
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
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• Urban transit, 1995 Despite the emphasis on taking urban transit, Canadians are using it less and less. In 1995, each Canadian took an average of about six trips on some form of urban transit, the lowest level in the past 25 years.	2
• Productivity, hourly compensation and unit labour cost, 1995 Growth in productivity among Canadian businesses also noticeably weak again in 1995 accompanied by sluggish gains in employment and slow economic growth during the year.	4
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