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The Daily

Statistics Canada

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MAJOR RELEASES

OTHER RELEASES

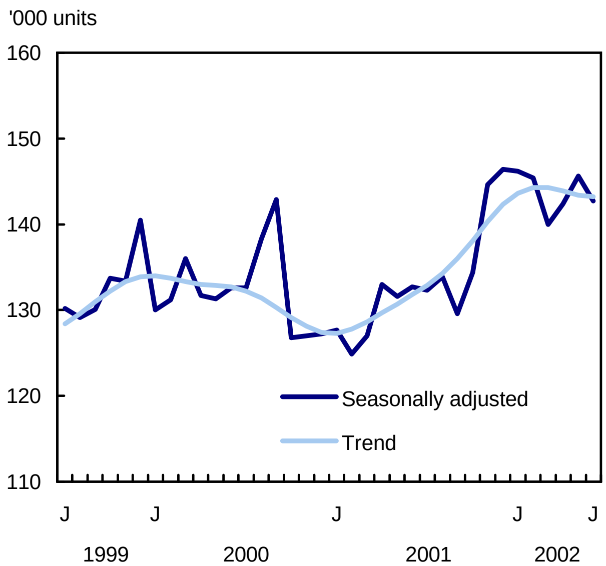
MAJOR RELEASES

New motor vehicle sales
June 2002

The number of new motor vehicles sold in June was down 2.0%, following a gain of 2.2% in May. A total of 142,715 new vehicles were sold in June.

Despite June's lower sales, the number of new motor vehicles sold has stabilized at a very high level. At least 140,000 new vehicles have been sold each month since November 2001. New motor vehicle sales moved upward throughout 2001; for most of 2000, sales were generally stable except for significant declines in the fall.

New motor vehicle sales stabilize at a high level



Preliminary figures from the auto industry indicate a drop in the number of new motor vehicles sold in July, mainly because of decreased truck sales.

Sales decline for both cars and trucks

Despite incentives reintroduced in June by some major manufacturers wishing to clear out remaining inventories of 2002 model-year vehicles, sales were down for both new cars and trucks.

A total of 77,147 new passenger cars were sold in June, down 1.6% from May. This followed two successive sales increases. North American-built cars were entirely responsible for this decline. Their sales were down 2.6% from May, whereas sales of overseas-built cars advanced 0.7%, a third consecutive increase.

> ***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, Yukon, the Northwest Territories and Nunavut are included in British Columbia.*

The upward movement maintained by passenger car sales since the start of 2001 appears to have stalled in recent months. Previously, sales had been generally stable since the start of 2000.

In June, sales of new trucks fell 2.5% to 65,569 vehicles. This decline followed two consecutive increases in May (+3.7%) and April (+2.9%) and a steep drop in March (-6.8%). Trucks include minivans, sport-utility vehicles, light and heavy trucks, vans and buses.

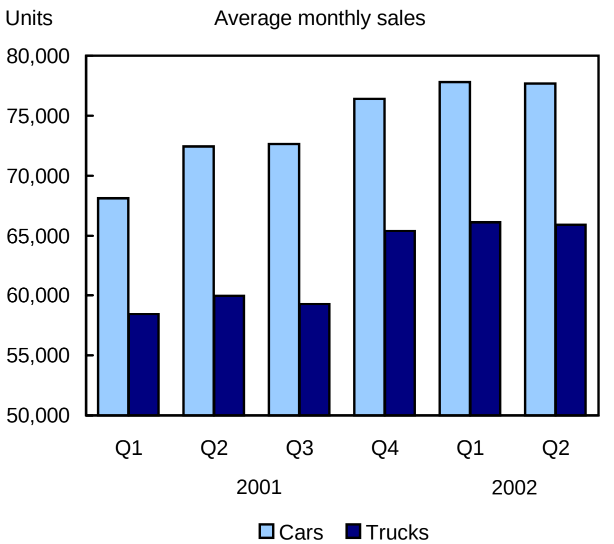
New truck sales have levelled off in recent months, following a period of growth that began in the summer of 2001. Truck sales were generally stable in the first part of 2001, following a period of declines in the fall of 2000. Previously, sales had remained stable for a year.

Quarterly sales almost unchanged

New motor vehicle sales in the second quarter remained almost unchanged (-0.2%) from the first quarter, when they advanced 1.5%. However, second quarter sales were 8.5% higher than in the second quarter of 2001.

Sales of new passenger cars and trucks in the second quarter of 2002 remained essentially unchanged from the first. Car sales were down marginally (-0.1%) and sales of new trucks declined a modest 0.3%. These results followed a 1.9% rise for passenger cars in the first quarter and a gain of 1.1% for trucks.

New motor vehicle sales remain unchanged in second quarter



Alberta leads the way

In June, new motor vehicle sales declined in all but three provinces.

Alberta (+3.1%) posted the strongest advance in the number of new motor vehicles sold compared with May. The other regions not posting declines were Newfoundland and Labrador (+1.0%) and the region formed by British Columbia and the three territories, where sales were unchanged.

This was the third straight monthly increase in Alberta, where sales have generally been rising since the spring of 1999. In the region formed by British Columbia and the territories, the unchanged sales in June followed two strong increases in April and May. New motor vehicle sales in this region have been moving upward since the start of 2001, following a period of declines starting in the summer of 2000. For Newfoundland and Labrador, June's gain followed a sharp drop in May. New motor vehicle sales in this province have been declining in recent months, after rising throughout 2001.

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

The June 2002 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 2001	May 2002[r]	June 2002[p]	June 2001 to June 2002	May to June 2002
	Seasonally adjusted				
	Number of vehicles			% change	
New motor vehicles	**132,671**	**145,634**	**142,715**	**7.6**	**-2.0**
Passenger cars	73,045	78,369	77,147	5.6	-1.6
North American[1]	52,201	54,058	52,656	0.9	-2.6
Overseas	20,844	24,310	24,491	17.5	0.7
Trucks, vans and buses	59,626	67,265	65,569	10.0	-2.5
New motor vehicles					
Newfoundland and Labrador	2,233	1,974	1,994	-10.7	1.0
Prince Edward Island	373	390	385	3.2	-1.3
Nova Scotia	3,476	3,800	3,481	0.1	-8.4
New Brunswick	3,148	3,451	3,325	5.6	-3.7
Quebec	33,134	36,522	35,242	6.4	-3.5
Ontario	53,491	58,161	56,854	6.3	-2.2
Manitoba	3,439	4,072	3,954	15.0	-2.9
Saskatchewan	3,107	3,639	3,328	7.1	-8.5
Alberta	16,005	17,000	17,528	9.5	3.1
British Columbia[2]	14,265	16,625	16,625	16.5	0.0

	June 2001[r]	May 2002	June 2002[p]	June 2001 to June 2002
	Unadjusted			
	Number of vehicles			% change
New motor vehicles	**161,079**	**186,313**	**168,323**	**4.5**
Passenger cars	89,268	106,498	90,387	1.3
North American[1]	64,910	74,074	62,931	-3.0
Overseas	24,358	32,424	27,456	12.7
Trucks, vans and buses	71,811	79,815	77,936	8.5
New motor vehicles				
Newfoundland and Labrador	3,104	3,137	2,667	-14.1
Prince Edward Island	563	554	544	-3.4
Nova Scotia	4,638	5,763	4,519	-2.6
New Brunswick	4,167	4,907	4,218	1.2
Quebec	39,940	50,280	40,561	1.6
Ontario	65,323	70,588	67,638	3.5
Manitoba	3,967	4,898	4,275	7.8
Saskatchewan	3,632	4,170	3,712	2.2
Alberta	18,639	21,286	20,090	7.8
British Columbia[2]	17,106	20,730	20,099	17.5

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 indexes
Second quarter 2002

The composite price index (1997=100) for non-residential building construction in the second quarter was 115.0, up 0.4% from the first quarter and 1.4% from the second quarter of 2001.

In the second quarter of 2002, Calgary's index rose 0.8% from the first quarter, followed by Halifax and Edmonton (both +0.6%), Montréal (+0.4%), Toronto and Vancouver (both +0.3%), and Ottawa (+0.2%).

Compared with the second quarter of 2001, Montréal had the highest change (+2.3%), followed by Calgary (+2.0%), Edmonton (+1.8%), Halifax (+1.4%), Ottawa (+1.0%), and Toronto and Vancouver (both +0.9%).

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

	Second quarter 2002	Second quarter 2001 to second quarter 2002	First quarter 2002 to second quarter 2002
		% change	
Composite	**115.0**	**1.4**	**0.4**
Halifax	106.8	1.4	0.6
Montréal	113.4	2.3	0.4
Ottawa	116.1	1.0	0.2
Toronto	118.9	0.9	0.3
Calgary	115.6	2.0	0.8
Edmonton	114.1	1.8	0.6
Vancouver	107.4	0.9	0.3

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.

The second quarter 2002 issue of *Capital expenditure price statistics* (62-007-XPB, $24/$79) will be available in September. See *How to order products*.

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

Registered apprenticeship training
2000

The number of people registered in apprenticeship training programs increased to 201,586 in 2000, up almost 7% from 1999 and surpassing the previous peak in registrations in 1991. However, the number of apprentices completing programs fell slightly in 2000 and remained below the 1991 level.

Registrations have been increasing since 1996, following a period of decline from 1991 associated with a weak economy. Although still not a large trade group, the fastest growing sector has been food and services trades, in which registrations have almost doubled since 1991. In 2000, the largest of the trade groups, metal fabricating, showed the greatest annual increase, up more than 9%.

Registrations in building construction trades and electrical, electronics and related trades fell in the early 1990s and have not returned to previous levels.

Although enrolments reached an all-time high in 2000, the number of completions (18,254) remained 8% below the 1991 level. Over this period, completions declined in most trade groups, especially building construction trades, dropping 42%. However, completions were up 40% in food and service trades and almost 11% in metal fabricating trades.

When looking at completion rates relative to current registrations, consideration should be given to whether the rates are higher in those trade programs that tend to be of shorter duration, such as the hairstylist/hairdresser or barber trades in the service sector. Consideration should also be given to trades less subject to economic fluctuations, such as those not associated with the building construction industry.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Client Services (1-800-307-3382; 613-951-7608; fax: 613-951-9040; *educationstats@statcan.ca*), Culture, Tourism and the Centre for Education Statistics. □

Registered apprenticeship training

Major trade groups	1991	1999	2000	1991 to 2000	1999 to 2000
	Registrations				
				% change	
Building construction	46,925	38,166	40,934	-12.8	7.3
Electrical, electronics and related	37,035	30,753	32,853	-11.3	6.8
Food and service	11,422	18,819	20,070	75.7	6.6
Industrial and mechanical	15,111	15,753	16,306	7.9	3.5
Metal fabricating	39,535	40,681	44,420	12.4	9.2
Motor vehicle and heavy equipment	39,316	39,993	41,991	6.8	5.0
Other	3,602	4,611	5,012	39.1	8.7
Total	**192,946**	**188,776**	**201,586**	**4.5**	**6.8**

Registered apprenticeship training

Major trade groups	1991	1999	2000	1991 to 2000	1999 to 2000
	Completions				
				% change	
Building construction	3,602	2,224	2,076	-42.4	-6.7
Electrical, electronics and related	3,393	2,763	2,739	-19.3	-0.9
Food and service	1,841	2,562	2,580	40.1	0.7
Industrial and mechanical	1,941	2,188	1,624	-16.3	-25.8
Metal fabricating	3,779	4,225	4,186	10.8	-0.9
Motor vehicle and heavy equipment	4,747	4,248	4,728	-0.4	11.3
Other	421	372	321	-23.8	-13.7
Total	**19,724**	**18,582**	**18,254**	**-7.5**	**-1.8**

■

Postal code conversion file plus
1996

The *Postal code conversion file plus* (PCCF+) (82F0086XDB) with postal codes to May 2002 complements the *Postal code conversion file* (PCCF). When the association between the postal code and census geography is not unique, the PCCF+ allows for a proportional allocation based on the population count.

The PCCF+ is free, and only available to purchasers of the PCCF. Users also need SAS to run this application. For a copy of the documentation, or to obtain the PCCF+, contact your nearest Statistics Canada Regional Reference Centre.

For more information, contact Russell Wilkins (613-951-5305; *russell.wilkins@statcan.ca*), Social and Economic Studies Division. ■

NEW PRODUCTS

Oil and gas extraction, 2000
Catalogue number 26-213-XIB ($22).

Postal code conversion file plus, 1996
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All prices are in Canadian dollars and exclude sales tax. Additional shipping charges apply for delivery outside Canada.

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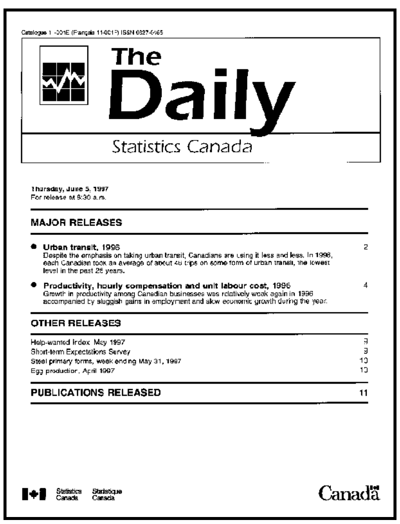
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MAJOR RELEASES

- **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 46 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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