



The Daily

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MAJOR RELEASES

- **National tourism indicators, third quarter 2002**
Tourism activity stumbled in the third quarter of 2002 as real spending in Canada by visitors decreased 1.0% from the second quarter. This decline followed two quarters of growth in the first half of 2002.

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- **Motor vehicle theft, 2001**
An average of about 470 motor vehicles were stolen each day in Canada in 2001. Police reported just over 170,000 stolen vehicles in 2001, about 10,000 more than in 2000. The national vehicle theft rate jumped 5% in 2001, halting four years of decline.

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MAJOR RELEASES

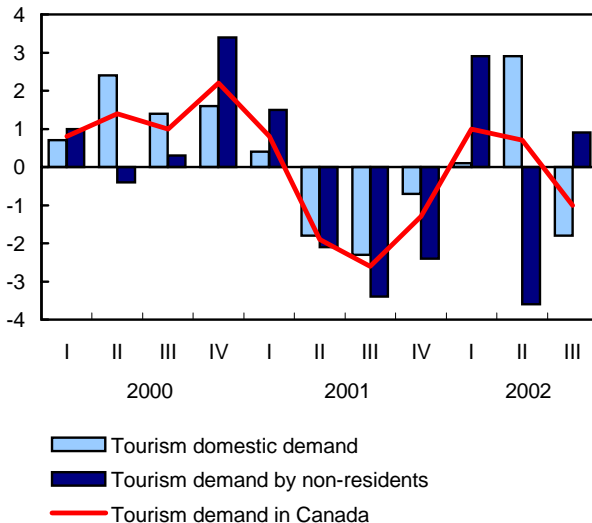
National tourism indicators

Third quarter 2002

Tourism activity stumbled in the third quarter of 2002, as spending in Canada by visitors decreased 1.0% from the second quarter. A drop in expenditures by Canadian residents accounted for the third quarter decline. This decline followed two quarters of growth, which had signalled the beginning of a recovery in the industry after a poor showing in 2001. Tourism spending now stands 5.0% below its peak established in the first quarter of 2001.

Tourism recovery stumbles

% change - preceding quarter
 Adjusted for seasonal variation and inflation



Downturn in Canadian spending halts tourism recovery

At \$8.5 billion (current dollars) and constituting 66% of total tourism expenditures in Canada, spending by Canadians was responsible for the halt in the recovery in the third quarter of 2002. The 1.8% drop in domestic demand may have reflected a more general tightening of the purse strings by Canadian consumers, as total personal expenditure on goods and services advanced a mere 0.1% in the third quarter. Lower growth in corporate profits may have had a dampening effect on business travel as well.

Note to readers

Tourism spending is expressed in real terms (that is, adjusted for price changes) as well as adjusted for seasonal variations, unless otherwise indicated. Associated percentage changes are presented at quarterly rates.

With this release, the national tourism indicators data have been revised back to 1986 to achieve two main goals: The first is to incorporate statistical revisions relating to new data sources or revised data, which had not been used up to this point. This includes revisions that arise from the incorporation of new estimates derived from the Tourism Satellite Account for 1988, 1992 and 1996 as well as from other parts of the System of National Accounts. The second is to rebase the constant price data and price indexes to the new base year 1997.

The third quarter decline in domestic spending was the fourth in the past six quarters. Among the major expenditure categories, transportation and accommodation both fell in the third quarter, but food and beverages rose.

Spending abroad by Canadian travellers increased slightly (+0.1%) in the third quarter but more so in the first half of 2002 (+4.0%), providing an additional possible reason for the downturn in tourism back at home.

International visitors return

The decrease in the domestic tourism market was partly offset by a rise in spending from international visitors. Following a large decline in the second quarter of 2002 (-3.6%), international visitors to Canada increased their spending 0.9% in the third quarter. This coincided with a 0.3% rise in the number of visitors to Canada. The increase in spending was larger than that of visits as a result of a 1.8% gain in overnight stays, which tend to produce more spending than same-day trips. Same-day trips fell 0.9%.

Outlays on accommodation advanced 2.5% in the third quarter, concurring with the increase in overnight stays. Although the number of visitors from the United States remained relatively flat (-0.1%), visitors from all other countries increased their visits 4.2%. The World Youth Days in Toronto in July may have been a contributing factor to this increase.

With the rise in spending from abroad, Canada's international travel deficit was reduced to \$580 million (current prices) in the third quarter. The balance stood at negative \$612 million in the second quarter. A negative number, or deficit, means that Canadian travellers spent more abroad than international visitors spent in Canada.

Passenger air transportation leads decreases in spending

Viewing total tourism spending by commodity, tourism expenditure on air transportation, which fell 3.1% from the second quarter, was the major factor behind the drop in third quarter spending. In fact, if air transportation was removed, tourism spending would have remained virtually flat in the quarter.

Other tourism commodities showed mixed results. Transportation commodities all showed declines in the quarter. Spending on accommodation and on recreation and entertainment also dropped. These declines were partly offset by an advance in food and beverage services.

Tourism employment rebounds

Employment generated by tourism reached 580,000 jobs, full- and part-time, in the third quarter of 2002, up 0.9% from the second quarter. This followed two quarters of essentially no growth.

Employment in the air transportation industry rose 3.9% in the third quarter, a second consecutive quarterly increase, following five quarters of strong declines. Employment in accommodation remained almost stable in the quarter, but employment in the food and beverage industry continued to increase, rising 0.7%.

Available on CANSIM: 387-0001 to 387-0009

Information on methods and data quality available in the Integrated Meta Data Base: survey number 1910.

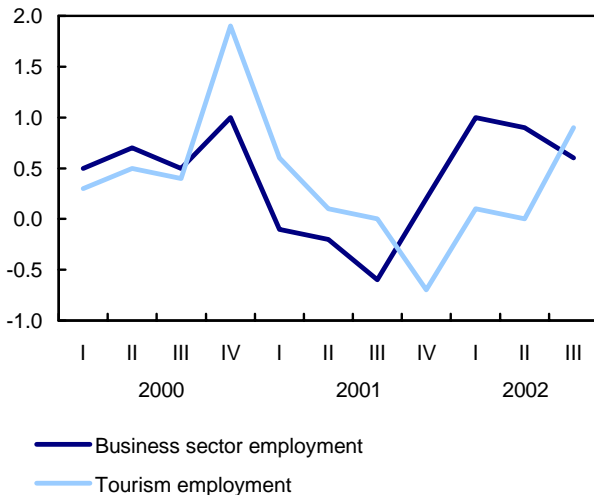
The third quarter 2002 issue of the *National tourism indicators* (13-009-XIB, free) is now available on Statistics Canada's website (www.statcan.ca). From the *Products and services* page, under *Browse our Internet publications*, choose *Free*, then *National accounts*. To order a paper copy of the publication (13-009-XPB, free), contact Client services (613-951-3640; fax: 613-951-3618; iead-info-dcprd@statcan.ca).

For more information, or to enquire about the concepts, methods or data quality of this release, contact Conrad Barber-Dueck (204-275-3626) or Jacques Delisle (613-951-3796), Income and Expenditure Accounts Division.

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Tourism employment versus business sector employment

% change - preceding quarter
Adjusted for seasonal variation



Tourism expenditures

	2000	2001	2000 to 2001	First quarter 2002	Second quarter 2002	Third quarter 2002	Second quarter 2002 to third quarter 2002
	\$ millions, 1997 prices		% change	\$ millions, 1997 prices (seasonally adjusted)			% change
Total tourism expenditures							
Tourism demand in Canada	47,718	47,802	0.2	11,737	11,817	11,704	-1.0
Tourism demand by non-residents	16,212	16,239	0.2	4,006	3,862	3,896	0.9
Tourism domestic demand	31,505	31,563	0.2	7,731	7,955	7,808	-1.8
Transportation							
Tourism demand in Canada	18,850	18,626	-1.2	4,570	4,589	4,465	-2.7
Tourism demand by non-residents	4,202	4,030	-4.1	1,006	979	958	-2.2
Tourism domestic demand	14,648	14,596	-0.4	3,563	3,609	3,507	-2.8
Accommodation							
Tourism demand in Canada	6,895	6,776	-1.7	1,705	1,723	1,704	-1.1
Tourism demand by non-residents	3,754	3,759	0.1	970	953	976	2.5
Tourism domestic demand	3,141	3,016	-4.0	735	770	728	-5.5
Food and beverage services							
Tourism demand in Canada	7,309	7,531	3.0	1,833	1,872	1,906	1.8
Tourism demand by non-residents	2,783	2,779	-0.1	666	646	664	2.8
Tourism domestic demand	4,526	4,752	5.0	1,168	1,226	1,242	1.3
Other tourism commodities							
Tourism demand in Canada	7,582	7,670	1.2	1,861	1,871	1,857	-0.7
Tourism demand by non-residents	2,260	2,273	0.6	554	525	510	-2.9
Tourism domestic demand	5,322	5,397	1.4	1,307	1,346	1,347	0.1
Other commodities							
Tourism demand in Canada	7,083	7,200	1.7	1,768	1,763	1,773	0.6
Tourism demand by non-residents	3,214	3,398	5.7	810	758	788	4.0
Tourism domestic demand	3,869	3,802	-1.7	958	1,005	985	-2.0

Tourism expenditures

	Third quarter 2001	Fourth quarter 2001	First quarter 2002	Second quarter 2002	Third quarter 2002	Second quarter 2002 to third quarter 2002
	\$ millions current, seasonally adjusted					% change
Total tourism expenditures						
Tourism demand in Canada	12,681	12,339	12,511	12,738	12,803	0.5
Tourism demand by non-residents	4,493	4,361	4,461	4,289	4,308	0.4
Tourism domestic demand	8,188	7,978	8,051	8,449	8,495	0.5
Transportation						
Tourism demand in Canada	4,807	4,563	4,667	4,846	4,901	1.1
Tourism demand by non-residents	1,205	1,153	1,168	1,145	1,113	-2.7
Tourism domestic demand	3,602	3,411	3,498	3,701	3,788	2.3
Accommodation						
Tourism demand in Canada	1,888	1,824	1,898	1,860	1,803	-3.1
Tourism demand by non-residents	1,056	1,024	1,080	1,029	1,033	0.4
Tourism domestic demand	832	800	818	831	770	-7.4
Food and beverage services						
Tourism demand in Canada	2,072	2,054	2,050	2,106	2,158	2.5
Tourism demand by non-residents	750	713	744	727	752	3.4
Tourism domestic demand	1,321	1,341	1,306	1,379	1,406	2.0
Other tourism commodities						
Tourism demand in Canada	2,055	2,030	2,037	2,067	2,074	0.3
Tourism demand by non-residents	613	602	620	593	585	-1.4
Tourism domestic demand	1,442	1,428	1,417	1,474	1,489	1.0
Other commodities						
Tourism demand in Canada	1,860	1,868	1,859	1,860	1,868	0.4
Tourism demand by non-residents	869	870	848	796	825	3.8
Tourism domestic demand	991	999	1,012	1,064	1,042	-2.0

Motor vehicle theft

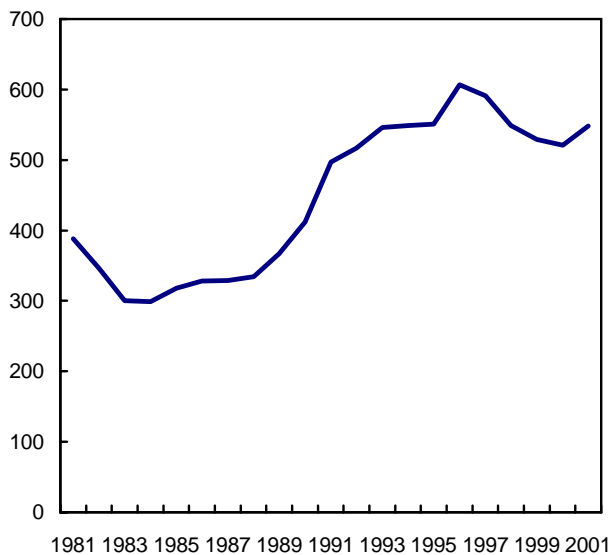
2001

An average of about 470 motor vehicles were stolen each day in Canada in 2001. Police reported just over 170,000 stolen vehicles in 2001, about 10,000 more than in 2000. The national vehicle theft rate jumped 5% in 2001, halting four years of decline.

With the exception of a drop from 1996 to 2000, the rate of vehicle theft in Canada has been increasing annually since the mid-1980s. Vehicle thefts have not followed the general decline seen in other property crimes during the 1990s.

Motor vehicle theft rate, 1981 to 2001

Rate per 100,000 population



The national increase in vehicle thefts has been driven by sharp increases in specific areas of the country. Over the past decade, vehicle theft rates have doubled in London and Hamilton, tripled in Regina and more than quadrupled in Winnipeg. This has resulted in a large increase in rates in Manitoba and Saskatchewan in particular. From 2000 to 2001, large increases were reported in Victoria (+55%) and Edmonton (+39%).

In 2001, Manitoba's rate (1,148 vehicle thefts per 100,000 population) was more than twice the national average and highest among the provinces for the fifth year in a row. Manitoba was followed by British Columbia (812) and Saskatchewan (786). The lowest rates were reported in the Atlantic provinces.

Among the 25 largest metropolitan areas, the highest rates of vehicle theft were reported in Regina (1,996 thefts per 100,000 population), Winnipeg (1,581)

and Vancouver (1,149). The lowest rates were reported in St. John's (183), Saint John (199) and Québec (290).

Canada ranked fifth highest of 17 countries for car thefts in the 1999 International Crime Victimization Survey, with 1.6% of the population reporting that they had been a victim of car theft during the previous 12 months. Police-reported data show that Canada's vehicle theft rate has been higher than the U.S. rate since 1996. In 2000, Canada's rate was 26% higher than the comparable American rate.

Motor vehicle thefts, Canada

Year	Number of thefts	Rate ¹	Annual % change in rate
1981	96,229	388	1.2
1982	86,997	346	-10.7
1983	75,988	300	-13.5
1984	76,613	299	-0.1
1985	82,250	318	6.4
1986	85,585	328	3.0
1987	87,061	329	0.4
1988	89,454	334	1.4
1989	100,208	367	10.0
1990	114,082	412	12.1
1991	139,345	497	20.7
1992	146,801	517	4.1
1993	156,685	546	5.5
1994	159,469	549	0.6
1995	161,696	551	0.3
1996	180,123	607	10.2
1997	177,130	591	-2.7
1998	165,920	549	-7.1
1999	161,388	529	-3.5
2000	160,315	521	-1.5
2001	170,213	548	5.1

¹ Rates are expressed per 100,000 population.

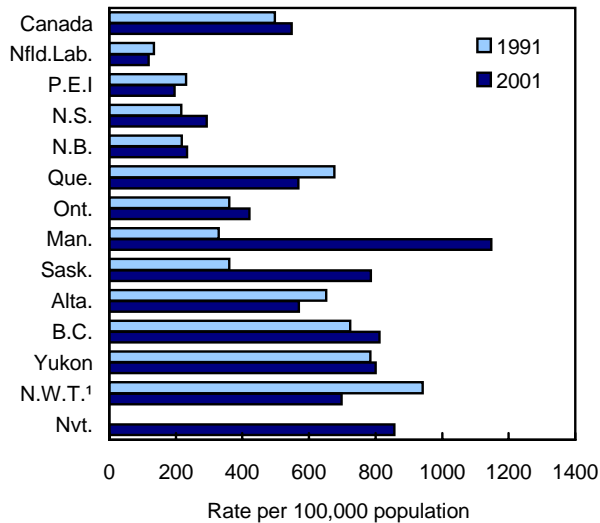
About one-quarter of vehicle thefts linked to organized crime

According to police, vehicles are primarily stolen for "joy-riding," transporting criminals to and from the commission of a crime, or as organized criminal theft to be resold as a whole or dismantled and sold as parts. About one-quarter of all vehicles stolen are never recovered, an indication that these thefts may be connected to organized theft rings.

Over the past six years, about one in every eight vehicle theft incidents (12.5%) were cleared by police through the identification of an accused person. This clearance rate is about half of what it used to be during the 1980s, when police solved about one in every four vehicle thefts. In 2001, clearance rates ranged from 6% in British Columbia to 29% in Newfoundland and Labrador.

The Insurance Bureau of Canada estimates that vehicle theft costs Canadians about \$1 billion each year. This includes \$600 million in insurance premiums and \$400 million in health care, police, court and corrections costs.

Motor vehicle theft rates by province and territory, 1991 and 2001



¹ For 1991, the Northwest Territories include Nunavut.

Sport-utility vehicles and vans becoming more popular for thieves

During the past 10 years, thieves have switched their preference from cars to trucks, largely the result of the growing popularity of vans and sport-utility vehicles. Although cars still account for 6 out of every 10 vehicles stolen, the theft of trucks has increased 59% since 1991, compared with a 3% increase in car thefts.

About 4 in 10 vehicle thefts occur in parking lots, the most common location. An additional 30% occurred on the street and 16% from homes, including driveways and garages. Although the precise time of the theft

is rarely known, more vehicle thefts (38%) occurred between 6 am and noon than in any other 6-hour period during the day.

Youths account for 42% of vehicle thefts

Four in 10 persons charged with vehicle theft in 2001 were youths aged 12 to 17, with 16 representing the most common age. The rate of youths charged increased for the second consecutive year in 2001, following a general decline since 1991.

Almost 9 in 10 vehicle thefts are committed by males. However, the proportion of females charged with this offence has increased from 7% in 1991 to 12% in 2001.

Anti-theft devices becoming more popular on new models

According to the Insurance Bureau of Canada, nearly half of all new motor vehicles sold in Canada are equipped with anti-theft systems. However, most Canadians currently do not have anti-theft devices in their vehicle. Of those who do, 36% have car alarms, 26% have "kill" switches to cut off vehicle systems such as the fuel pump and ignition, and 21% have some form of steering wheel lock.

The publication *Juristat: Motor Vehicle Theft in Canada - 2001*, Vol. 23, no. 1 (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 Client Services (1-800-387-2231; 613-951-9023), Canadian Centre for Justice Statistics.

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Motor vehicle theft by province and territory

	Number of thefts	Rate ¹	2000 to 2001 % Change	1991 to 2001
Canada	170,213	548	5	10
Newfoundland and Labrador	634	119	-1	-11
Prince Edward Island	272	196	23	-15
Nova Scotia	2,755	292	-4	35
New Brunswick	1,765	233	7	7
Quebec	42,054	567	-1	-16
Ontario	50,067	422	2	17
Manitoba	13,206	1,148	11	250
Saskatchewan	7,986	786	5	118
Alberta	17,467	570	15	-12
British Columbia	33,242	812	13	12
Yukon	239	800	1	2
Northwest Territories	285	698	36	...
Nunavut	241	856	19	...

... not applicable.

¹ Rates are expressed per 100,000 population.

Motor vehicle thefts by census metropolitan area

CMA	Number	Rate ¹	2000 to 2001 % change	1991 to 2001
Population 500,000 and over				
Winnipeg	10,828	1,581	11	325
Vancouver	23,882	1,149	9	11
Hamilton	5,553	816	17	113
Montréal	27,250	776	-3	-22
Edmonton	7,208	753	39	-9
Calgary	5,623	579	-1	-29
Ottawa ²	4,125	488	-12	-15
Toronto	18,078	370	2	3
Québec	2,008	290	26	-41
Population 100,000 to 499,999				
Regina	3,955	1,996	25	238
Sherbrooke	1,203	830	8	44
London	2,713	707	-9	100
Sudbury	900	574	6	-45
Saskatoon	1,308	567	-15	64
Kitchener	2,443	535	15	92
Halifax	1,832	510	-10	61
Windsor	1,558	496	12	49
Trois-Rivières	628	444	-12	-6
Thunder Bay	518	416	12	-19
St. Catharines–Niagara	1,740	407	-12	29
Victoria	1,129	354	55	6
Saguenay	481	335	-11	0
Gatineau ³	789	301	-4	-15
Saint John	292	199	16	-42
St. John's	322	183	-2	-24

¹ Rates are expressed per 100,000 population.

² Ottawa refers to the Ontario part of the Ottawa-Gatineau CMA.

³ Gatineau refers to the Quebec part of the Ottawa-Gatineau CMA.

OTHER RELEASES

Production of eggs and poultry

November 2002 (preliminary)

Egg production was estimated at 47.8 million dozen in November, unchanged from November 2001.

Poultry meat production reached 90.0 million kilograms in November, down 0.6% from November 2001.

Available on CANSIM: 003-0022, 003-0038 and 003-0039

The November 2002 issue of *Production of eggs* (23-003-XIB, free) will be available soon on Statistics Canada's website (www.statcan.ca). From the *Products and services* page, under *Browse our Internet publications*, choose *Free*, then *Agriculture*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Sandy Gielfeldt (613-951-2505; sandy.gielfeldt@statcan.ca) or Barbara Bowen (613-951-3716; barbara.bowen@statcan.ca), Agriculture Division. ■

NEW PRODUCTS

National tourism indicators, quarterly estimates,
Third quarter 2002
Catalogue number 13-009-XIB
(free).

National tourism indicators, quarterly estimates,
Third quarter 2002
Catalogue number 13-009-XPB
(free).

National tourism indicators, historical estimates, 1986–2000
Catalogue number 13-220-XIB
(free).

Gross domestic product by industry, October 2002,
Vol. 16, no. 10
Catalogue number 15-001-XIE (\$11/\$110).

Cereals and oilseeds review, October 2002, Vol. 25,
no. 10
Catalogue number 22-007-XIB (\$11/\$112).

Cereals and oilseeds review, October 2002, Vol. 25,
no. 10
Catalogue number 22-007-XPB (\$15/\$149).

Juristat: Motor vehicle theft in Canada - 2001,
Vol. 23, no. 1
Catalogue number 85-002-XIE (\$8/\$70).

Juristat: Motor vehicle theft in Canada - 2001,
Vol. 23, no. 1
Catalogue number 85-002-XPE (\$10/\$93).

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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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