



# The Daily

Statistics Canada

Wednesday, December 14, 2005

Released at 8:30 a.m. Eastern time

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## Releases

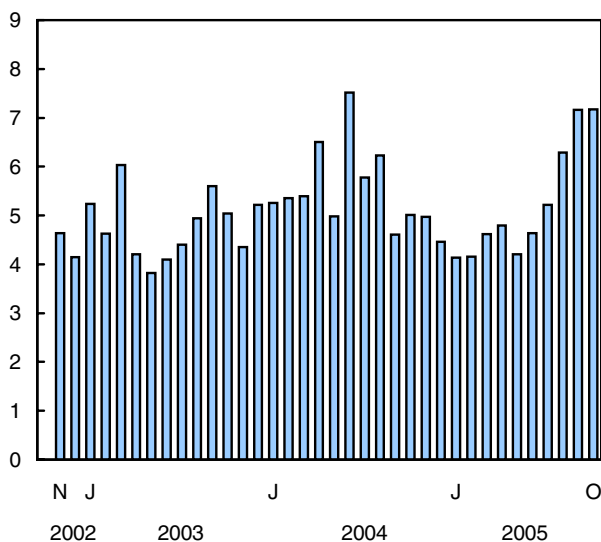
### Canadian international merchandise trade

October 2005

Exports continued to show strength in October, rising 1.0% to a record high value of \$40.2 billion. This marked the eighth consecutive rise in shipments abroad.

#### Trade balance

\$ billions



Imports also grew, increasing 1.2% to \$33.0 billion, led by gains in machinery and equipment and auto parts, indicating business investment and expansion activities on the part of Canadian companies.

Trade with the United States saw the largest increases, with exports surging 2.3% and imports growing by 1.5%. Exports to our southern neighbour have been on the rise since early 2005, primarily as a result of increasing energy prices.

In October, the main contributor to the rising shipments to the United States was the increase in natural gas exports, as natural gas prices continued to climb. Shipments of lumber and sawmill products, passenger vehicles, and live cattle also registered gains.

Exports to Canada's other trading partners fell 4.5% while imports edged up 0.7%. Imports from China had reached \$24.2 billion as of October, surpassing their total value for 2004 as a whole.

#### Note to readers

Merchandise trade is one component of the current account of Canada's balance of payments, which also includes trade in services.

Trade data by country, such as imports from China, is available on a customs basis only.

#### Revisions

In general, merchandise trade data are revised on an ongoing basis for each month of the current year. Customs basis data are revised for the previous data year each quarter.

Factors influencing revisions include late receipt of import and export documentation, incorrect information on customs forms, replacement of estimates with actual figures, changes in classification of merchandise based on more current information, and changes to seasonal adjustment factors.

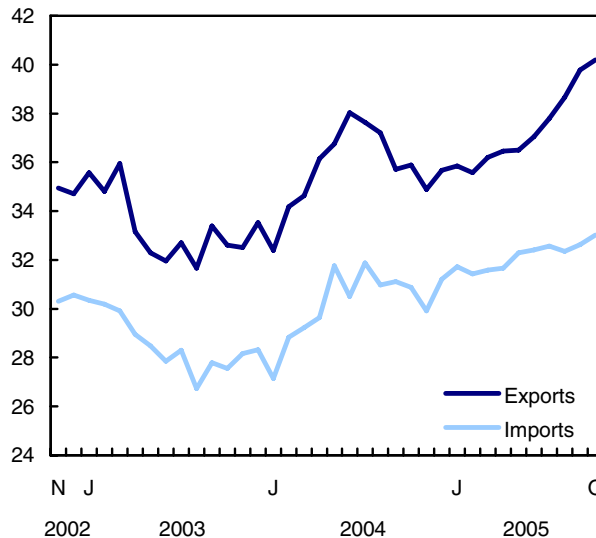
Revised data are available in the appropriate CANSIM tables.

The overall trade surplus stood firm at \$7.2 billion. The surplus with the United States increased from \$10.7 billion to \$11.1 billion but remained below the January 2001 record high of \$11.3 billion. The deficit with countries other than the United States widened from \$3.5 billion to a record high \$3.9 billion. Since August, the gap between export and import values has expanded as a result of Canada's exports to countries other than the United States declining while imports have increased.

#### Exports and imports

\$ billions

Seasonally adjusted



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## Exports: Natural resources lead the pack

The disruption to natural gas production as a result of hurricane damage on the Gulf Coast continued to push up natural gas prices in October. As a result of the price increase, there was a sizable gain (+10.0%) in the value of natural gas exports to the United States.

As in September, natural gas prices fuelled the overall increase in exports. Excluding energy, exports were relatively flat (+0.1%) for the month of October.

Energy is now Canada's largest export sector, weighing in at \$9.2 billion. Energy has surpassed the machinery and equipment (\$7.9 billion) and automotive (\$7.8 billion) sectors, which had exchanged the title of largest export sector back-and-forth for many years.

Exports of lumber and sawmill products were strong in October, rising 10.9% to \$1.6 billion, as rebuilding along the Gulf of Mexico in the United States sparked an increase in price and volumes. This was the first substantial increase since the record high set in May 2004, when high lumber prices and a relatively soft Canadian dollar (US 72 cents) ensured a prosperous market for lumber and sawmill products. Since that time, export volumes of lumber and sawmill products have been relatively stable. However, the Canadian dollar has appreciated substantially (to over US 84 cents), resulting in lumber producers receiving lower prices for their merchandise, which is quoted in US dollars.

Automotive product exports continued their four-month upward trend on the strength of passenger vehicles, which increased 5.3% in October to \$4.1 billion.

The lifting of the US ban on live cattle under 30 months in July continues to feed the resurgence of live animal exports, which increased 12.0% to \$218.1 million. This level is comparable to the months preceding the ban, but still well below the record high of \$245.4 million achieved in February 2002.

## Imports: Demand for machinery and equipment resumes

Gains in five of the seven import sectors led to a record high for imports in October. Leading the jump in imports was the increase in machinery and equipment, which grew by 2.7% to \$9.5 billion. Imports of machinery and equipment increased for the first six months of 2005, and then stabilized until October's upswing.

Investment in aircrafts and their engines and parts and office machines explained the rise in imports of machinery and equipment. Imports of aircraft, engines and parts jumped 9.5% to \$901.0 million, its third consecutive gain. Meanwhile, imports of office machines and equipment climbed 7.5% to \$1.4 billion following two months of decline.

Imports of automotive products also increased as a result of a 4.6% gain in motor vehicle parts.

Increased imports of alcoholic beverages, meat and meat products, and fish and fish products, contributed to the 1.3% rise in imports of agricultural products. Imports of industrial goods and materials and forestry products also edged up in October.

Energy imports fell slightly (-0.8%) as a decline in other energy products offset an increase in crude petroleum.

Following a surge in imports of consumer goods in September, Canadian companies relaxed their orders in October, resulting in imports falling 2.2% to \$4.1 billion.

**Available on CANSIM: tables 228-0001 to 228-0003 and 228-0033 to 228-0046.**

**Definitions, data sources and methods: survey numbers, including related surveys, 2201, 2202 and 2203.**

The October issue of *Canadian International Merchandise Trade*, Vol. 59, no. 10 (65-001-XIB, \$15/\$151) is now available. See *How to order products*. The publication includes tables on a balance of payments basis (by commodity and principal trading area) and on a customs basis (by commodity and country). Current account data (which incorporate merchandise trade statistics, service transactions, investment income and transfers) are available quarterly in *Canada's Balance of International Payments* (67-001-XIE, \$32/\$100).

Merchandise trade data are available in PDF format on the morning of release.

For more information on products and services, contact Anne Couillard, (1-800-294-5583; 613-951-6867). To enquire about the concepts, methods or data quality of this release, contact Diana Wyman (613-951-3116), International Trade Division.

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## Merchandise trade

	September 2005 <sup>r</sup>	October 2005	September to October 2005	October 2004 to October 2005	January to October 2004	January to October 2005	January–October 2004 to January–October 2005
seasonally adjusted, \$ current							
	\$ millions		% change		\$ millions		% change
<b>Principal trading partners</b>							
<b>Exports</b>							
United States	32,279	33,026	2.3	13.0	293,024	304,226	3.8
Japan	973	911	-6.4	15.5	8,343	8,641	3.6
European Union	2,543	2,329	-8.4	-0.8	22,596	23,954	6.0
Other OECD countries <sup>1</sup>	1,310	1,425	8.8	16.2	11,892	12,509	5.2
All other countries	2,678	2,506	-6.4	9.3	22,725	24,726	8.8
<b>Total</b>	<b>39,784</b>	<b>40,197</b>	<b>1.0</b>	<b>12.0</b>	<b>358,582</b>	<b>374,054</b>	<b>4.3</b>
<b>Imports</b>							
United States	21,577	21,904	1.5	4.5	208,893	215,645	3.2
Japan	951	953	0.2	16.4	8,266	9,186	11.1
European Union	3,099	3,377	9.0	2.2	30,390	31,889	4.9
Other OECD countries <sup>1</sup>	1,849	2,133	15.4	18.5	18,456	20,252	9.7
All other countries	5,144	4,655	-9.5	16.6	35,945	44,679	24.3
<b>Total</b>	<b>32,619</b>	<b>33,023</b>	<b>1.2</b>	<b>7.0</b>	<b>301,949</b>	<b>321,654</b>	<b>6.5</b>
<b>Balance</b>							
United States	10,702	11,122	...	...	84,131	88,581	...
Japan	22	-42	...	...	77	-545	...
European Union	-556	-1,048	...	...	-7,794	-7,935	...
Other OECD countries <sup>1</sup>	-539	-708	...	...	-6,564	-7,743	...
All other countries	-2,466	-2,149	...	...	-13,220	-19,953	...
<b>Total</b>	<b>7,165</b>	<b>7,174</b>	<b>...</b>	<b>...</b>	<b>56,633</b>	<b>52,400</b>	<b>...</b>
<b>Principal commodity groupings</b>							
<b>Exports</b>							
Agricultural and fishing products	2,572	2,615	1.7	7.8	25,885	24,991	-3.5
Energy products	8,836	9,216	4.3	58.1	56,310	69,922	24.2
Forestry products	2,878	3,044	5.8	-4.1	33,135	30,444	-8.1
Industrial goods and materials	7,098	6,961	-1.9	6.3	64,484	70,098	8.7
Machinery and equipment	7,791	7,939	1.9	4.5	76,660	79,014	3.1
Automotive products	7,648	7,769	1.6	2.3	75,883	72,862	-4.0
Other consumer goods	1,405	1,430	1.8	1.9	14,476	14,484	0.1
Special transactions trade <sup>2</sup>	699	719	2.9	9.8	6,632	6,806	2.6
Other balance of payments adjustments	855	503	-41.2	-23.2	5,114	5,428	6.1
<b>Imports</b>							
Agricultural and fishing products	1,857	1,881	1.3	2.1	17,860	18,355	2.8
Energy products	2,957	2,934	-0.8	34.4	19,888	27,340	37.5
Forestry products	252	254	0.8	-3.1	2,623	2,642	0.7
Industrial goods and materials	6,526	6,531	0.1	1.4	60,863	65,368	7.4
Machinery and equipment	9,256	9,507	2.7	7.1	86,785	91,801	5.8
Automotive products	6,594	6,695	1.5	7.0	64,542	65,318	1.2
Other consumer goods	4,190	4,098	-2.2	0.8	39,588	41,143	3.9
Special transactions trade <sup>2</sup>	400	521	30.3	33.2	4,247	3,956	-6.9
Other balance of payments adjustments	588	602	2.4	7.9	5,548	5,730	3.3

<sup>r</sup> Revised.

1. Includes Australia, Canada, Iceland, Mexico, New Zealand, Norway, South Korea, Switzerland and Turkey.

2. These are mainly low valued transactions, value of repairs to equipment, and goods returned to country of origin.

... Figures not appropriate or not applicable.

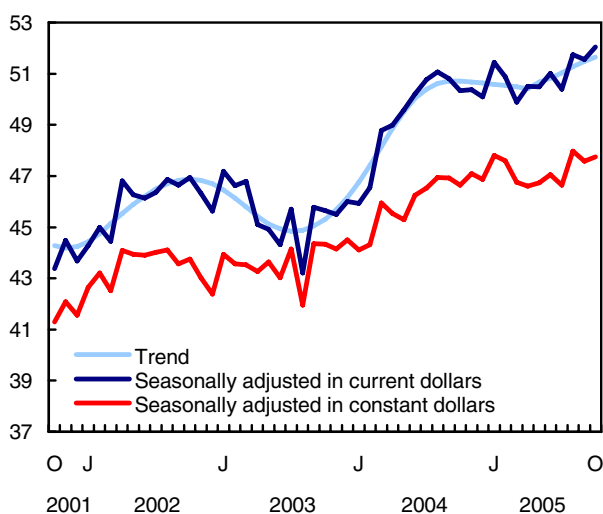
## Monthly Survey of Manufacturing

October 2005

The transportation equipment sector was again the key mover in October, as a sizable jump in motor vehicle manufacturing boosted total shipments by 0.9% to \$52 billion. Meanwhile, new contracts in the aerospace industry led to a 1.4% surge in unfilled orders.

### Big boost in motor vehicle production propels shipments

Billions of dollars



Although total manufacturing was up in October, the increase was quite concentrated as only 10 of the 21 manufacturing industries, accounting for 57% of the total, posted higher shipments.

At 1997 prices, shipments rose a modest 0.3% to \$47.8 billion, partly making up for September's 0.8% decline.

### Motor vehicle manufacturing drives home higher shipments

Following a weak September (-7.3%), manufacturers of motor vehicles bounced back in October with shipments rising 7.6% to \$6.2 billion. October's gains were attributable to a boost in production of 2006 models by some plants, coupled with the fact that Canada is currently home to the assembly of several popular makes of cars and light trucks in North America.

Excluding the volatile motor vehicle and parts industries, total manufacturing shipments remained unchanged (+0.0%) from September's level.

#### Note to readers

**Non-durable goods industries** include food, beverage and tobacco products, textile mills, textile product mills, clothing, leather and allied products, paper, printing and related support activities, petroleum and coal products, chemicals and plastics and rubber products.

**Durable goods industries** include wood products, non-metallic mineral products, primary metals, fabricated metal products, machinery, computer and electronic products, electrical equipment, appliances and components, transportation equipment, furniture and related products and miscellaneous manufacturing.

**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 note that the month-to-month change in new orders may be volatile. This will happen particularly if the previous month's change in unfilled orders is closely related 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. Also, some orders may be cancelled.

The motor vehicle industry is in the midst of restructuring itself in light of soaring costs, shifting product demand and offshore competition. Recent reports of plant closures and significant job cuts, coupled with announcements of major investments in infrastructure, weigh heavily on the future prospects of motor vehicle manufacturing.

### Manufacturers produce more chemicals, rail cars and machines

In the shadow of October's big gain in motor vehicle shipments, manufacturers of chemicals, railroad rolling stock and machinery also contributed to the rise.

Strong demand, coupled with a tight supply of product in the United States, has bolstered prices of chemical products in recent months. As a result, October's shipments of chemical products rose another 2.2% to \$4.2 billion, the third successive increase.

Production of railroad rolling stock recovered from a sharp drop in September that was due to temporary operational problems at some plants. The industry, which has received a wave of new orders for commuter rail cars in recent months, boosted production by 40.4% to \$310 million in October. Machinery manufacturers also posted a substantial gain in shipments of 2.8% to \$2.7 billion.

## Petroleum prices retreat

Offsetting some of the increases, a sharp 3.2% drop in the industrial price of petroleum in October pulled down the value of shipments of petroleum and coal products by 2.4% from September's record level of \$5.2 billion. Recent labour disruptions partly contributed to a 3.0% drop in the primary metals industry.

## Robust manufacturing of motor vehicles generates boost in Ontario

Six provinces and the Yukon reported higher shipments in October. The bounce back in motor vehicle manufacturing lifted shipments in Ontario by \$424 million (+1.6%) to \$26.7 billion, leading all provinces. However, the picture changes in Ontario when the motor vehicle and parts industries are excluded, with shipments falling 0.2% in October.

Manufacturing in Quebec rose by \$62 million (+0.5%) to \$12.2 billion, the fourth increase in the last five months. British Columbia posted a \$53 million (+1.5%) gain in shipments to \$3.6 billion, making up for a weak September (-0.5%).

## Manufacturing shipments, provinces and territories

	September 2005 <sup>r</sup>	October 2005 <sup>p</sup>	September to October 2005
seasonally adjusted			
	\$ millions		% change
<b>Canada</b>	<b>51,565</b>	<b>52,041</b>	<b>0.9</b>
Newfoundland and Labrador	231	213	-7.4
Prince Edward Island	116	120	3.5
Nova Scotia	844	829	-1.7
New Brunswick	1,389	1,344	-3.2
Quebec	12,174	12,236	0.5
Ontario	26,248	26,672	1.6
Manitoba	1,100	1,071	-2.6
Saskatchewan	910	911	0.1
Alberta	5,017	5,055	0.7
British Columbia	3,529	3,583	1.5
Yukon	1	1	9.2
Northwest Territories including Nunavut	6	5	-15.3

<sup>r</sup> Revised.

<sup>p</sup> Preliminary.

On the labour front, the number of factory jobs edged higher in November for the first time since June. According to the latest release of the Labour Force Survey, manufacturers added 6,800 jobs (+0.3%) in November. Despite the rise, manufacturing employment remained down by 100,000 compared to the same period one year ago. In October, manufacturing employment declined by 7,700.

## Aerospace orders continue to soar

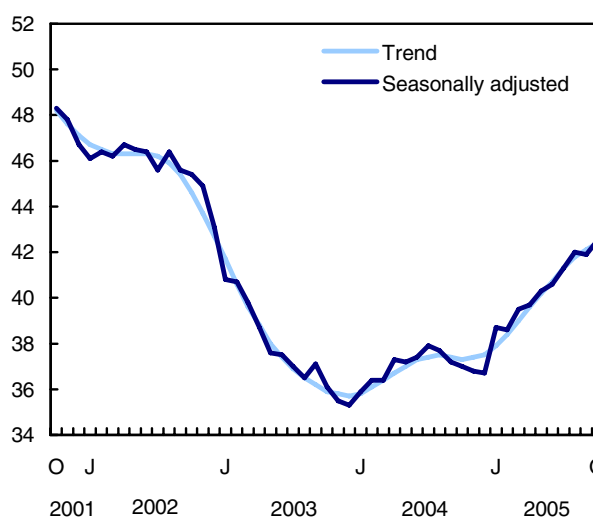
Unfilled orders rose 1.4% to \$42.5 billion in October, the eighth increase so far in 2005. Orders now stand at the highest level since December 2002 (\$43.1 billion).

New contracts received by aerospace manufacturers improved the industry's backlog of orders by 4.2% to \$13.5 billion, and was largely responsible for the October increase. Excluding the aerospace products and parts industry, unfilled orders edged up 0.2% for the month.

The plastics and rubber products (+14.3%) and fabricated metal products (+0.9%) also reported higher unfilled orders in October. They were partly offset by a 3.8% decline in orders for railroad rolling stock, although this industry has received a stream of orders in recent months.

## Aerospace contracts generate a sizeable gain in unfilled orders

Billions of dollars



## Big surge in new orders

A significant gain in the transportation equipment sector was enough to boost new orders by a healthy 2.3% to \$52.6 billion in October, and counterbalanced September's 1.9% decline. New orders now stand at the highest level since January of this year.

Wide ranging increases in the aerospace and motor vehicle industries were responsible for October's surge in new orders. Excluding the transportation equipment sector, new orders declined 0.3%.

## Inventories on the rise

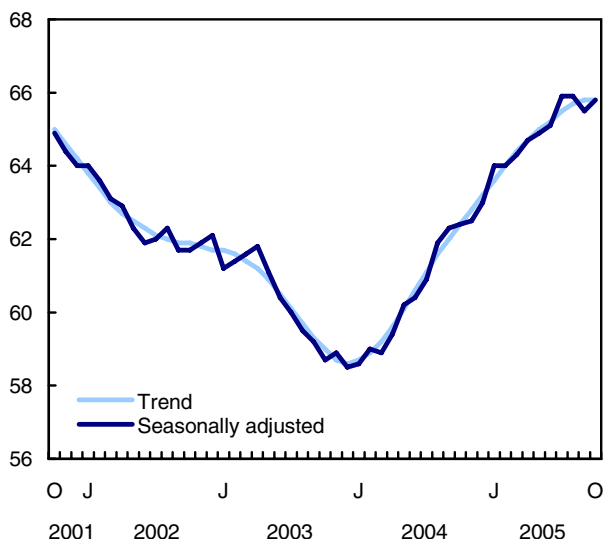
Following successive declines in August and September, manufacturers' inventories advanced 0.5% to \$65.8 billion in October. Despite October's increase, the upward trend in inventory accumulation has been gradually slowing since mid-2004.

Manufacturers reported the first increase in finished product inventories in three months. Finished products were \$21.9 billion, up 0.8% from September. Goods-in-process inventories were also higher by the close of the month, rising 0.9%. Meanwhile, inventories of raw materials remained relatively constant at \$28.7 billion.

Sizeable gains in the aerospace (+3.3%), plastics and rubber products (+3.0%) and wood products (+1.4%) industries contributed to the rise in inventories.

### Inventories on the rise for the first time since July

Billions of dollars



## The inventory-to-shipment ratio edges down

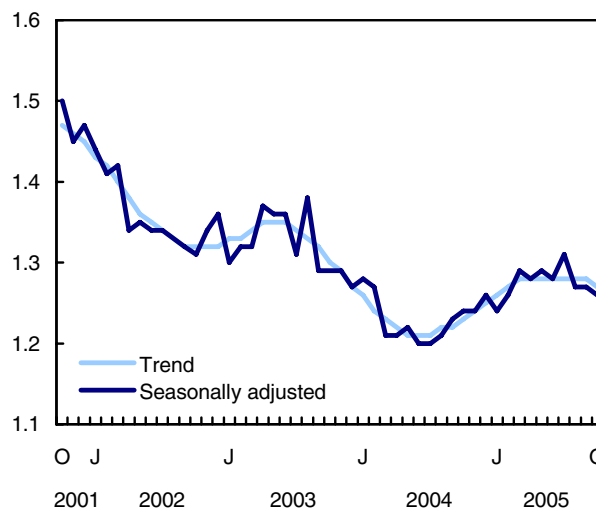
October's higher shipments, coupled with a modest increase in inventories, resulted in a slight drop in the inventory-to-shipment ratio to 1.26 from 1.27 in September.

In mid-2004, the inventory-to-shipment ratio had fallen to a low of 1.20 as robust shipments contributed to a strong manufacturing sector at the time. Following a gradual climb earlier this year, the ratio's trend has since stabilized in recent months.

The inventory-to-shipment ratio is a key measure of the time, in months, that would be required in order to exhaust inventories if shipments were to remain at their current level.

### Higher shipments cause the inventory-to-shipment ratio to ease down slightly

Ratio



On December 8, the study "Is Canada's manufacturing lagging compared with the US?" was released and is available for free online. The study is also included in the December Internet edition of *Canadian Economic Observer*, Volume 18, no. 12 (11-010-XIB, \$19/\$182).

**Available on CANSIM: tables 304-0014, 304-0015 and 377-0008.**

**Definitions, data sources and methods: survey number 2101.**

All data are benchmarked to the 2001 Annual Survey of Manufactures.

Data from the November *Monthly Survey of Manufacturing* will be released on January 18.

For general information or to order data, contact the dissemination officer (1-866-873-8789; 613-951-9497; fax: 613-951-9499; [manufact@statcan.ca](mailto:manufact@statcan.ca)). To enquire about the concepts, methods or data quality of the release, contact Russell Kowaluk (613-951-0600; [kowarus@statcan.ca](mailto:kowarus@statcan.ca)), Manufacturing, Construction and Energy Division.

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## 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	
October 2004	50,336	-0.9	62,447	0.2	37,042	-0.5	50,134	-0.5	1.24
November 2004	50,373	0.1	62,547	0.2	36,791	-0.7	50,122	-0.0	1.24
December 2004	50,089	-0.6	62,990	0.7	36,694	-0.3	49,992	-0.3	1.26
January 2005	51,448	2.7	64,046	1.7	38,714	5.5	53,468	7.0	1.24
February 2005	50,877	-1.1	64,048	+0.0	38,637	-0.2	50,799	-5.0	1.26
March 2005	49,879	-2.0	64,273	0.4	39,541	2.3	50,783	-0.0	1.29
April 2005	50,506	1.3	64,663	0.6	39,656	0.3	50,621	-0.3	1.28
May 2005	50,488	-0.0	64,914	0.4	40,256	1.5	51,088	0.9	1.29
June 2005	51,004	1.0	65,061	0.2	40,609	0.9	51,357	0.5	1.28
July 2005	50,391	-1.2	65,933	1.3	41,327	1.8	51,109	-0.5	1.31
August 2005	51,740	2.7	65,866	-0.1	42,049	1.7	52,462	2.6	1.27
September 2005	51,565	-0.3	65,473	-0.6	41,934	-0.3	51,449	-1.9	1.27
October 2005	52,041	0.9	65,810	0.5	42,524	1.4	52,632	2.3	1.26

## Manufacturing industries except motor vehicle, parts and accessories

	Shipments		Inventories		Unfilled orders		New orders	
	seasonally adjusted							
	\$ millions	% change	\$ millions	% change	\$ millions	% change	\$ millions	% change
October 2004	41,667	0.2	58,519	0.3	35,224	-0.3	41,568	0.7
November 2004	41,903	0.6	58,696	0.3	34,956	-0.8	41,634	0.2
December 2004	41,437	-1.1	59,082	0.7	34,770	-0.5	41,251	-0.9
January 2005	42,233	1.9	60,120	1.8	36,614	5.3	44,078	6.9
February 2005	42,085	-0.4	60,263	0.2	36,357	-0.7	41,828	-5.1
March 2005	41,891	-0.5	60,435	0.3	37,249	2.5	42,783	2.3
April 2005	42,228	0.8	60,748	0.5	37,406	0.4	42,385	-0.9
May 2005	42,241	+0.0	61,066	0.5	38,027	1.7	42,862	1.1
June 2005	42,531	0.7	61,172	0.2	38,484	1.2	42,988	0.3
July 2005	42,226	-0.7	61,844	1.1	39,092	1.6	42,834	-0.4
August 2005	42,788	1.3	61,852	+0.0	39,831	1.9	43,527	1.6
September 2005	43,067	0.7	61,466	-0.6	39,718	-0.3	42,954	-1.3
October 2005	43,068	+0.0	61,949	0.8	40,335	1.6	43,684	1.7

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## Canadian Environmental Sustainability Indicators 2005

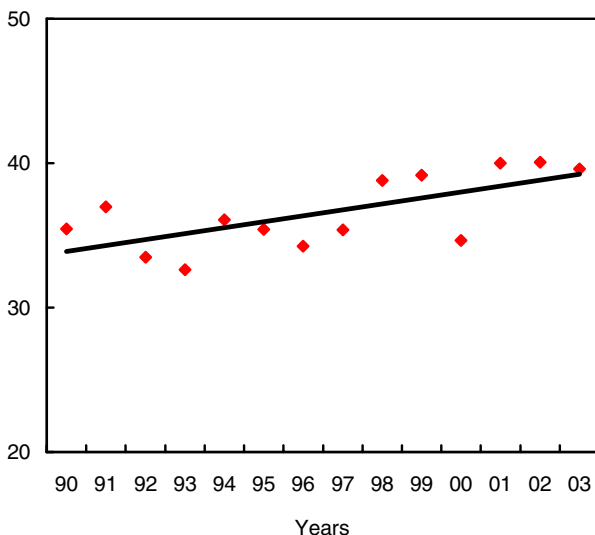
Trends for air quality and greenhouse gas emissions both deteriorated between 1990 and 2003, according to a new report on Canada's environmental sustainability.

The report also shows that water quality pollutant guidelines for aquatic life are being exceeded, at least occasionally, at most of a selected number of monitoring sites across the country.

The report, prepared by Environment Canada, Statistics Canada and Health Canada, establishes three indicators: freshwater quality, air quality and greenhouse gas emissions. They are a basis for providing Canadians with more regular and reliable information on the state of their environment and how it is linked with human activities.

### Ground-level ozone rose between 1990 and 2003

Parts per billion



These three environmental sustainability indicators are intended as annual measuring sticks by which governments and the public can track progress in striving for cleaner water, cleaner air and lower greenhouse gas emissions.

The water indicator documents the state of freshwater quality for aquatic life at selected sites across Canada. The air indicator reports national and regional trends in ground-level ozone, a key component of smog. The greenhouse gas indicator describes the trend in emissions and the contribution to emissions

#### Note to readers

This release summarizes the first version of an annual report on Canadian Environmental Sustainability Indicators.

These indicators respond to the May 2003 recommendation of the National Round Table on the Environment and the Economy that the federal government establish a small set of easily understood environmental and sustainable development indicators to track factors of importance to Canadians.

In 2004, the Government of Canada committed to establishing national indicators of freshwater quality, air quality and greenhouse gas emissions. The goal of these new indicators is to provide Canadians with more regular and reliable information on the state of their environment and how it is linked with human activity.

Environment Canada, Statistics Canada and Health Canada are working together to develop and communicate these indicators. Reflecting the joint responsibility for environmental management in Canada, this effort has benefited from the co-operation and input of the provinces and territories.

from energy production, energy consumption and other factors.

For each indicator, the report presents the latest status and, where possible, the trends over time. It offers interpretations of what the indicator trends mean and describes the plans for future improvements. The report also discusses how the indicators are linked.

### Urban air quality under pressure

The air quality indicator presented in the report assesses human exposure to ground-level ozone, a key component of smog.

The national concentration of ground-level ozone increased 16% from 1990 to 2003. Ground-level ozone is one of the most common and harmful air pollutants to which people are exposed.

The highest levels in 2003 were all recorded at stations in Southern Ontario; concentrations in this region also grew the fastest between 1990 and 2003.

In general, the health effects of ozone worsen as concentrations increase. Ground-level ozone has been linked to human health effects ranging from minor respiratory problems to emergency room visits and hospitalizations. Children, the elderly and those with pre-existing health conditions are most sensitive to high ozone levels.

Related economic effects include absenteeism, lower labour force participation and increased health care costs.

The indicator is adjusted for the number of people living near air quality monitoring stations. It uses a seasonal average to account for long-term health effects.

The pollutants that lead to ground-level ozone (nitrogen oxides and volatile organic compounds) are emitted when fossil fuels are burned, mainly in motor vehicles and thermal-electric power plants. Weather conditions and the movement of pollutants from other regions also affect ozone concentrations in a given locale.

### Greenhouse gas emissions increasing

The greenhouse gas indicator presented in the report estimates Canada's total emissions of the six greenhouse gases that are the major contributors to climate change. The indicator comes from data compiled by Environment Canada.

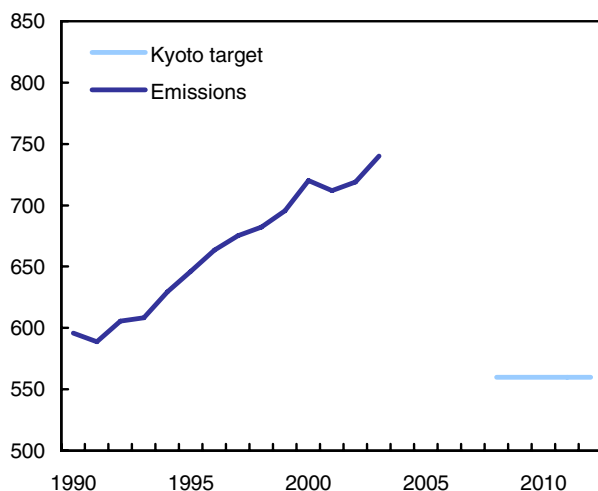
Greenhouse gas emissions rose 24% from 1990 to 2003, and in 2003 were 32% above the target set by the Kyoto Protocol for 2008 to 2012.

Alberta and Ontario had the highest emissions of all provinces in 2003. Saskatchewan, New Brunswick and Alberta had the highest percentage increases in emissions compared with 1990.

Canada's emissions per unit of economic activity (as measured by gross domestic product) dropped 13% from 1990 to 2003. Efficiency improvements in the energy sector partly explain this decline.

#### Emissions increased steadily between 1990 and 2003

Megatonnes of carbon dioxide equivalent



Energy production and consumption accounted for 81% of total Canadian greenhouse gas emissions in 2003 and 91% of the growth in

emissions from 1990 to 2003. Road transportation, thermal-electric power generation and fossil fuel production were the principal sources of the increase in emissions.

Road transportation accounted for 19% of total emissions in 2003 and 23% of the growth in emissions from 1990. In part, this reflects a shift in the types of vehicles used for personal transportation from automobiles to vans, sport utility vehicles and light-duty trucks. These heavier vehicles emit on average 40% more greenhouse gases per kilometre than do automobiles.

The emissions from thermal-electric power generation accounted for 18% of total emissions in 2003 and 27% of the growth from 1990. This growth was driven by the rising demand for electricity and the relative increase in the use of fossil fuels, particularly coal, for electricity generation.

Fossil fuel production accounted for 10% of total greenhouse gas emissions in 2003 and 13% of the growth since 1990. Between 1990 and 2003, exports of crude oil increased nearly six-fold, while exports of natural gas more than doubled. These increases explain about one-half of the total emissions increase for this category.

### Freshwater quality uneven

The water quality indicator provides a preliminary assessment of surface freshwater quality regarding the protection of aquatic life such as plants, invertebrates and fish. The indicator assesses freshwater quality status from 2001 to 2003. It does not assess the quality of water for human consumption.

For the 345 sites selected across the country, water quality at 44% of the sites was rated as "excellent" or "good"; that is, it rarely failed to meet water quality guidelines that set recommended limits for pollutant levels.

Among the remaining sites, 31% were rated as "fair"; that is, they exceeded guidelines occasionally. About 25% were rated as "marginal" or "poor"; that is, they exceeded the guidelines often or by a considerable margin.

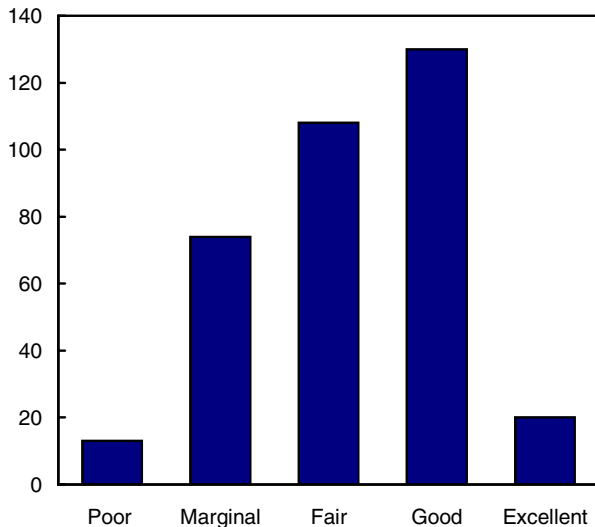
Almost all of the selected monitoring sites were in southern Canada, typically in places where water quality has been a concern.

Every day, industries, institutions and households discharge hundreds of different substances directly or indirectly into rivers and lakes. At least 100,000 tonnes of toxic pollutants were directly discharged to Canada's surface waters in 2003.

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### Freshwater quality good at fewer than half the sites

Number of sites



Water quality experts often identify urban development and agricultural activities as key potential

causes of degraded water quality. Pulp and paper facilities, mines (including oil sands), forestry, acid rain, and dams are also considered important stresses at some sites.

The following publications are now available for free online. *Canadian Environmental Sustainability Indicators* (16-251-XWE, free) is now available. *Canadian Environmental Sustainability Indicators: Highlights* (16-252-XWE, free) presents key findings from the Canadian Environmental Sustainability Indicators report. *Canadian Environmental Sustainability Indicators: Socio-economic Information* (16-253-XWE, free) provides contextual information on some of the main human activities that influence the environmental indicators. Socio-economic information is divided into three broad categories: land, population and economy.

For more information, or to enquire about the concepts, methods, or data quality of this release, contact the Information Officer (613-951-0297; fax: 613-951-0634; [environ@statcan.ca](mailto:environ@statcan.ca)), Environment Accounts and Statistics Division. ■

## Annual Survey of Accounting and Bookkeeping Services

2004

Canada's accounting services industry reported solid growth in 2004, with operating revenues increasing by almost 5% to \$8.8 billion. This growth appears to continue a steady upward trend interrupted only by accounting-related scandals in 2002.

The increase in revenue in 2004 was driven mainly by traditional audit, accounting and bookkeeping services. These services remain the backbone of the profession, accounting for almost 60 cents of every dollar of revenue (59.3%). Other sources of revenue included tax services (28.1%), insolvency and receivership services (2.6%), and consulting services (7.3%). A discernible decline in insolvency and receivership revenues earned in 2004 reflects the growing strength of the Canadian economy as reflected by fewer bankruptcies.

Just over 40 cents of every dollar of operating revenue in 2004 was generated in Ontario (44%), followed by Quebec (20%), Alberta (13%), and British Columbia (12%). Revenues increases in Alberta (20%), and in Quebec (10%) and British Columbia (7%) to a lesser extent, more than offset the decline reported in Ontario (-2%).

Market share of the 20 largest firms remained stable, representing 49% of operating revenues in 2004, virtually unchanged from 2003.

The accounting services industry relies heavily on human capital. In 2004, almost 71,000 workers were employed in the industry. And the \$3.2 billion spent on salaries and wages in 2004 represents the single largest expense item (53% of total industry operating expenses). These figures do not include the contribution of approximately 10,000 partners and working proprietors.

The industry's pre-tax operating profit margin was 31%, up from 29% in 2003.

**Available on CANSIM: table 360-0007.**

**Definitions, data sources and methods: survey number 4716.**

Results from the 2004 annual Survey of Accounting Services are now available.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Michel Savard (613-951-3175; fax: 613-951-6696; [michel.savard@statcan.ca](mailto:michel.savard@statcan.ca)), Service Industries Division. ■

## Export and import price indexes

October 2005

Current- and fixed-weighted export and import price indexes (1997=100) on a balance of payments basis are now available. Price indexes are listed from January 1997 to October 2005 for the five commodity sections and the major commodity groups (62 exports and 61 imports).

Current- and fixed-weighted US price indexes (1997=100) are also available on a customs basis. Price indexes are listed from January 1997 to October 2005. Included with the US commodity indexes are the 10 all-countries and US-only Standard International Trade Classification section indexes.

Indexes for the five commodity sections and the major commodity groups are also available on a customs basis.

**Available on CANSIM: tables 228-0001 to 228-0003 and 228-0033 to 228-0046.**

**Definitions, data sources and methods: survey numbers, including related surveys, 2201, 2202 and 2203.**

The October issue of *Canadian International Merchandise Trade*, Vol. 59, no. 10 (65-001-XIB, \$15/\$151) 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 Anne Couillard (1-800-294-5583; 613-951-9647), International Trade Division. ■

## Primary iron and steel

October 2005

Data on primary iron and steel for October are now available.

**Available on CANSIM: tables 303-0048 to 303-0051.**

**Definitions, data sources and methods: survey numbers, including related surveys, 2116 and 2184.**

The October issue of *Steel, Tubular Products and Steel Wire* (41-019-XIE, \$6/\$51) will soon be available.

For more information, or to enquire about the concepts, methods or data quality of this release, contact the dissemination officer (1-866-873-8789; 613-951-9497; [manufact@statcan.ca](mailto:manufact@statcan.ca)) Manufacturing, Construction and Energy Division. ■

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## New products

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**Canadian Environmental Sustainability Indicators, 2005**  
**Catalogue number 16-251-XWE**  
(free).

**Canadian Environmental Sustainability Indicators: Highlights, 2005**  
**Catalogue number 16-252-XWE**  
(free).

**Canadian Environmental Sustainability Indicators: Socio-economic Information, 2005**  
**Catalogue number 16-253-XWE**  
(free).

**New Motor Vehicle Sales, October 2005, Vol. 77,**  
no. 10  
**Catalogue number 63-007-XIE (\$14/\$133).**

**Canadian International Merchandise Trade,**  
October 2005, Vol. 59, no. 10  
**Catalogue number 65-001-XIB (\$15/\$151).**

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

Catalogue numbers with an -XWE, -XIB or an -XIE extension are Internet versions; those with -XMB or -XME are microfiche; -XPB or -XPE are paper versions; -XDB or -XDE are electronic versions on diskette; -XCB or -XCE are electronic versions on compact disc and -XBB or -XBE a database.

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## How to order products

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
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Statistics Canada	
Thursday, June 3, 1997 For release at 9:30 a.m.	
<b>MAJOR RELEASES</b>	
• <b>Urban transit, 1995</b> Despite the emphasis on taking urban transit, Canadians are using it less and less. In 1995, each Canadian took an average of about 21 trips on some form of urban transit, the lowest level in the past 25 years.	2
• <b>Productivity, hourly compensation and unit labour cost, 1995</b> Growth in productivity among Canadian businesses was modestly weak again in 1995 accompanied by sluggish gains in employment and slow economic growth during the year.	4
<b>OTHER RELEASES</b>	
Help-wanted index, May 1997	3
Short-term Expectations Survey	2
Steel primary forms, steel ending May 31, 1997	12
Egg production, Apr. 1997	13
<b>PUBLICATIONS RELEASED</b>	<b>11</b>
 	

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Catalogue 11-001-XIE.

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