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Releases

Monthly Survey of Manufacturing

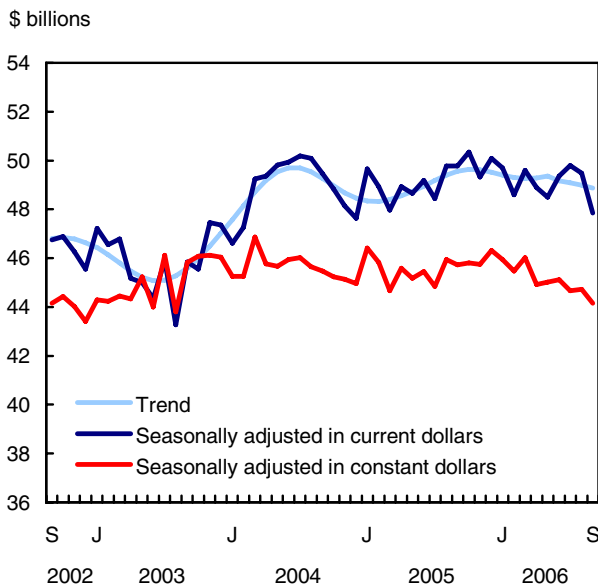
September 2006

Shipments from Canadian factories declined to their lowest level in nearly two years in September, in part the result of sluggish activity in the transportation sector and lower prices for petroleum and coal products.

Canadian manufacturers shipped goods worth \$47.9 billion, down 3.3% from August and the lowest level since December 2004. It was the second monthly decline in a row and the fastest rate of decline in shipments since August 2003.

After taking price fluctuations into account, the value of shipments was down just 1.2% to \$44.1 billion, after levelling off in August. This indicates that most of September's decline in shipment value was due to lower prices.

Lower petroleum prices slash shipment levels



On a year-to-date basis, the volume of shipments fell 1.0% between January and September this year, compared with the same period last year.

Shipments were off in 13 of 21 manufacturing industries and 3 were unchanged in September. Durable goods shipments tumbled 2.5% to \$25.6 billion in the wake of the transportation sector's third monthly decrease in a row, and sixth in the last nine months.

Revisions and seasonal adjustment

Monthly, preliminary estimates are provided for the reference month with revised estimates, based on late responses, for the previous three months.

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.

Non-durable goods suffered from declining commodity prices in September as shipments fell 4.2% to \$22.2 billion. The price of petroleum and coal products plunged 13.8%, their largest monthly price decline in over three years.

The transportation sector's problems did not stop with shipments. Total transportation inventories were up in September, and while new orders in the sector rose slightly, the motor vehicle industry dropped considerably.

Shipments fall on lower petroleum prices and transportation equipment output

Oil prices declined earlier than usual in September, largely due to strong inventory levels in the United States for gasoline and crude oil, and the prices continued to decline as inventories accumulated.

Canadian refineries continued to produce at slightly lower than capacity, but when combined with a price drop of 13.8%, shipments fell 15.3% to \$4.7 billion.

Transportation equipment fell 2.9% to \$8.9 billion, the third month of decline. September was a tense month for the motor vehicle assembly industry facing the possibility of the moth-balling of excess capacity in North America.

In spite of a relatively strong month of sales on both sides of the border, shipments in the motor vehicle industry fell 8.5% to \$4.5 billion, as manufacturers drew down their finished goods inventories by 12.2% to fill customer orders. Shipments for auto parts suppliers fell 4.5% to \$2.2 billion in the wake of the auto assembly slowdown.

Aerospace was the good-news industry in the transportation equipment sector through September, with shipments rising 18.1% to \$1.3 billion on strong quarter-end deliveries. Due to the high value of goods produced by the aerospace industry, monthly swings of plus or minus hundreds of million dollars are not unusual. For the first nine months of 2006, aerospace shipments are 3.6% lower compared with the same period of last year.

Machinery manufacturing shipments fell 6.2% to \$2.5 billion. The two-month decline of 8.5% has pushed this industry to its lowest level in 14 months.

Food manufacturing, the lone bright spot, was no match for widespread declines and tepid gains in all other sectors. Food shipments increased 2.0% to \$5.8 billion. Canadian food processors shipped a billion dollars of product more than their counterparts in the petroleum and coal industry, the first time this has happened since oil prices began to take off in February of this year.

Shipments drop in seven provinces

British Columbia and Prince Edward Island posted small increases while shipments in Quebec were unchanged. Shipments fell in every other province in September — especially those provinces with a significant presence in the petroleum and coal industry. Shipment decreases in Nova Scotia, New Brunswick, Ontario and Alberta can be directly attributed to the falling value in petroleum products.

In Quebec, strong gains in the aerospace industry offset declines in oil refining, chemicals and the beverage and tobacco industries. Quebec shipments remained at \$11.7 billion.

Manufacturing in Ontario lost ground in 16 of 21 industries, with the largest decline being more than half a billion dollars in the transportation equipment industry. Most of it was in motor vehicle manufacturing, which posted a 8.2% decline to \$4.5 billion. The value of petroleum refining fell by 17.0% to \$1.4 billion. Widespread declines included machinery (down 8.8% to \$1.2 billion) and fabricated metals (down 8.1% to \$1.3 billion).

A strong early harvest in Ontario pushed food industry shipments up 2.7% to a record high \$2.4 billion.

Weaker oil prices were the main factor in the 5.0% decline in Alberta's manufacturing shipments — the largest monthly decline in more than three years. Shipments of petroleum and coal products fell 17.2% to \$1.1 billion in September.

Shipments from British Columbia increased 0.2% to \$3.5 billion. In spite of a 5.8% decrease in paper shipments to under a half billion dollars, increased shipments of food and fabricated metals offset the decline. Wood products remained British Columbia's number one industry, increasing by 1.2% to nearly three-quarters of a billion dollars.

Manufacturing shipments, provinces and territories

	August 2006 ^r	September 2006 ^p	August to September 2006
Seasonally adjusted			
	\$ millions		% change
Canada	49,474	47,852	-3.3
Newfoundland and Labrador	169	168	-0.1
Prince Edward Island	106	106	0.1
Nova Scotia	779	731	-6.1
New Brunswick	1,273	1,153	-9.4
Quebec	11,681	11,685	0.0
Ontario	24,248	23,121	-4.6
Manitoba	1,181	1,160	-1.7
Saskatchewan	859	823	-4.2
Alberta	5,646	5,364	-5.0
British Columbia	3,526	3,532	0.2
Yukon	2	2	13.7
Northwest Territories including Nunavut	6	6	16.2

^r revised

^p preliminary

Food and chemical products inventories lead inventory increase

Total inventories for manufacturers increased 0.6% to \$63.4 billion in September, the third increase in a row. It was propelled by food inventories, which increased 3.4% to \$5.2 billion, the ninth monthly increase in the last year and the highest inventory level since April 2004. Chemical inventories also increased for the 12th consecutive month to record levels, up 0.9% to \$7.1 billion. Primary metals increased 1.9% to \$6.6 billion.

Transportation equipment inventories increased 0.8% to \$8.7 billion after falling 1.4% in August. The gain was concentrated in the automotive industry. Auto manufacturing inventories of goods in process and raw materials offset the decline of finished goods, resulting in total inventories climbing by 4.9% to \$1.4 billion. Meanwhile, auto parts inventories rose 2.6% to \$1.5 billion.

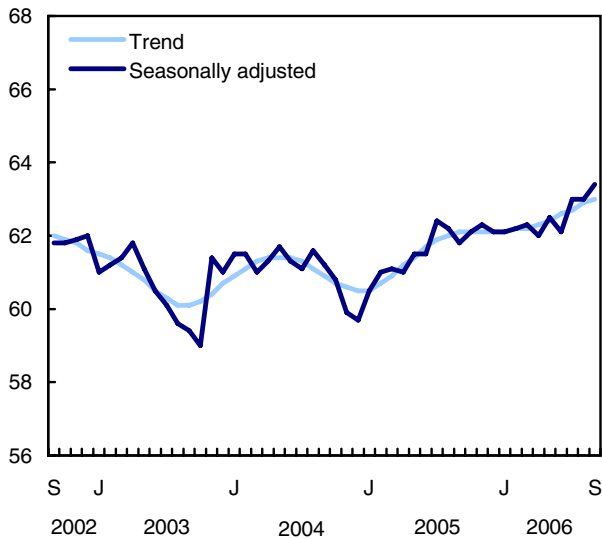
Aerospace inventories declined 1.2% to \$3.9 billion on strong shipments of finished goods.

Wood products inventories decreased 1.7% to \$4.6 billion, resulting from lower demand for housing in the United States and reduced logging activity.

Inventory in raw materials fell marginally while finished products and goods in process inventories increased in September.

Chemicals and food inventories rise

\$ billions



Motor vehicle assembly leads decline in new orders

In September, new orders declined by 2.8% to \$47.5 billion. New orders in transportation increased slightly, in spite of a 49.8% jump in the aerospace industry to \$1.8 billion. This increase ended two months of large declines for aerospace, while the motor vehicle industry dropped nearly half a billion dollars of new orders, falling 9.8% to \$4.2 billion. In total, the transportation equipment industry increased slightly to \$9.0 billion.

After motor vehicle products, primary metals experienced the second largest decline in new orders, down 4.5% to \$4.0 billion. New orders in fabricated metal products fell 5.8% to \$2.6 billion.

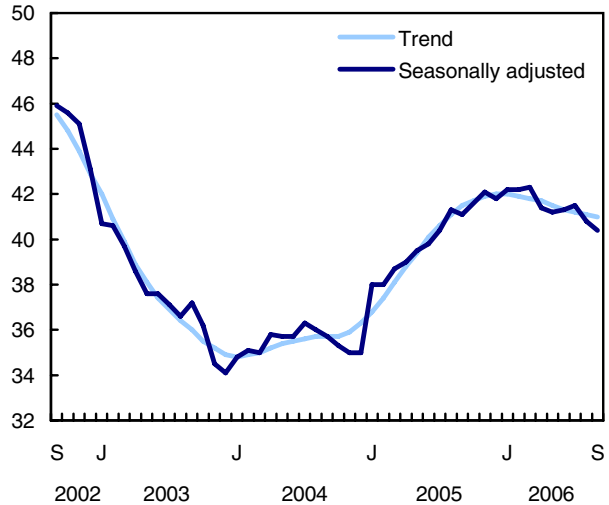
Transportation and primary metals behind drop in unfilled orders

Unfilled orders declined 0.9% to \$40.4 billion. The transportation equipment industry increased slightly to \$20.6 billion, mainly on the strength of a 2.9% increase in aerospace, while the motor vehicle industry experienced the largest decrease, falling 21.5% to \$991 million.

Aside from motor vehicles, the primary metals industry was the other major contributor to the decline in unfilled orders, falling 11.2% to \$1.8 billion in September.

Transportation and metals decline drives unfilled order drop

\$ billions



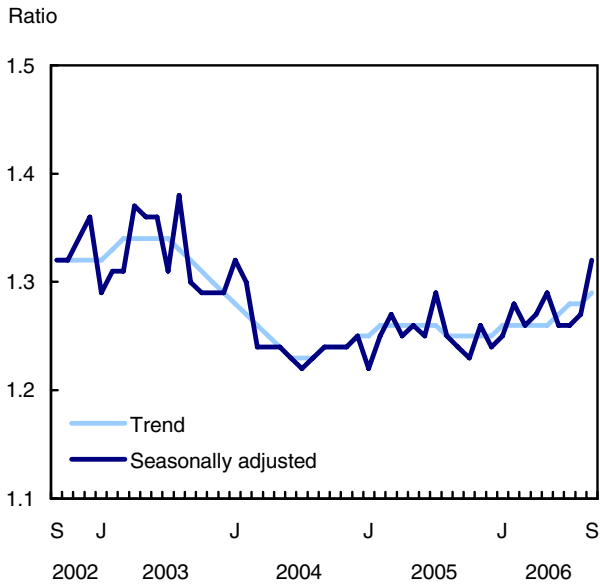
Inventory-to-shipment ratio at highest level since August 2003

The inventory-to-shipment ratio increased from 1.27 to 1.32 in September, the highest level since August 2003.

With finished goods inventories rising 2.0% and shipments dropping 3.3%, the finished-product inventory-to-shipment ratio moved up two points to 0.46 in September.

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

Inventory-to-shipment ratio on the rise



So far in 2006, the goods-producing sector has experienced weakness, the result of a sharp decline of 3.1% (-67,000) in manufacturing employment, mostly in Central Canada. Year to date losses have totaled 69,800 jobs (-3.2%) when comparing the first nine months of 2006 to the same period of 2005.

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 2004 Annual Survey of Manufactures.

Data from the October Monthly Survey of Manufacturing will be released on December 14.

For general information or to order data, contact the dissemination officer (toll-free 1-866-873-8789; 613-951-9497; fax: 613-951-9499; manufact@statcan.ca). To enquire about the concepts, methods or data quality of the release, contact Michael Scrim (613-951-3197; scrimic@statcan.ca), Manufacturing, Construction and Energy Division.

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Manufacturing employment bounces back

According to the Labour Force Survey for September, employment increased by 19,300 (+0.9%) after declining by 11,300 (-0.5%) in August.

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			
September 2005	49,767	-0.0	61,840	-0.5	41,113	-0.4	49,620	-2.0	1.24		
October 2005	50,350	1.2	62,118	0.4	41,646	1.3	50,883	2.5	1.23		
November 2005	49,319	-2.0	62,289	0.3	42,083	1.0	49,755	-2.2	1.26		
December 2005	50,098	1.6	62,051	-0.4	41,753	-0.8	49,769	0.0	1.24		
January 2006	49,668	-0.9	62,066	0.0	42,179	1.0	50,094	0.7	1.25		
February 2006	48,479	-2.4	62,216	0.2	42,183	0.0	48,483	-3.2	1.28		
March 2006	49,469	2.0	62,292	0.1	42,308	0.3	49,594	2.3	1.26		
April 2006	48,827	-1.3	62,003	-0.5	41,386	-2.2	47,905	-3.4	1.27		
May 2006	48,505	-0.7	62,495	0.8	41,154	-0.6	48,273	0.8	1.29		
June 2006	49,356	1.9	62,132	-0.6	41,298	0.3	49,474	2.7	1.26		
July 2006	49,800	0.9	62,952	1.3	41,489	0.5	49,991	1.0	1.26		
August 2006	49,474	-0.7	63,012	0.1	40,830	-1.6	48,815	-2.4	1.27		
September 2006	47,852	-3.3	63,387	0.6	40,449	-0.9	47,471	-2.8	1.32		

Manufacturing industries except motor vehicle, parts and accessories

	Shipments		Inventories		Unfilled orders		New orders	
	Seasonally adjusted							
	\$ millions	% change	\$ millions	% change	\$ millions	% change	\$ millions	% change
September 2005	41,841	1.2	58,704	-0.6	38,956	-0.3	41,724	-1.2
October 2005	41,980	0.3	59,113	0.7	39,530	1.5	42,555	2.0
November 2005	41,351	-1.5	59,298	0.3	39,906	1.0	41,728	-1.9
December 2005	42,067	1.7	59,060	-0.4	39,447	-1.2	41,607	-0.3
January 2006	42,034	-0.1	59,053	-0.0	39,771	0.8	42,358	1.8
February 2006	40,787	-3.0	59,329	0.5	39,652	-0.3	40,669	-4.0
March 2006	42,086	3.2	59,496	0.3	39,552	-0.3	41,985	3.2
April 2006	41,432	-1.6	59,275	-0.4	38,668	-2.2	40,548	-3.4
May 2006	41,330	-0.2	59,782	0.9	38,422	-0.6	41,084	1.3
June 2006	41,966	1.7	59,464	-0.5	38,722	0.7	42,239	3.0
July 2006	42,405	1.0	60,023	0.9	38,986	0.7	42,670	1.0
August 2006	42,252	-0.4	60,213	0.3	38,594	-1.0	41,859	-1.9
September 2006	41,155	-2.6	60,484	0.5	38,529	-0.2	41,090	-1.8



New motor vehicle sales

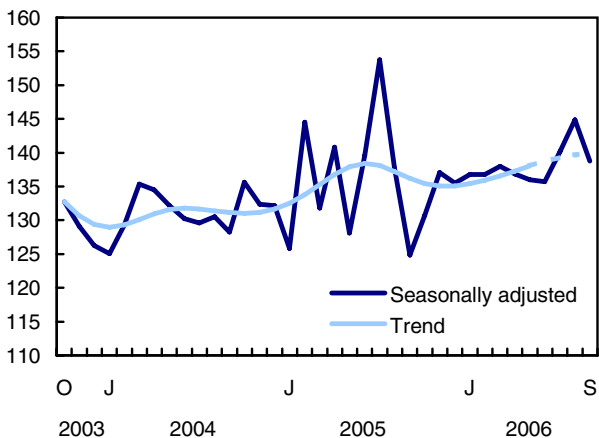
September 2006

Continued dealer incentives did not keep new vehicle sales from falling 4.2% to 138,729 vehicles in September, following increases of 3.3% in both July and August.

Notwithstanding September's decline, the high volume of sales in July and August made for a strong third quarter (+3.7%) after a relatively flat first half of 2006. Third quarter strength was buoyed by promotions and dealer incentive programs, such as employee pricing, cash-back rewards and low financing. Despite the third quarter surge in sales, sales in the first nine months of 2006 have been stable compared to those in 2005, which were extremely volatile due to the introduction and later removal of dealer incentive programs.

New motor vehicle sales fall after two consecutive increases

thousands of units



Note: The last few points could be subject to revisions when more data are added. This is indicated by the dashed line.

September's decline was entirely attributed to lower sales of trucks, which include minivans, sport-utility vehicles, light and heavy trucks, vans and buses.

Preliminary sales data from the auto industry indicate that October sales are expected to drop a further 2%, due entirely to declines in passenger car sales. This decrease, combined with the decline in September, more than offsets the gains made in July and August.

Note to readers

All data in this release are seasonally adjusted.

Passenger cars include those used for personal and commercial purposes, such as taxis or rental cars. **Trucks** include minivans, sport-utility vehicles, light and heavy trucks, vans and buses.

North American built new motor vehicles include vehicles manufactured or assembled in Canada, the United States or Mexico. All other new motor vehicles are considered to have been manufactured overseas.

For reasons of confidentiality, data for Yukon, the Northwest Territories and Nunavut are included with those for British Columbia.

The New Motor Vehicle Sales Survey is compiled on the basis of figures obtained from motor vehicle manufacturers and importers. These results may vary from those obtained directly from auto dealers, due to possible differences in record keeping.

Truck sales shift into reverse

After driving national sales gains for two consecutive months, truck sales shifted into reverse in September, falling 9.0% to 65,005 units. This was the largest monthly decline since September 2005 and the second lowest sales level in 2006.

Following the 1.2% rise in August, passenger car sales edged up 0.4% to 73,724 vehicles, the highest level since July 2005. This small gain can be attributed to a 1.4% increase in sales of North American-built cars. Sales of overseas-built cars skidded a further 1.7% in September, following a sizable 8.1% decrease in August.

Quarterly sales strong

Total new motor vehicle sales advanced 3.7% in the third quarter of 2006 after edging down 0.7% in the previous quarter. In spite of the strong decline in September, truck sales rose a healthy 5.3% in the third quarter, more than erasing the second quarter decline of 2.7%. Passenger car sales climbed 2.3%, increasing for the third consecutive quarter.

Third quarter sales in 2006 were 1.8% higher compared to the same quarter in 2005. Sales of both passenger cars (+1.1%) and trucks (+2.6%) saw year-over-year gains for this quarter.

Truck sales strengthened their market share in the third quarter, reaching 48.1% compared to 47.4% in the second quarter of 2006.

Sales down in nine provinces

New motor vehicle sales decreased in all provinces in September with the exception of British Columbia.

Prince Edward Island (-9.9%) saw the largest percentage sales decline among the provinces. Sales in Quebec fell 6.1%, almost entirely offsetting the 6.6% gain in August.

Although Alberta sales fell 5.4% to 21,014 vehicles, September represented the third consecutive month in which more than 21,000 units were sold, and the fourth highest sales level ever recorded for the province.

New motor vehicle sales fell in Ontario (-4.7%), New Brunswick (-2.3%), and Nova Scotia (-1.0%) following three consecutive monthly increases.

With a gain of 17 vehicles, British Columbia posted a fourth consecutive monthly increase (+0.1%) representing the highest sales level for the province since August 2005.

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

Definitions, data sources and methods: survey number 2402.

The September 2006 issue of *New Motor Vehicle Sales* (63-007-XIE, free) will be available soon.

Data on new motor vehicle sales for October will be released on December 13.

For general information or to order data, contact Client Services (toll-free 1-877-421-3067; 613-951-3549; retailinfo@statcan.ca). To enquire about the concepts, methods or data quality of this release, contact Ashley Ker (613-951-2252), Distributive Trades Division

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New motor vehicle sales

	September 2005	August 2006 ^r	September 2006 ^p	September 2005 to September 2006	August to September 2006
Seasonally adjusted					
	number of vehicles			% change	
New motor vehicles	124,870	144,850	138,729	11.1	-4.2
Passenger cars	69,668	73,442	73,724	5.8	0.4
North American ¹	47,673	48,914	49,611	4.1	1.4
Overseas	21,995	24,528	24,113	9.6	-1.7
Trucks, vans and buses	55,202	71,408	65,005	17.8	-9.0
New motor vehicles					
Newfoundland and Labrador	1,789	2,020	1,951	9.1	-3.4
Prince Edward Island	315	435	392	24.4	-9.9
Nova Scotia	3,733	4,177	4,135	10.8	-1.0
New Brunswick	2,492	3,003	2,933	17.7	-2.3
Quebec	29,368	35,949	33,757	14.9	-6.1
Ontario	46,676	52,977	50,468	8.1	-4.7
Manitoba	3,596	3,812	3,807	5.9	-0.1
Saskatchewan	3,141	3,423	3,410	8.6	-0.4
Alberta	18,391	22,209	21,014	14.3	-5.4
British Columbia ²	15,370	16,845	16,862	9.7	0.1
	September 2005	August 2006	September 2006 ^p	September 2005 to September 2006	
unadjusted					
	number of vehicles			% change	
New motor vehicles	128,431	157,868	140,065	9.1	
Passenger cars	70,233	82,244	72,815	3.7	
North American ¹	46,428	53,812	48,497	4.5	
Overseas	23,805	28,432	24,318	2.2	
Trucks, vans and buses	58,198	75,624	67,250	15.6	
New motor vehicles					
Newfoundland and Labrador	1,779	2,482	1,979	11.2	
Prince Edward Island	345	531	404	17.1	
Nova Scotia	3,377	4,597	3,708	9.8	
New Brunswick	2,487	3,389	2,843	14.3	
Quebec	30,763	40,566	33,612	9.3	
Ontario	49,502	56,732	52,466	6.0	
Manitoba	3,905	4,471	4,223	8.1	
Saskatchewan	3,249	3,963	3,612	11.2	
Alberta	18,417	23,266	21,126	14.7	
British Columbia ²	14,607	17,871	16,092	10.2	

^r revised

^p preliminary

1. Manufactured or assembled in Canada, the United States or Mexico.

2. Includes Yukon, the Northwest Territories and Nunavut.



Police personnel and expenditures 2006

Police strength in Canada, as measured by the number of police officers for every 100,000 population, has reached its highest level in over a decade.

As of May 15, 2006, Canada had almost 62,500 police officers, a gain of about 1,400 from the previous year.

This represents a rate of 192 officers for every 100,000 population, up 2% from 2005 and the highest rate since 1994. Police strength reached its peak in 1975 at 206 officers per 100,000 population. After declining during much of the 1990s, police strength has generally been on the rise this decade.

Canada's rate is still well below those in other industrialized nations. For example, police strength ranges from 222 to 262 officers per 100,000 population in the United States, Australia and England and Wales.

For the sixth year in a row, Saskatchewan had the highest rate for police strength in Canada at 205 police officers per 100,000 population. Saskatchewan has also had the highest crime rate since 1997. While Quebec reported the second highest rate of police strength, it also has one of the lowest crime rates in the country.

The lowest rates of police strength were reported in Newfoundland and Labrador and Prince Edward Island. These provinces also have relatively low crime rates.

During the past decade, Saskatchewan and British Columbia have recorded the largest increases in police strength. All other provinces have shown smaller increases or remained relatively stable.

Among census metropolitan areas, Thunder Bay reported the most officers per 100,000 population, followed by Winnipeg, Montréal and Regina. The lowest rates were in Saguenay, Sherbrooke, Kingston, and Ottawa.

Female officers continue to increase at a faster pace than their male counterparts. Canada had over 11,200 female officers in 2006, up 6% from the previous year. The number of male officers increased 2%.

Women now account for 18% of police officers in Canada, compared to 10% a decade ago.

Police strength, the volume and type of crimes, and the complexity of police investigations are among the many factors which may affect clearance rates, defined as the proportion of all crimes solved by police. Since the mid-1970s, overall police clearance rates have remained relatively stable at around 33%.

However, clearance rates for violent crimes have generally been declining in recent years. In the early 1990s, 75% of all violent crimes were solved by police, compared to 70% in 2005.

In 2005, spending on policing totaled about \$9.3 billion, an average of \$288 per Canadian. This was a 4% increase over 2004 after adjusting for inflation and the ninth consecutive increase in policing costs in constant dollars.

Police officers in census metropolitan areas

Census metropolitan area	Number of police officers ¹	Rate ²
Thunder Bay	250	201
Winnipeg	1,295	185
Montréal	6,747	184
Regina	362	180
Toronto	9,191	173
Windsor	570	171
Saskatoon	409	167
Edmonton	1,659	162
Calgary	1,684	159
St. Catharines–Niagara	689	159
Halifax	599	157
Trois-Rivières	220	151
Greater Sudbury / Grand Sudbury	242	150
St. John's	272	150
Victoria	503	150
Hamilton	1,038	149
Vancouver	3,200	148
Gatineau ³	412	145
Saint John	208	143
Abbotsford	233	143
Kitchener	694	143
Québec	1,028	143
London	665	141
Ottawa ⁴	1,214	138
Kingston	209	135
Sherbrooke	200	135
Saguenay	179	122

1. Represents actual police officer strength as of May 15th, 2006.
2. Rate per 100,000 population.
3. Represents the Quebec portion of the Ottawa–Gatineau CMA.
4. Represents the Ontario portion of the Ottawa–Gatineau CMA.

Available on CANSIM: tables 254-0002 and 254-0003.

Definitions, data sources and methods: survey number 3301.

The report *Police Resources in Canada, 2006* (85-225-XIE, free) is now available from our website. From the *Publications* module, under *Free Internet publications*, choose *Justice*.

For further information, or to enquire about the concepts, methods or data quality of this release, contact Information and Client Services (toll-free 1-800-387-2231; 613-951-9023), Canadian Centre for Justice Statistics. □

Police officers by province/territory

Province/territory	Number	Rate ¹	% change in rate 1996 to 2006	% female
Newfoundland and Labrador	799	156	5.0	16.3
Prince Edward Island	220	159	5.3	13.6
Nova Scotia	1,667	178	1.7	14.6
New Brunswick	1,291	172	0.0	14.1
Quebec	15,096	198	4.0	20.0
Ontario	23,759	188	3.3	16.9
Manitoba	2,313	196	0.4	14.4
Saskatchewan	2,030	205	9.6	18.5
Alberta	5,604	168	5.0	16.3
British Columbia	7,678	179	8.0	21.4
Yukon	116	373	4.6	15.5
Northwest Territories ²	171	405	5.7	14.6
Nunavut ²	122	401	29.5	14.8
Provincial/territorial total	60,866	187	4.1	17.9
Royal Canadian Mounted Police Headquarters and Training Academy	1,592	16.7
Canada total	62,458	192	4.7	17.9

... not applicable

1. Rate per 100,000 population.

2. Percentage change in rate per 100,000 population from 1999 to 2006.

Households and the Environment Survey 2006

Initial results are now available from the 2006 Households and the Environment Survey, which measured the environmental practices and behaviours of Canadians.

The survey, conducted in February, March and April 2006, covered 30,000 households. It was the first such survey since 1994.

Seven tables containing provincial-level data from the survey are available today. They are being released as background to the second report of the *Canadian Environmental Sustainability Indicators*, a joint project of Statistics Canada, Environment Canada and Health Canada, scheduled for release on November 23, 2006.

Topics covered by the seven tables are: Households influenced by advisories of poor air quality; ownership of household gasoline-powered equipment; usual modes of transportation used to travel to work; people travelling by motor vehicle to work; treatment of drinking water by households with municipal water supply; treatment of drinking water by households with well or other non-municipal water supply, and; households that apply chemical fertilizers or pesticides on their lawn or garden.

A full data set and analysis from the survey will be available in the spring of 2007.

Among other things, the survey found that households that used a municipal water supply as their source of drinking water were slightly more likely

to treat their water, by filtering, for example, than households that drew water from a well or a surface source.

Almost 3 in 10 households in Canada (29%) applied pesticides to their lawn or garden. This figure was down only slightly from the 31% that reported doing so in 1994.

Of these pesticide users, just over half (52%) said the products were applied as part of a regular maintenance schedule. The rest said they applied the pesticides only when particular problems arose.

Definitions, data sources and methods: survey number 3881.

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), Environment Accounts and Statistics Division.

Dairy statistics

September 2006 (preliminary)

Dairy farmers sold 598 300 kilolitres of milk and cream to dairies in September, down 1.7% from September 2005. Fluid milk sales stood at 245 060 kilolitres, and industrial milk sales at 353 240 kilolitres. Industrial milk is used to manufacture butter, cheese, yogurt, ice cream, milk powders and concentrates.

Available on CANSIM: tables 003-0007 to 003-0012, 003-0039, 003-0033 and 003-0034.

Definitions, data sources and methods: survey numbers, including related surveys, 3430, 3431 and 3432.

The third quarter 2006 issue of *The Dairy Review* (23-001-XIB, free) and the new publication *Dairy Statistics* (23-014-XIE, free) will be available in November.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Anna Michalowska (613-951-2442 or toll-free 1-800-465-1991; fax: 613-951-3868), Agriculture Division. ■

North American Transportation Statistics

An updated version of the North American Transportation Statistics (NATS) database, a unique online source for comprehensive information on transportation activity, is being released today. The database is the result of a tripartite initiative representing the transportation and statistical agencies of Canada, United States and Mexico.

The database covers 12 specific areas of interest, including transportation and the economy, passenger and freight transportation, transportation and energy consumption, as well as transportation safety.

The NATS database provides consistent and comparable data across modes of transportation and

countries to help evaluate transportation benefits and impacts. It helps in understanding changes in dynamic transportation markets in this era of global economic growth.

Written in English, French and Spanish, the NATS database is available online (<http://nats.sct.gob.mx>).

For more information on the NATS database in Canada, or to enquire about the concepts, methods or data quality of this release, contact Michel Savard (613-951-3175; michel.savard@statcan.ca), Transportation Division. ■

Steel wire and specified wire products

September 2006

Data on steel wire and specified wire products production are now available for September.

Available on CANSIM: table 303-0047.

Definitions, data sources and methods: survey number 2106.

The September 2006 issue of *Steel, Tubular Products and Steel Wire* (41-019-XIE, free) will soon be available.

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

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Statistics Canada

Thursday, June 5, 1997
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- **Productivity, hourly compensation and unit labour cost, 1995** 4
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