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Canadian international merchandise trade

September 2006

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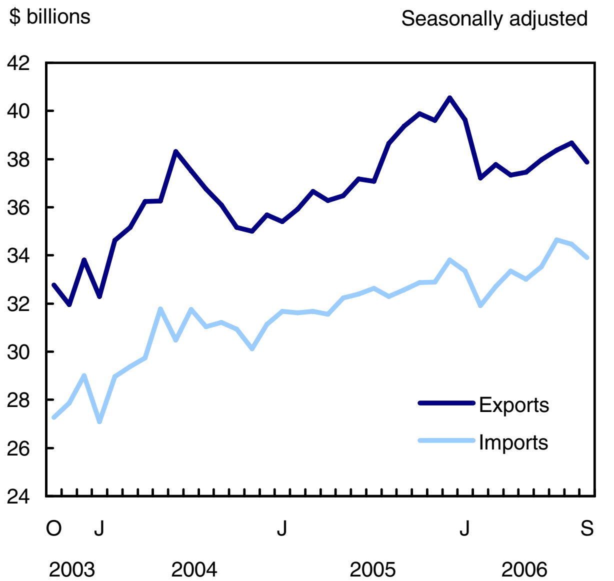
Exports and imports



Canadian companies exported merchandise worth $37.9 billion in September, down 2.0% from August. Imports fell 1.6% to $33.9 billion.

A 4.0% drop in exports to the United States accounted for September's overall decline. Exports to the United States fell to $29.2 billion as two principal commodities, energy products and automotive products, registered declines. Imports from the United States were down 1.9% to $21.9 billion, as importers in Canada also ordered fewer automotive products from across the border in September.

Note to readers

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

International trade data for the United States, Japan and the United Kingdom are available on both a balance of payments basis as well as a customs basis. Trade data for all other individual countries are available on a customs basis only.

Starting with reference month September 2006, there will be a section in The Daily *at the end of each quarter describing trends in trade between Canada and emerging economies, such as China. This section will discuss data which are on a customs basis and are not seasonally adjusted.*

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.

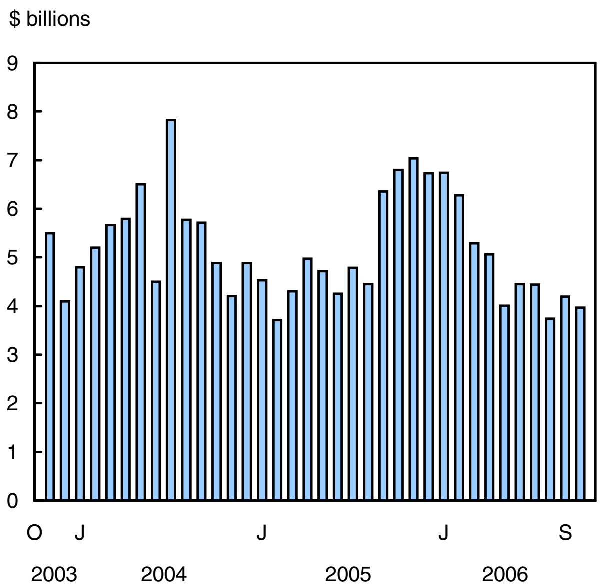
The nation's overall merchandise trade surplus narrowed to $4.0 billion in September from $4.2 billion in August, as the surplus with the United States fell to $7.3 billion while the deficit with the rest of the world shrank to $3.3 billion.

The surplus with the United States has followed a downward trend since it hit $11.0 billion in October 2005. After increasing steadily to a record $4.5 billion in April 2006, the deficit with the rest of the world has since changed direction, shrinking as exports have outpaced imports.

Exports to the rest of the world increased by 5.2%, hitting a record $8.7 billion, as metal exports to non-US destinations, such as Norway and South Korea, increased further in September. Imports from countries other than the United States fell 1.1% to $12.0 billion, as imports of metals returned to normal levels following a jump in August.

Trade data also show that Canada's imports from China, our second largest supplier of imported goods, hit $24.9 billion during the first nine months of 2006, up 17.2% from the same period last year.

Trade balance



Falling energy prices depress export values

Export values for energy products fell as prices for natural gas and crude petroleum weakened, while the drop in auto exports stemmed from a production slowdown.

Exports of energy products declined 6.5% to $7.2 billion, with a moderate decline in crude petroleum exports accompanying a sharp drop in natural gas exports.

Natural gas prices declined in September, accounting for three-quarters of the 12.1% drop in export values. After months of steady climbing to reach US $78 per barrel, the price of crude petroleum began to slide in August and this descent continued in September. The 4.3% decline in export prices, combined with a slight gain in volumes, accounted for the 3.2% fall in values. One reason cited for the price drop is that North American supplies of both crude petroleum and natural gas are very high.

Exports of automotive products were down 4.2% in September, continuing the downward trend seen throughout 2006. September's export value of $6.2 billion was $100 million lower than the August 2003 value, at which time there was a major automotive strike in the United States.

Exports of industrial goods and materials were relatively stable in September, maintaining record-high levels of $8.3 billion. Metal exports continued to rise, with metal ores and alloys both hitting record levels. These records were attained on the strength of nickel ore prices, which have doubled since the end of 2005, and increased shipments of gold and zinc. However, this performance was offset by widespread declines in exports of chemicals, plastics and fertilizers.

Exports of other consumer goods and forestry products declined in September, although lumber exports increased 5.8%. This follows seven consecutive declines in lumber shipments.

Exports of machinery and equipment increased in September, led by gains in aircraft shipments. Exports of agricultural and fishing products also grew (+2.1%), with the third consecutive advance for wheat exports and record-high shipments of crude vegetable products making the largest contributions.

Imports: Decline in auto parts weighs down imports

Imports weakened in September, with losses being recorded in automotive products as well as industrial goods, machinery and equipment, energy products and forestry products.

Imports of automotive products fell 6.9% to $6.4 billion in September, the second consecutive monthly decline for the sector. Although the drop was most pronounced for imports of passenger cars (-14.1%), imports of trucks and parts were also down, falling 9.8% and 0.2% respectively. Imports of motor vehicle parts posted a much larger decrease of 8.7% the month previous.

Imports of industrial goods and materials dropped 2.6% to $6.9 billion. This followed an increase in imports of metals in August, used by metal refineries to supplement domestic supply. Plastics as well as other fabricated materials also registered declines.

Following strong aircraft imports in August, as Canadian companies continued to augment fleets, machinery and equipment imports fell 0.8% to $9.6 billion in September.

Energy imports inched down 0.4% to $3.4 billion, following record-high demand in August for crude petroleum by refineries in the eastern provinces.

Demand for consumer goods has stabilized since June, although the overall trend is still strongly positive. The sector posted a 0.3% gain in September to $4.3 billion, pushed up by record levels of demand for house furnishings. Imports of house furnishings have been rising steadily since early 2002.

Agricultural imports hit a record high of $2.0 billion in September, as imports of fresh and dried fruits, vegetables, and berries as well as meat and meat products all set new highs.

Emerging markets: Trade with China

China is Canada's second largest source of imported goods, with imports equaling $29.5 billion in 2005, more than the combined value of third and fourth place Japan and Mexico.

During the first nine months of 2006, imports from China amounted to $24.9 billion, up from $21.3 billion in the same period last year. Monthly values in the third quarter this year were all over $3.0 billion, thus ensuring that third quarter imports were a record $9.4 billion.

Products showing year-to-date gains so far in 2006 include consumer goods, such as apparel and footwear, as well as toys and house furnishings; however, Canadian demand was also strong for iron and steel products, as well as electronics, machinery and vehicle parts.

Canada exported $7.1 billion in merchandise goods to China in 2005, making it our fourth largest export market. Exports between January and September this year reached $5.1 billion, down by about $200 million from the same period in 2005.

Exports of grains, organic chemicals and fertilizers have declined in 2006. But year-to-date exports of wood pulp and plastics as well as copper, nickel and aluminum have already surpassed their equivalent values in 2005.

Chinese demand for organic chemicals, specifically ethylene glycol, used in the production of fibres such as polyester, has remained constant. However, prices have fallen, depressing overall export values.

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 September 2006 issue of *Canadian International Merchandise Trade*, Vol. 60, no. 9 (65-001-XIB, free) is now available from the *Publications* module of our website. The publication includes tables by commodity and country on a customs basis. 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, free) from the *Publications* module of our website.

The publication is available free in PDF format on the morning of release.

For more information on products and services, contact Anne Couillard (toll-free 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

	August 2006[r]	September 2006	August to September 2006	September 2005 to September 2006	January to September 2005	January to September 2006	January–September 2005 to January–September 2006
	Seasonally adjusted, $ current						
	$ millions		% change		$ millions		% change
Principal trading partners							
Exports							
United States	30,421	29,208	-4.0	-8.5	270,349	272,470	0.8
Japan	966	882	-8.7	-8.7	7,671	7,928	3.4
European Union	2,740	2,928	6.9	14.6	21,594	24,522	13.6
Other OECD countries[1]	1,523	1,819	19.4	41.1	11,205	12,896	15.1
All other countries	3,016	3,046	1.0	15.1	22,182	24,500	10.4
Total	**38,667**	**37,883**	**-2.0**	**-3.8**	**333,003**	**342,320**	**2.8**
Imports							
United States	22,334	21,906	-1.9	1.6	193,817	196,646	1.5
Japan	1,071	1,039	-3.0	8.0	8,399	9,027	7.5
European Union	3,715	3,705	-0.3	19.1	28,419	31,496	10.8
Other OECD countries[1]	1,954	1,912	-2.1	4.1	18,124	17,598	-2.9
All other countries	5,399	5,350	-0.9	4.9	39,886	46,118	15.6
Total	**34,474**	**33,912**	**-1.6**	**4.1**	**288,645**	**300,885**	**4.2**
Balance							
United States	8,087	7,302	...	...	76,532	75,824	...
Japan	-105	-157	...	...	-728	-1,099	...
European Union	-975	-777	...	...	-6,825	-6,974	...
Other OECD countries[1]	-431	-93	...	...	-6,919	-4,702	...
All other countries	-2,383	-2,304	...	...	-17,704	-21,618	...
Total	**4,193**	**3,971**	**...**	**...**	**44,358**	**41,435**	**...**
Principal commodity groupings							
Exports							
Agricultural and fishing products	2,682	2,738	2.1	7.1	22,297	23,375	4.8
Energy products	7,670	7,175	-6.5	-17.5	60,847	66,672	9.6
Forestry products	2,719	2,674	-1.7	-7.0	27,417	25,419	-7.3
Industrial goods and materials	8,317	8,306	-0.1	18.6	63,107	69,362	9.9
Machinery and equipment	8,056	8,092	0.4	3.2	70,799	71,405	0.9
Automotive products	6,505	6,234	-4.2	-19.2	64,749	61,723	-4.7
Other consumer goods	1,516	1,465	-3.4	5.3	12,991	13,139	1.1
Special transactions trade[2]	680	716	5.3	2.0	6,089	6,468	6.2
Other balance of payments adjustments	523	482	-7.8	-18.6	4,703	4,761	1.2
Imports							
Agricultural and fishing products	2,001	2,015	0.7	8.8	16,412	17,402	6.0
Energy products	3,424	3,410	-0.4	14.3	24,441	26,996	10.5
Forestry products	259	255	-1.5	1.6	2,380	2,284	-4.0
Industrial goods and materials	7,047	6,863	-2.6	5.8	58,539	62,249	6.3
Machinery and equipment	9,661	9,579	-0.8	3.7	82,326	84,982	3.2
Automotive products	6,829	6,356	-6.9	-3.3	58,649	59,617	1.7
Other consumer goods	4,290	4,302	0.3	3.1	36,886	38,416	4.1
Special transactions trade[2]	339	501	47.8	31.2	3,427	3,397	-0.9
Other balance of payments adjustments	623	631	1.3	-0.5	5,584	5,537	-0.8

r *revised*
... *figures not appropriate or not applicable.*
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.*

■

Human activity and the environment: Transportation
2006

Transportation activities generated more than one-quarter of Canada's greenhouse gas (GHG) emissions in 2004 and accounted for 28% of their growth from 1990 to 2004. At the same time, emissions of some smog-forming pollutants have been on the decline, a new report shows.

The report, which assesses the impact of transportation on the environment, appears in the 2006 edition of *Human Activity and the Environment*, Statistics Canada's annual compendium of information on how Canadians interact with their environment.

Besides greenhouse gases, transportation is a major emitter of pollutants that contribute to poor air quality in and around urban areas. More than one-half of all nitrogen oxides, a quarter of volatile organic compounds and upwards of 17% of fine particulate matter came from transportation activities in 2004.

The nation's transportation activities are emitting less and less of these smog-forming pollutants as time goes on, thanks in large part to catalytic converters and cleaner burning fuels. But these emissions continue to be a concern because of their potential impact on human health and the environment.

The report points to the growing use of heavy-duty trucks to move goods and a shift towards greater use of light trucks (vans, sports utility vehicles and pickups) for transporting people. These two trends have put upward pressure on GHG emissions and limited the decline of smog-forming pollutants.

A contributing factor to increasing truck traffic on roads is the concept of "just-in-time" delivery of freight, whereby companies require delivery that is tightly synchronized with manufacturing processes.

Just-in-time delivery helps companies compete by reducing the expense of carrying large inventories. However, it means that trucks are making more trips.

Growth in cross-border trade has also pushed up demand for trucking. Between 1990 and 2003, truck traffic across the Canada-US border grew five times faster than domestic traffic. ("Traffic" is measured on a tonne-kilometre basis, where a tonne-kilometre takes both distance traveled and weight of shipments into account).

About 32% more tractor trailers were registered in 2005 than in 2000, according to the Canadian Vehicle Survey. The number of straight trucks was up 12%.

Canadians relying more on cars and trucks

Canadians have come to rely more and more on their cars and trucks. In 1951, there were nearly five people for every vehicle registered in Canada. This declined to fewer than two people per vehicle by the mid-1980s and has remained steady ever since.

Between 1990 and 2004, the volume of fuel purchased at the pump by road vehicles grew by more than 20%.

Canada's transportation system (roads, railways, airports and harbours) is immense, and essential to the proper functioning of society and the economy.

The nation has more than 1.4 million kilometres of roads, enough to circle the globe 35 times, as well as 72,093 kilometres of operating railroad tracks, 300 commercial ports and harbours, 10 major international airports and 300 smaller ones.

Transportation a major source of GHG emissions

Transportation consumed nearly one-third (31%) of all energy used in Canada in 2004, the second largest user after industry. Greenhouse gases emitted by transportation include carbon dioxide, methane and nitrous oxide.

Between 1990 and 2004, GHG emissions from transportation increased 30%, the equivalent of almost 45 million tonnes. The main contributor to this increase was Canada's growing dependence on road vehicles to move people and goods.

An estimated 86% of the growth in transportation's emissions came from road vehicles; in particular, light trucks, such as vans, sports utility vehicles and pickup trucks, and heavy-duty vehicles, such as transport trucks.

Between 2000 and 2005, the number of light trucks rose 26%. Meanwhile the fleet of cars and station wagons fell 1%, according to the Canadian Vehicle Survey.

Generally, light trucks are heavier and have greater horsepower than cars. As a consequence, on average they have lower fuel efficiency.

In 2005, the average fuel efficiency for gasoline-powered cars in the fleet of private vehicles in Canada was 9.1 litres for every 100 kilometres. For pickups, however, it was 14 litres, and for vans, 11.5 litres.

Transportation's output of major air pollutants has fallen

While transportation's GHG emissions have been on the rise, its output of major air pollutants has declined over time.

The introduction of catalytic converters and cleaner burning fuels have contributed to the decrease.

For example, emissions of nitrogen oxides from transportation were 19% lower in 2004 than they were in 1990. During the same period, emissions of carbon monoxide and volatile organic compounds each dropped 37%.

Reductions in these emissions are welcome because they are all of concern for their potential impact on the environment and human health.

For example, nitrogen oxides and volatile organic compounds are precursors to the formation of ground level ozone, a key component of smog. Nitrogen oxides are also a major contributor to acid rain.

Heavy-duty vehicles, including tractor-trailers, were responsible for one-quarter of transportation's emissions of nitrogen oxides in 2004. Vans, sports utility vehicles and pickups combined contributed nearly one-third of carbon monoxide emissions from transportation.

Congestion, road salt and wildlife

Transportation has implications for the environment beyond emissions of air pollutants. Drivers may see traffic jams mostly as frustrating time-wasters, but those same traffic jams are also a concern from an environmental standpoint.

A recent study by Transport Canada, which examined costs of traffic congestion for Canada's nine largest urban areas, estimated that about half a billion litres of fuel are wasted annually because of congestion. This amounts to between 1.2 million tonnes and 1.4 million tonnes of GHG emissions.

Each year, Canadian companies ship millions of tonnes of salt, much of it used to de-ice roads. One study has estimated that road crews spread nearly five million tonnes of road salt in Canada each year, increasing the salinity of soils, damaging vegetation and contaminating ground water.

Other environmental highlights

In addition to the article on transportation, *Human Activity and the Environment* also provides a comprehensive set of data describing how Canadians interact with the environment. It includes data on topics such as climate, natural resources, ecosystems, and environmental practices.

Definitions, data sources and methods: survey number 2749.

The publication *Human Activity and the Environment; Annual Statistics, 2006* (16-201-XIE, free) is now available online. From the *Publications* module of our website, under *Free internet publications* choose *Environment*. A printed version of *Human Activity and the Environment; Annual Statistics, 2006* (16-201-XPE, $58) is also available. For information on how to order, contact Statistics Canada's National Contact Centre (toll-free 1-800-263-1136; *infostats@statcan.ca*).

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

Study: The changing composition of the merchandise trade surplus

After peaking at $71 billion in 2001, Canada's merchandise trade surplus has since hovered around $65 billion. This apparent stability, however, masks several new trends in the commodity composition of this surplus, according to a new study published today in the *Canadian Economic Observer*.

In 2001, the trade surplus was rising because of gains in five of the seven largest sectors: consumer goods, autos, forestry, food and machinery and equipment. Now, the surplus is being sustained by gains in just two sectors, energy and industrial goods. (Data on merchandise trade in this release are up to August 2006.)

The trade balance by sector reflects a country's industrial structure and spending patterns. Since these underlying determinants usually change only slowly over time, sectoral trends in the trade balance typically persist for long periods. This is particularly true for Canada.

Of the seven largest sectors, three have always posted a trade surplus since 1971. These three are rooted in Canadian traditional resources of forestry, energy and agricultural products. Conversely, Canada has always run trade deficits for machinery and equipment and consumer goods.

Autos and industrial goods were the only sectors that posted both surpluses and deficits over the past 35 years. The auto sector posted chronic deficits from 1972 to 1981. Since then, it has consistently posted surpluses, with the exception of 1986 and 1987.

Industrial goods sector (which include metals and chemicals) posted surpluses in 32 of the last 35 years, with the three deficits occurring consecutively from 1998 to 2000.

The strong appreciation of the Canadian dollar after 2002 had a major impact on prices outside of energy and industrial goods. Exports for the other five sectors actually rose in volume over the last four years, but these gains were offset by lower prices received by producers.

Meanwhile, prices fell across the board for all non-energy imports since 2002, a reflection of the loonie's appreciation and low inflation in most of our major trading partners.

The stable long-time pattern of sectoral trade balances makes some of the recent changes all the more remarkable. Autos, which in 1999 had the largest surplus of any sector except forestry, swung to outright deficit in the summer of 2006.

The surplus in energy surpassed forestry for the first time ever in 2001, and by last year was nearly twice as large at $53 billion. Rising commodity prices have also pushed the surplus for industrial goods to a record high so far in 2006.

Fuelled by the income generated from the commodity boom, consumers and businesses in Canada have gone on a spending spree. This has sent the deficit in consumer goods to new highs, while the deficit for machinery and equipment was the largest so far this decade. These deficits would have been even higher, if not for the dampening effect on prices of the rising exchange rate.

Definitions, data sources and methods: survey number 2202.

The study "The changing composition of the merchandise trade surplus" is included in the November 2006 Internet edition of *Canadian Economic Observer*, Vol. 19, no. 11 (11-010-XIB, free), which is now available from the *Publications* module of our website. The monthly paper version of *Canadian Economic Observer*, Volume 19, no. 11 (11-010-XPB, $25/$243) will be available Thursday, November 16.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Philip Cross (613-951-9162; *ceo@statcan.ca*), Current Economic Analysis Group. ■

New Housing Price Index

September 2006

The New Housing Price Index inched up 0.5% to 146.4 (1997=100) in September following a 1.5% increase in August. Contractors' selling prices stood 11.9% higher compared with the same month last year.

Prices advanced in 10 of the 21 metropolitan areas surveyed. Saskatoon had the largest monthly increase at 4.7% followed by Edmonton (+2.8%), London (+1.0%) and Calgary (+1.0%). Upward pressure came from increased costs for construction materials and labour rates. Also, with the exception of London, where land values remained stable, higher lot prices were evident due to land shortages, city levies and developer increases. Strong demand was also a factor in these metropolitan areas. In Saskatoon, carrying costs and utility rates were up.

Other noteworthy gains were observed in Winnipeg (+0.7%) and Vancouver (+0.5%), where builders stated that construction materials as well as strong demand contributed to the increases. Slight increases were registered in Montréal (+0.2%), Saint John, Fredericton and Moncton, Ottawa–Gatineau and St. Catharines–Niagara (+0.1% each).

Nine metropolitan areas registered no monthly change while Charlottetown (-0.2%) and St. John's (-0.4%) had the only decreases.

Calgary (+59.4%) posted the largest year-over-year increase. Edmonton was next (+39.6%) followed by Saskatoon (+12.7%), Regina (+8.8%), Winnipeg (+8.4%) and Vancouver (+8.1%).

New housing price indexes
(1997=100)

	September 2006	September 2005 to September 2006	August to September 2006
		% change	
Canada total	**146.4**	**11.9**	**0.5**
House only	156.5	12.8	0.5
Land only	126.6	10.0	0.6
St. John's	131.4	4.2	-0.4
Halifax	130.7	0.8	0.0
Charlottetown	117.4	1.4	-0.2
Saint John, Fredericton and Moncton	113.6	3.4	0.1
Québec	142.5	4.3	0.0
Montréal	148.9	4.3	0.2
Ottawa–Gatineau	160.5	3.2	0.1
Toronto and Oshawa	138.4	3.4	0.0
Hamilton	144.1	6.3	0.0
St. Catharines–Niagara	145.6	5.3	0.1
Kitchener	137.1	3.7	0.0
London	135.5	6.5	1.0
Windsor	106.0	0.2	0.0
Greater Sudbury / Grand Sudbury and Thunder Bay	102.1	1.4	0.0
Winnipeg	146.6	8.4	0.7
Regina	156.2	8.8	0.0
Saskatoon	144.6	12.7	4.7
Calgary	236.8	59.4	1.0
Edmonton	196.2	39.6	2.8
Vancouver	115.4	8.1	0.5
Victoria	118.2	0.5	0.0

Note: *View the census subdivisions that comprise the metropolitan areas online.*

Available on CANSIM: table 327-0005.

Definitions, data sources and methods: survey number 2310.

The third quarter 2006 issue of *Capital Expenditure Price Statistics* (62-007-XIE, free) will be available in January 2007.

For more information, or to enquire about the concepts, methods or data quality of this release, contact the Client Services Section (613-951-9606, fax: 613-951-1539; *prices-prix@statcan.ca*) or Randy Sterns (613-951-8183; *randy.sterns@statcan.ca*), Prices Division. ■

Export and import price indexes

September 2006

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 September 2006 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 September 2006. 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 now on a customs basis.

Note: The International Trade Division is now producing monthly and quarterly chain Fisher real dollar values (reference year 1997) for Canadian international merchandise exports and imports. This series is not available in CANSIM. Interested users who wish to order are advised to contact the Marketing and Client Services Section (toll-free 1-800-294-5583) or for explanation of the methodology and concepts, contact Bernard Lupien (613-951-6872), International Trade Division.

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 September 2006 issue of *Canadian International Merchandise Trade*, Vol. 60, no. 9 (65-001-XIB, free) is now available from the *Publications* module of our website.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Marketing and Client Services Section (toll-free 1-800-294-5583), International Trade Division. ■

Production of eggs and poultry

September 2006 (preliminary)

Egg production, was estimated at 47.9 million dozen in September, down 1.9% from September 2005.

Poultry meat production reached 95.3 million kilograms in September, down 0.9% from September 2005.

Definitions, data sources and methods: survey numbers, including related surveys, 3425 and 5039.

For further 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*), Livestock and Animal Products Section, Agriculture Division. ■

Cement

September 2006

Data on cement are now available for September.

Available on CANSIM: tables 303-0060 and 303-0061.

Definitions, data sources and methods: survey number 2140.

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. ■

New products

Canadian Economic Observer, Vol. 19, no. 11
Catalogue number 11-010-XIB
(free).

Human Activity and the Environment: Annual Statistics, 2006
Catalogue number 16-201-XIE
(free).

Canadian International Merchandise Trade, September 2006, Vol. 60, no. 9
Catalogue number 65-001-XIB
(free).

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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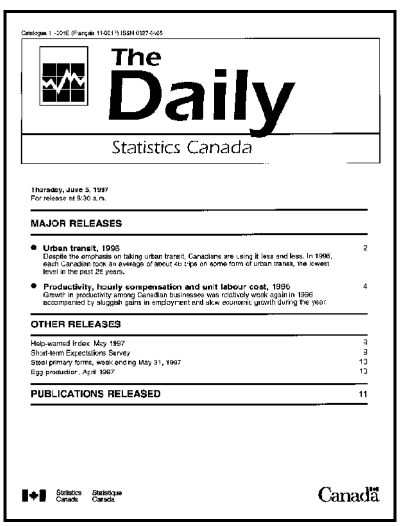

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