



The Daily

Statistics Canada

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Releases

New motor vehicle sales, December and annual 2005	2
After two months of gains, new motor vehicle sales were little changed in December, while sales for the year as a whole increased for the first time since 2002.	
Occupational and environmental health studies	6
Non-residential Building Construction Price Index, fourth quarter 2005	6
Dairy statistics, December 2005	7

New products	8
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Releases

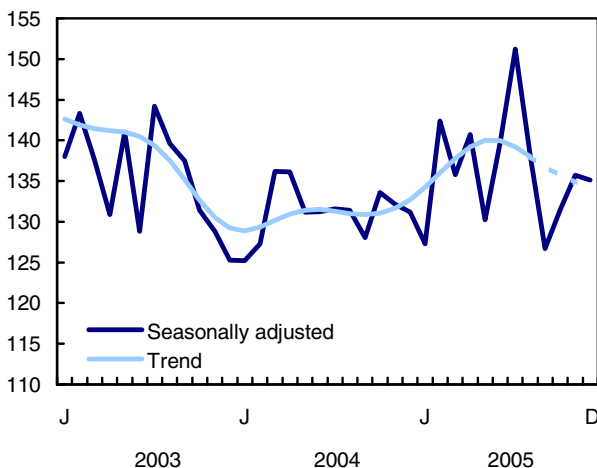
New motor vehicle sales

December and annual 2005

After two months of gains, new motor vehicle sales were little changed in December, while sales for the year as a whole increased for the first time since 2002.

New vehicle sales were little changed in December

'000 units



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

Consumers drove 135,098 vehicles off dealers' lots in December, a decrease of 0.4% or about 600 vehicles from November. December sales were slightly below those of an average month, which was around 135,900 vehicles in 2005.

An upward trend in new motor vehicle sales since the start of 2005 peaked in the summer, and fell off sharply in the autumn months, following the winding down of "employee pricing" and other incentive programs. The fourth quarter of 2005 saw sales recover to levels in line with recent historical levels. After a steep decline at the end of 2003, new motor vehicle sales partially recovered and then remained relatively stable in 2004.

Based on preliminary figures from the auto industry, the number of new motor vehicles sold in January increased by about 1%. Both new passenger car and truck sales increased during the month.

Note to readers

At the end of each calendar year, seasonally adjusted monthly figures are revised to equal the sum of the unadjusted estimates. Revised seasonally adjusted figures are presented this month for September to November 2005. The complete revision of seasonally adjusted data for the 2005 calendar year will be released in April. All annual comparisons in this release use the sum of unadjusted monthly estimates.

All data referring to December are adjusted for seasonality. Seasonally adjusted provincial data back to January 1991 are available on CANSIM.

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

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

For reasons of confidentiality, 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.

Annual sales turn a corner after two years of declines

New motor vehicle sales turned a corner in 2005, gaining 3.5% to 1,630,316 units, and increasing for the first time in three years after hitting a record high in 2002. Before declining in 2003 and 2004, new motor vehicle sales had not decreased on an annual basis since 1995.

North American automakers continued to implement high profile incentive and rebate programs in 2005. In particular, sizeable incentives over the summer resulted in a spike in sales, followed by a subsequent drop in the latter part of the year as incentives dwindled and gasoline prices briefly surged.

Truck and car sales both accelerate in 2005

Cars and trucks both contributed to the overall advance in sales in 2005. Truck sales had slightly stronger gains in 2005, increasing by 4.0% or about 30,000 vehicles. Truck sales had decreased by 0.8% in 2004.

Car sales moved ahead 3.1%, with a sales increase of about 25,000 vehicles compared to 2004. The gain was attributable to both North American and overseas built vehicles. Passenger car sales had been much

weaker in the previous two years, declining by 5.2% in 2004 and by 7.4% in 2003.

Canadians' love for trucks on the rebound

In terms of market share, truck sales represented 48.2% of new vehicles sold in 2005, matching the previous peak reached in 1998. Truck sales include minivans, sport-utility vehicles, light and heavy trucks, vans and buses. Between 1998 and 2001, truck sales lost ground before gradually returning to current levels. As recently as 1991, truck sales accounted for less than one-third of total new motor vehicle sales in Canada.

North American built vehicles regained some of their lost market share in 2005, accounting for 68.0% of passenger cars sold in Canada. Overseas built vehicles have generally been gaining a much larger market share over the last 10 years. In 1997, overseas built cars accounted for slightly less than 15% of all passenger cars sold in Canada.

Market share of new motor vehicles in Canada

	Trucks ¹	Cars	North American built	Overseas built
	% of market		% of cars	
1991	32.2	67.8	65.7	34.3
1997	48.1	51.9	85.2	14.8
1998	48.2	51.8	79.7	20.3
2001	45.6	54.4	71.4	28.6
2004	47.9	52.1	66.2	33.8
2005	48.2	51.8	68.0	32.0

1. Trucks include minivans, sport-utility vehicles, light and heavy trucks, vans and buses.

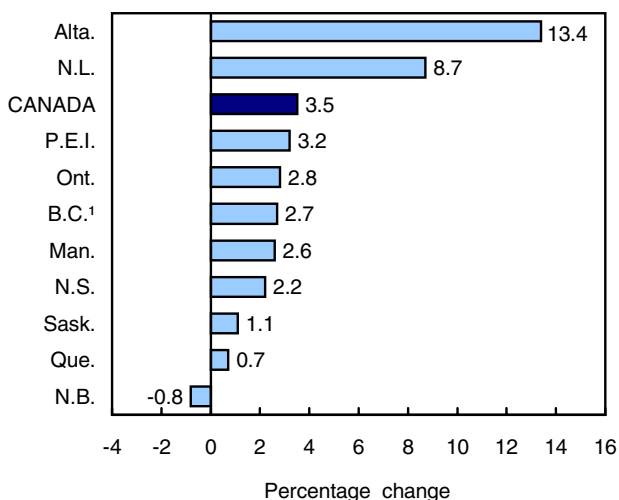
Alberta leads the country for a second consecutive year

New motor vehicle sales were up across the country in 2005, with virtually every province sharing in the gains. Many of the provinces hovered around the average, although there were a few notable exceptions.

Leading the pack, new motor vehicle sales in Alberta jumped a whopping 13.4% on the back of a strong economy. The lowest unemployment rates as well as the highest average wages in the country created a favourable environment for vehicle sales in the province. Alberta, with only about 14% of the total Canadian automotive market, accounted for almost half of the total sales gain in 2005. New motor vehicle sales also increased in Alberta in 2004, one of only two provinces to realize a sales gain that year.

Newfoundland and Labrador was the only other province exceeding the national average in 2005, with a large 8.7% jump in sales. The remaining provinces saw increases which were below the national average.

New motor vehicle sales were up in almost every province in 2005



¹ Includes Yukon, the Northwest Territories and Nunavut

Ontario posted fairly strong sales results in 2005, increasing by 2.8%. The Prairies and the region formed by British Columbia and the territories also saw stronger sales in 2005. Sales in British Columbia gained 2.7% in 2005, followed by a 2.6% increase in Manitoba and a 1.1% increase in Saskatchewan.

New Brunswick and Quebec had relatively weak sales in 2005. Sales in New Brunswick decreased by 0.8% compared to 2004, while dealers in Quebec managed to squeeze out a slight 0.7% gain on the year.

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

Definitions, data sources and methods: survey number 2402.

The December 2005 issue of *New Motor Vehicle Sales* (63-007-XIE, \$14/\$133) will be available soon.

Data on new motor vehicle sales for January will be released on March 14.

A more detailed look at new motor vehicle sales in 2005 will be released in April.

For general information or to order data, contact Client Services (1-877-421-3067; 613-951-3549; retailinfo@statcan.ca). To enquire about the concepts, methods or data quality of this release, contact Elton Cryderman (613-951-0669), Distributive Trades Division.

□

New motor vehicle sales, 2005

	Total	Passenger cars	Trucks	Total	Passenger cars	Trucks
	number of vehicles			% change from 2004		
Canada	1,630,316	845,369	784,947	3.5	3.1	4.0
Newfoundland and Labrador	24,899	13,543	11,356	8.7	9.9	7.4
Prince Edward Island	4,847	2,912	1,935	3.2	9.7	-5.2
Nova Scotia	46,154	26,262	19,892	2.2	2.0	2.5
New Brunswick	34,228	18,380	15,848	-0.8	1.2	-3.1
Quebec	407,775	263,073	144,702	0.7	1.0	0.1
Ontario	617,714	313,574	304,140	2.8	4.3	1.3
Manitoba	46,503	20,256	26,247	2.6	1.1	3.8
Saskatchewan	39,252	14,162	25,090	1.1	-1.0	2.3
Alberta	222,363	80,742	141,621	13.4	10.8	14.9
British Columbia ¹	186,581	92,465	94,116	2.7	-0.4	6.0

1. Includes Yukon, the Northwest Territories and Nunavut.

New motor vehicle sales

	December 2004	November 2005 ^r	December 2005 ^p	December 2004 to December 2005	November to December 2005
seasonally adjusted					
	number of vehicles			% change	
New motor vehicles	131,192	135,678	135,098	3.0	-0.4
Passenger cars	68,191	69,419	69,613	2.1	0.3
North American ¹	45,966	46,415	47,345	3.0	2.0
Overseas	22,225	23,004	22,269	0.2	-3.2
Trucks, vans and buses	63,001	66,259	65,484	3.9	-1.2
New motor vehicles					
Newfoundland and Labrador	1,897	2,328	2,149	13.3	-7.7
Prince Edward Island	409	485	356	-13.0	-26.6
Nova Scotia	3,580	3,776	3,798	6.1	0.6
New Brunswick	2,780	2,805	2,801	0.8	-0.1
Quebec	33,559	35,292	33,721	0.5	-4.5
Ontario	49,783	51,170	50,962	2.4	-0.4
Manitoba	3,762	3,589	3,916	4.1	9.1
Saskatchewan	3,136	3,249	3,171	1.1	-2.4
Alberta	17,032	18,460	18,909	11.0	2.4
British Columbia ²	15,255	14,523	15,314	0.4	5.4
	December 2004	November 2005 ^r	December 2005 ^p	December 2004 to December 2005	
unadjusted					
	number of vehicles			% change	
New motor vehicles	117,822	124,111	121,414	3.0	
Passenger cars	57,573	62,113	57,722	0.3	
North American ¹	39,928	41,318	40,646	1.8	
Overseas	17,645	20,795	17,076	-3.2	
Trucks, vans and buses	60,249	61,998	63,692	5.7	
New motor vehicles					
Newfoundland and Labrador	1,271	1,791	1,433	12.7	
Prince Edward Island	362	413	301	-16.9	
Nova Scotia	3,097	3,076	3,222	4.0	
New Brunswick	2,362	2,269	2,294	-2.9	
Quebec	25,474	30,411	25,165	-1.2	
Ontario	46,200	47,807	47,889	3.7	
Manitoba	3,438	3,195	3,619	5.3	
Saskatchewan	3,238	2,935	3,294	1.7	
Alberta	17,005	18,622	18,797	10.5	
British Columbia ²	15,375	13,592	15,400	0.2	

^r Revised.

^p Preliminary.

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

2. Includes Yukon, the Northwest Territories and Nunavut.



Occupational and environmental health studies

The new publication *Occupational and Environmental Health Research Products: A Descriptive Catalogue*, released today, provides a snapshot of more than 100 long-term occupational and environmental health research studies conducted at Statistics Canada since 1978.

These studies were carried out by, or are related to, the activities of the occupational and environmental health research section within the Health Statistics Division. Collaboration and partnerships between Statistics Canada and outside organizations/researchers have been key factors to progress made in conducting these projects.

The section was created in 1989 in response to requests for statistical, policy-relevant information pertaining to occupational, lifestyle, medical, socio-economic and environmental factors that influence health.

This publication is intended to help researchers undertaking similar or new studies. It provides vital statistics and cancer registrars with information regarding the uses of national files, and it documents the uses of the generalized record linkage system at Statistics Canada.

This research cuts across the complete life cycle of individuals from birth to death. It includes most age and disease specialties, as well as maternal and child health, cancer, and occupational and environmental health.

Studies have been carried out to enhance cancer registries by creating individual histories and linking to deaths across Canada in order to prepare national survival statistics. These data are also used for health surveillance and in the development of data for health indicators, for example multiple birth rates, gestational age and birth weight-specific fetal and infant mortality rates.

Studies of particular occupational groups, such as petroleum, sawmill, pulp and paper, nickel and radiation workers, were used to investigate cause-specific cancer and mortality. Methods were developed to create an occupational surveillance system for Canada.

Statistics Canada has developed the national files of births, cancer and deaths for use in these studies. This was done in response to ongoing requests from researchers, epidemiologists, health policy makers, regulatory agencies and the general public.

Results have helped generate new information required for decision-making in areas such as workers compensation, setting safe levels of work exposures, effectiveness of medical treatments or

diagnostic/screening methods, such as mammography, and fetal growth standards.

International agencies have used several projects for assessing the carcinogenicity to humans of agents such as nickel, aluminum, radon, butadiene and styrene, and for investigating the health effects of radiation.

This research recognized that occupational health is an important strategy not only to ensure the health of workers. The workplace has been established as one of the priority settings for public health action into the 21st century by the World Health Organisation, as it directly influences the physical, mental, economic and social well-being of workers and in turn the health of their families, communities and society.

Definitions, data sources and methods: survey numbers, including related surveys, 3207, 3231, 3233 and 3234.

The report *Occupational and Environmental Health Research Projects: A Descriptive Catalogue* (82-581-XIE, free) is now available on our Web site. From the *Our products and services* page, under *Browse our Internet publications*, choose *Free*, then *Health*.

For general information contact Client Services (613-951-1746; hd-ds@statcan.ca). ■

Non-residential Building Construction Price Index

Fourth quarter 2005

The composite price index (1997=100) for non-residential building construction reached 136.7 in the fourth quarter, up 1.3% from previous quarter and 5.1% higher compared with the fourth quarter of 2004. The quarterly increase is mostly the result of material and labour cost increases and a strong market for non-residential building construction.

The Index for Vancouver rose 2.1% from the third quarter, followed by Calgary (+1.7%), Edmonton (+1.6%), Halifax, Ottawa-Gatineau, Ontario part and Toronto (+1.2% for all three) and Montréal and (+0.7%).

Vancouver had the largest change (+6.9%) from the fourth quarter of 2004, followed by Calgary (+6.8%), Edmonton (+6.5%), Toronto (+4.6%), Halifax (+4.2%), Ottawa-Gatineau, Ontario part (+3.8%) and Montréal (+3.7%).

Note: Non-residential building construction price indexes provide an indication of changes in construction costs in six census metropolitan areas or CMAs (Halifax, Montréal, Toronto, Calgary, Edmonton and Vancouver)

and the Ontario part of the Ottawa–Gatineau CMA. Three construction categories (industrial, commercial and institutional buildings) are represented by selected models (a light factory building, an office building, a warehouse, a shopping centre and a school). Besides the census metropolitan areas and composite indexes, a further breakdown of the changes in costs is available by trade group (structural, architectural, mechanical and electrical) within the building types. These price indexes are derived from surveys of general and special trade group contractors. They report data on various categories of costs (material, labour, equipment, taxes, overhead and profit) relevant to the detailed construction specifications included in the surveys.

Non-residential building construction price indexes¹ (1997=100)

	Fourth quarter 2005	Fourth quarter 2004 to fourth quarter 2005 % change	Third to fourth quarter 2005
Composite	136.7	5.1	1.3
Halifax	123.6	4.2	1.2
Montréal	130.7	3.7	0.7
Ottawa–Gatineau, Ontario part	135.4	3.8	1.2
Toronto	142.0	4.6	1.2
Calgary	140.0	6.8	1.7
Edmonton	137.6	6.5	1.6
Vancouver	130.6	6.9	2.1

1. Go online to view the census subdivisions that comprise the census metropolitan areas.

Available on CANSIM: tables 327-0039 and 327-0040.

Definitions, data sources and methods: survey numbers, including related surveys, 2317 and 2330.

The fourth quarter 2005 issue of *Capital Expenditure Price Statistics* (62-007-XIE, \$20/\$59) will be available in April.

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

Dairy statistics

December 2005 (preliminary)

Dairy farmers sold 637 200 kilolitres of milk and cream to dairies in December, down 0.7% from December 2004. Fluid milk sales stood at 259 100 kilolitres, and industrial milk sales at 378 100 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, 003-0029, 003-0033 and 003-0034.

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

The fourth quarter 2005 issue of *The Dairy Review* (23-001-XIB, \$29/\$96) will soon be available.

For more information, contact Anna Michalowska (613-951-2442 or toll free 1-800-465-1991; fax: 613-951-3868), Agriculture Division. ■

New products

**Occupational and Environmental Health Research
Projects: A Descriptive Catalogue, 1978 to 2005**
Catalogue number 82-581-XIE
(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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Catalogue 11-001-XIE (1 page) 11-001-XIE-001-001



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Thursday, June 5, 1997
For release at 9:30 a.m.



MAJOR RELEASES

- **Urban transit, 1995** 2
Despite the emphasis on taking urban transit, Canadians are using it less and less. In 1996, each Canadian took the average of about 15 trips on some form of urban transit, the lowest level in the past 25 years.
- **Productivity, hourly compensation and unit labour cost, 1995** 4
Growth in productivity among Canadian businesses was noticeably weak again in 1996, accompanied by sluggish gains in employment and slow economic growth during the year.

OTHER RELEASES

- **Harbourfront Index: May 1997** 3
- **Short-term Expectations Survey** 3
- **Steel primary forms, waste ending May 31, 1997** 12
- **Egg production, April 1997** 12

PUBLICATIONS RELEASED 11

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