



The Daily

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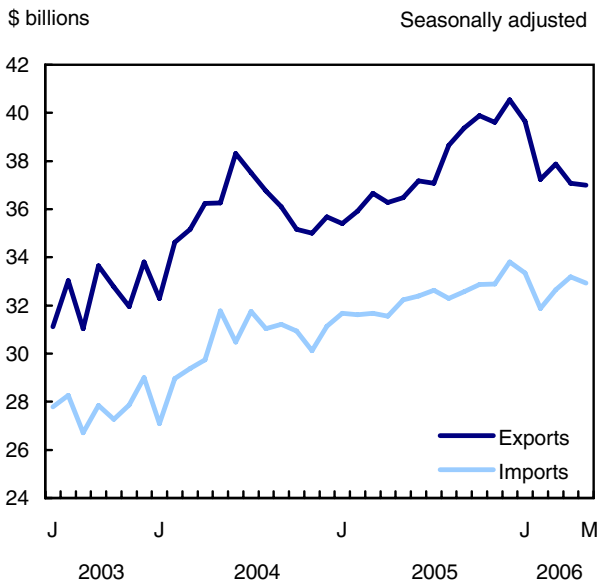
Canadian international merchandise trade

May 2006

Declines in the energy sector in May, among others, led to a fourth drop in exports in five months. However, merchandise imports decreased at a rate higher than that of exports, resulting in an increase in Canada's merchandise trade surplus.

Exports decreased 0.2% to \$37.0 billion as four export sectors (energy products, agricultural and fishing products, forestry products, and machinery and equipment) posted declines that more than offset the gains in industrial goods and materials, automotive products, and other consumer goods.

Exports and imports



This year's slump in merchandise exports follows a sharply rising trend that had started in November 2004 and ended in December 2005. The

Note to readers

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

Balance of payments data are available for the United States, Japan and the United Kingdom. Trade data for all other individual countries are 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.

behaviour of energy exports, largely due to the volatility in prices, played a significant role on the movements of total exports in recent months. If energy exports were excluded, total exports would have advanced 0.9% in May.

Imports, which fell 0.8% to \$32.9 billion in May, declined for the third time in five months this year. This follows a rising trend that also began in August 2003.

The country's total merchandise trade surplus advanced from a revised \$3.9 billion in April to \$4.1 billion.

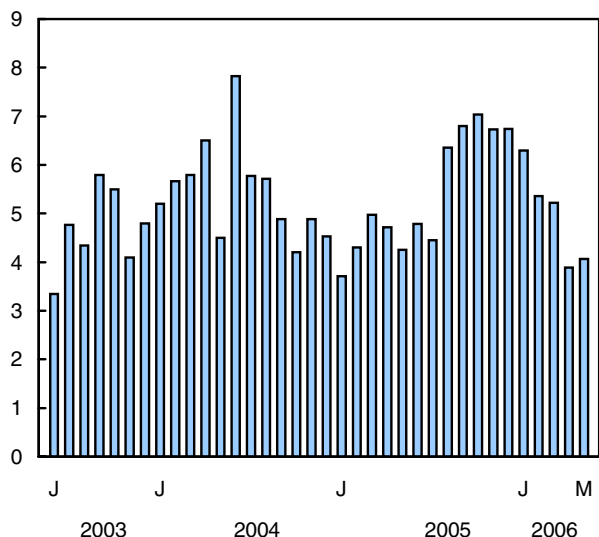
Canada's merchandise trade surplus with the United States edged down to \$8.2 billion from the revised April level of \$8.3 billion, as exports posted a slightly larger drop than imports.

At the same time, the deficit with countries other than the United States decreased from a revised \$4.4 billion in April to \$4.2 billion.

A large increase in crude oil shipments from the United Kingdom in May, combined with a drop in shipments from Norway, led to an increase in Canada's merchandise trade deficit with the European Union from \$924 million in April to \$1 billion in May.

Trade balance

\$ billions



Exports: Energy products and agricultural and fishing products pull total exports down

Automotive products, industrial goods and materials, and other consumer goods exports registered significant gains totaling \$551 million in May. Large drops in energy products, agricultural and fishing products, and forestry products, however, outweighed those gains.

After increasing by 7.2% in April, energy product exports fell 4.6% to \$7.0 billion in May. The drop was the result of declines in both volume and prices. Crude petroleum exports fell 2.8% in May following a 12.6% gain in April. In the wake of an 8.7% drop in prices in May, natural gas exports declined for a fifth consecutive month, dropping 4.6%. Other energy products, which include refined petroleum and coal products, electricity, and coal and other bituminous substances, fell 7.5%.

Exports of agricultural and fishing products declined 3.9% to \$2.5 billion, after gains in both March and April. The main contributors to the decline were wheat (-31.4%) and live animals (-30.8%).

The decline in wheat exports in May followed four consecutive gains since December 2005, resulting from a surge in demand from Iran, Iraq, and other Asian countries. Between December 2005 and April 2006, the exports had almost doubled.

May marked the second month of decline in exports of live animals due to lower demand from the United States. Most other components within the agricultural and fishing products sector registered gains in the month.

Exports of forestry products declined for a fourth consecutive month in May, down 1.9% to \$2.8 billion, after reaching their most recent peak of \$3.2 billion in January. Within the commodity group, lumber and sawmill products fell 4.4% in the wake of a slowdown in construction spending in the United States in recent months. Exports of newsprint and other printing paper advanced 1.0% in May.

Following an 8.0% surge in March and then a 6.2% decline in April, machinery and equipment exports edged down 0.4% to \$7.7 billion. The decline consisted primarily of a slight drop in aircraft and other transportation equipment, and a 1.5% decrease in other machinery and equipment. Exports of industrial and agricultural machinery gained 2.1%, partly offsetting the decline of the sector.

On the plus side, exports of automotive products gained 2.9% to \$6.8 billion. The gain was led by a 23.1% surge in exports of trucks and other motor vehicles, which had decreased 16.3% in April. Exports of motor vehicle parts grew 3.3% following a 6.2% drop in April, while passenger autos posted their fourth consecutive monthly decline.

Industrial goods and materials advanced 4.3% to \$7.5 billion. The gain consisted of a 1.4% increase in volume and a 2.8% rise in prices. Within the sector, exports of metals and alloys marked their third monthly gain (+8.3%), largely due to higher prices. Exports of precious metals and alloys surged 31.3%, and copper and alloys advanced 12.3%, posting their fifth consecutive monthly gain. Exports of chemicals, plastics and fertilizers increased 1.8%, metal ores gained 3.4%, while other industrial goods and materials increased 2.2%.

Exports of other consumer goods gained 3.8% to \$1.5 billion, reversing the drop of the same magnitude in April.

Imports: Automotive products and energy products behind the decline

Canada's merchandise imports have been trending upward since August 2003. In May, machinery and equipment, industrial goods and materials, and agricultural and fishing products posted gains. However, declines in automotive products, energy products, forestry products, and other consumer goods more than offset those gains, pulling total imports down by 0.8%.

After rising a cumulative 5.7% in March and April, automotive products imports fell 5.1% to \$6.4 billion in May. This came in the wake of a 0.7% drop in new vehicle sales in April. Motor vehicle parts, the largest component of the sector, fell 4.8%, continuing its declining trend since October 2005. Imports of passenger autos and chassis fell 4.6%, and trucks and other motor vehicles dropped 6.5%. The last

two sub-sectors had been generally rising since August 2003.

Imports of energy products dropped 4.4% to \$2.9 billion after rising about 24% in April. The decrease in May was the result of a large drop in volume, partly compensated by a rise in prices. Imports of crude petroleum fell 12.4%, while other energy products, which include refined petroleum, natural gas and coal, were up for the third consecutive month, rising 8.4% in May.

Imports of other consumer goods posted their second monthly decline, down 1.2% to \$4.2 billion. All components of the sector fell in May except for miscellaneous end products, which gained 2.3%.

Canadians imported \$9.3 billion in machinery and equipment in May, up 1.9% from April when imports dropped 3.4%. The largest contributors to the sector's gains were industrial and agricultural machinery (+12.0%), other industrial machinery (+14.9%), engines, turbines and motors (+27.2%), and drilling and mining machinery (+28.5%). May marked large increases in imports of machinery and equipment by the oil sands industry. Aircraft and other transportation equipment imports increased 1.6% in the wake of a large gain in the production of aerospace products.

Imports of industrial goods and materials increased 1.3% to nearly \$7.0 billion. Metals and metal ores, the largest component of the commodity group, advanced for the third month in a row. Imports of chemicals and plastics edged up 0.8%, while other industrial goods and materials retreated 2.8% to \$2.1 billion.

Imports of agricultural and fishing products have been trending upward since January 2004. The sector edged up 0.1% to \$1.9 billion in May, posting its third monthly gain.

After rising 2.8% in April, forestry products, Canada's smallest import sector, edged down 0.4%.

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 May 2006 issue of *Canadian International Merchandise Trade*, Vol. 60, no. 5 (65-001-XIB, free) is now available from the *Our Products and Services* page 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).

Merchandise trade data are available 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 Jafar A. Khondaker (613-951-9786), International Trade Division.

□

Merchandise trade

	April 2006 ^r	May 2006	April to May 2006	May 2005 to May 2006	January to May 2005	January to May 2006	January-May 2005 to January-May 2006
Seasonally adjusted, current dollars							
	millions of dollars		% change		millions of dollars		% change
Principal trading partners							
Exports							
United States	29,962	29,373	-2.0	-1.2	147,285	151,652	3.0
Japan	840	809	-3.7	2.8	4,112	4,205	2.3
European Union	2,376	2,787	17.3	20.9	11,456	13,201	15.2
Other OECD countries ¹	1,298	1,395	7.5	16.0	5,763	6,618	14.8
All other countries	2,592	2,639	1.8	7.4	12,105	13,142	8.6
Total	37,067	37,003	-0.2	1.4	180,722	188,817	4.5
Imports							
United States	21,703	21,149	-2.6	-2.1	106,968	107,838	0.8
Japan	1,095	1,012	-7.6	11.3	4,719	4,921	4.3
European Union	3,300	3,797	15.1	19.4	15,687	17,143	9.3
Other OECD countries ¹	1,958	1,904	-2.8	-11.9	10,151	9,439	-7.0
All other countries	5,128	5,072	-1.1	16.1	21,230	24,646	16.1
Total	33,183	32,934	-0.8	2.2	158,756	163,987	3.3
Balance							
United States	8,259	8,224	...	...	40,317	43,814	...
Japan	-255	-203	...	...	-607	-716	...
European Union	-924	-1,010	...	...	-4,231	-3,942	...
Other OECD countries ¹	-660	-509	...	...	-4,388	-2,821	...
All other countries	-2,536	-2,433	...	...	-9,125	-11,504	...
Total	3,884	4,069	...	...	21,966	24,830	...
Principal commodity groupings							
Exports							
Agricultural and fishing products	2,632	2,528	-4.0	4.7	12,175	13,015	6.9
Energy products	7,362	7,024	-4.6	9.9	30,397	35,991	18.4
Forestry products	2,828	2,773	-1.9	-10.0	15,623	14,544	-6.9
Industrial goods and materials	7,216	7,524	4.3	7.8	34,791	36,539	5.0
Machinery and equipment	7,753	7,719	-0.4	-3.1	39,197	39,373	0.4
Automotive products	6,631	6,821	2.9	-2.9	35,462	35,981	1.5
Other consumer goods	1,397	1,450	3.8	-2.0	7,255	7,138	-1.6
Special transactions trade ²	684	673	-1.6	0.7	3,334	3,583	7.5
Other balance of payments adjustments	563	491	-12.8	5.1	2,487	2,650	6.6
Imports							
Agricultural and fishing products	1,888	1,891	0.2	4.7	9,118	9,457	3.7
Energy products	3,069	2,933	-4.4	0.3	13,063	13,575	3.9
Forestry products	254	253	-0.4	-13.4	1,348	1,261	-6.5
Industrial goods and materials	6,881	6,972	1.3	7.7	32,598	34,416	5.6
Machinery and equipment	9,168	9,340	1.9	1.9	45,008	46,701	3.8
Automotive products	6,693	6,352	-5.1	-1.2	32,204	32,552	1.1
Other consumer goods	4,220	4,170	-1.2	0.2	20,380	21,174	3.9
Special transactions trade ²	387	451	16.5	23.6	1,966	1,870	-4.9
Other balance of payments adjustments	622	572	-8.0	-6.2	3,069	2,977	-3.0

... not applicable

^r 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.

General Social Survey: Commuting times

2005

The average Canadian now spends nearly 12 full days a year getting to work and returning home, according to a new study on commuting, the first of a series of four that paint a picture of the daily activities of Canadians.

Commuters spent an average of 63 minutes a day making the round trip between their place of residence and their workplace in 2005. That's the equivalent of nearly 275 hours of commuting, based on a 260-day work year.

In 1992, they spent 54 minutes commuting; by 1998, that had risen to 59 minutes.

The study, based on data from the 2005 General Social Survey on time use, found that average times were significantly higher in 2005 than in 1992 in five of Canada's six largest urban areas.

The longest commute was in the metropolitan area of Toronto, where commuters took an average of 79 minutes for a round trip, or roughly 340 hours in a work year, or two solid weeks.

But the gains were particularly large for residents of Calgary and Montréal. The round trip for people in the census metropolitan area of Montréal took 76 minutes last year, up from 62 minutes in 1992, the equivalent of 2.5 extra days a year.

In fast-growing Calgary, the round trip last year took an average of 66 minutes, 14 minutes longer than it did in 1992. In contrast, Vancouver workers spent no more time on average getting to work in 2005 than they did some 10 years earlier.

The study also found that the average travel time rose for both car users and public transit users. But it confirmed what many people already know (despite problems of congestion) it is in most cases faster to use a car or other vehicle to get to work than public transit.

Average travel times vary from region to region

Nationally, about 25% of workers spent 90 minutes or more going from home to work and back last year. This was a big jump from only 17% in 1992.

On the other hand, workers with relatively short travel times were rarer. In 2005, about 21% spent 30 minutes or less, down from 27% in 1992.

The survey found that in all provinces except British Columbia, more workers allocated more time to making the round trip last year. Fewer of them did it in less than one hour, but these averages varied from region to region.

Note to readers

This release is the first of a series of four on time use based on data from Cycle 19 of the General Social Survey conducted in 2005. Previous such surveys were conducted in 1998, 1992 and 1986.

Today's article analyzes the time that Canadians spend commuting from home to work and back.

Future articles using time use data will analyze paid and unpaid work done by men and women (July 19); time spent in both leisure and work by Canadians aged 55 and over (July 26); and the impact of the Internet on how Canadians spend their time (August 2).

In this survey, nearly 20,000 individuals aged 15 and over were asked to report in a daily journal details on the time they participated in various activities on a given day, everything from child care to participating in cultural or sporting activities, or running errands on the way home from work. The survey covered 10 provinces.

Today's release on commuting focuses solely on the travel times of workers making the round trip between their place of residence and their workplace on weekdays.

In British Columbia, the average duration of the round trip did not change significantly between 1992 and 2005 (around 60 minutes). However, for the three Prairie provinces, average travel times went from 45 minutes to 57 minutes.

About 71% of workers on the Prairies spent less than one hour commuting between their home and their workplace in 1992. By 2005, this proportion had declined to 56%.

In the Atlantic provinces, the average travel time also rose significantly. In 1992, nearly 45% of workers spent less than 30 minutes making the round trip. By 2005, only 30% did so.

In Quebec, the proportion of workers taking an hour and a half or more to get to and from work went from 15% in 1992 to 27% in 2005.

On the local level, only 47% of Montréal workers spent an hour or more traveling both ways between home and work in 1992. By 2005, this had risen to 60%.

In Calgary, the increase was even larger: in 2005, 57% of workers spent an hour or more getting to and from their workplace, up from only 36% in 1992.

Average travel time rising for both drivers and public transit users

Car drivers generally spend much less time traveling to and from work than do public transit users.

In 2005, for example, the majority (55%) of workers traveling by car made the round trip between home and

work in less than 60 minutes. But only 13% of individuals commuting by bus or subway spent less than an hour.

The average duration of the round trip between home and workplace increased for both public transit users and automobile users between 1992 and 2005.

For those traveling by car, the average went from 51 minutes to 59 minutes. For public transit users, it rose from 94 minutes to 106 minutes.

In 2005, almost two-thirds (64%) of workers using public transit spent 90 minutes or more of their day commuting between their home and their workplace. In 1992, the proportion was 48%.

For workers traveling by car, the proportion whose round trip took an hour and a half went from 15% to 21% during this period.

In all three years the General Social Survey has been conducted, the percentage of workers using a car to commute between home and work has remained virtually unchanged at about 86%.

In contrast, only 12% of workers used the bus or subway in 2005 for all or part of their commute. This was virtually unchanged from 1992 and 1998. About 11% of people went to work on foot or by bicycle.

The proportion of workers using public transit to get to work was higher in large urban areas, where service is more accessible to workers.

In 2005, 20% of workers living in the six largest metropolitan areas used the bus or subway for part or all of their commute. Again, this proportion did not change significantly between 1992 and 2005.

Factors associated with a longer or shorter travel time

Several factors have an impact on the time it takes commuters to get to work. These include the obvious ones — distance from the workplace, transportation mode and metropolitan area of residence.

To determine the independent impact of each of these factors on travel times, this study did an analysis comparing travel times when holding all other influences constant.

The results showed that the most ideal situation for commuting is that of workers who live in an urban area with a population under 50,000 or a rural area, who live less than 5 kilometres from their workplace, who commute by automobile, who have no children to drop off and pick up, and who make no stops.

On average, such workers will spend about one quarter of an hour on the round trip between their home and their workplace on a weekday.

Not surprisingly, the greater the distance between home and workplace, the greater the average duration of the round trip.

For example, compared with workers living less than 5 kilometres from their workplace, the predicted round-trip duration increases by 25 minutes for those living 15 to 19 kilometres from their workplace, by 48 minutes for those living 30 to 34 kilometres away, and so on.

Mode of transportation is a major factor. All things being equal, commuters who use public transit to get to work (without also using an automobile) spend an average of 41 minutes longer on their commute than those using an automobile.

And among those who use both public transit and an automobile, the predicted travel time is also 41 minutes longer than for those traveling by automobile only (assuming the same distance between home and place of work).

Not surprisingly the average duration of the round trip for workers living in the largest cities is longer, on average, than for workers living in smaller communities. For example, the average duration of round trips for workers living in the metropolitan area of Toronto is 37 minutes longer than for workers living in urban areas with populations under 50,000. However, after having taken into account the other factors associated with commuting times (like distance to work and mode of transportation), the predicted travel time was reduced to 20 supplementary minutes for Toronto residents.

Looking after children during the commute increases travel time. When the impact of all other factors is taken into account, dropping off and picking up children at daycare or elsewhere stretches the round trip by 21 minutes.

Definitions, data sources and methods: survey number 4503.

The report *General Social Survey on Time Use: Cycle 19: The Time it Takes to Get to Work and Back* (89-622-XIE2006001, free) is now available online from the *Our Products and Services* page of our website.

For more information about the analysis contained in this release, contact Martin Turcotte (613-951-2290), Aboriginal and Social Statistics Division.

Additional tabulations at the provincial level from the 2005 General Social Survey on time use are also available online in *Overview of the Time Use of Canadians, 2005* (12F0080XIE, free) from the *Our Products and Services* page of our website.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Client Services and Dissemination Section (613-951-5979; fax: 613-951-4378; sas-dssea@statcan.ca), Aboriginal and Social Statistics Division. ■

Export and import price indexes

May 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 May 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 May 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.

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 May 2006 issue of *Canadian International Merchandise Trade*, Vol. 60, no. 5 (65-001-XIB, free) is now available from the *Our Products and Services* page of our website.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Anne Couillard (toll-free 1-800-294-5583; 613-951-9647), International Trade Division. ■

Travel arrangement services

2004

Highlights of an analytical report based on the 2004 Travel Arrangements Survey are now available. The data in the report are based on a panel of establishments representing the travel agency and tour operator industries (North American Industry Classification System category 5615).

This report was prepared in collaboration with the Canadian Tourism Commission and the Ontario Ministry of Tourism. The report highlights the travel arrangements industry for 2004.

Definitions, data sources and methods: survey number 2423.

A detailed analytical report will be posted online (www.canadatourism.com) at a later date. For more information on the release of the report, contact Murielle Ballantyne (604-638-8328; ballantyne.murielle@ctc-cct.ca), Canadian Tourism Commission.

To obtain the report highlights, or to enquire about the concepts, methods, or data quality for this release, contact Janine Stafford (613-951-3288; janine.stafford@statcan.ca), Service Industries Division. ■

Traveller Accommodation Survey

2004

Highlights of an analytical report based on the 2004 Traveller Accommodation Survey are now available. The data in the report are based on a panel of establishments representing the hotel and motor hotel group of industries, motels and all other traveller accommodation industries (North American Industry Classification System category 721).

This report was prepared in collaboration with the Canadian Tourism Commission and the Ontario Ministry of Tourism. The report highlights the traveller accommodation industry for 2004.

Definitions, data sources and methods: survey number 2418.

The detailed analytical report will be posted online (www.canadatourism.com) at a later date. For more information on the release of the report, contact Murielle Ballantyne (604-638-8328; ballantyne.murielle@ctc-cct.ca), Canadian Tourism Commission.

To obtain the report highlights, or to enquire about the concepts, methods, or data quality for this release, contact Veronica Utovac (613-951-0813; veronica.utovac@statcan.ca), Service Industries Division. ■

Financial information of universities and colleges

2004/2005

Final data for the 2004/2005 academic year from the Financial Information of Universities and Colleges Survey are now available.

The survey collects financial information (income and expenditures) on all universities and degree-granting colleges in Canada.

Definitions, data sources and methods: survey number 3121.

For further information or to order data, contact Client Services (toll-free 1-800-307-3382 or 613-951-7608; fax: 613-951-9040; educationstats@statcan.ca), Culture, Tourism and the Centre for Education Statistics. ■

Chain Fisher dollar export and import values

1997

The International Trade Division has now produced and will be updating and disseminating 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 the series are advised to contact the Marketing and Client Services Section (toll-free 1-800-294-5583), International Trade Division.

To enquire about the concepts, methods or data quality of this release, contact Bernard Lupien (613-951-6872), International Trade Division. ■

New products

Overview of the Time Use of Canadians, 2005
Catalogue number 12F0080XIE
(free).

Canadian International Merchandise Trade,
May 2006, Vol. 60, no. 5
Catalogue number 65-001-XIB
(free).

Culture, Tourism and the Centre for Education
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Canadian Universities, 2005/2006: Preliminary
Report, 2005/2006, no. 46
Catalogue number 81-595-MIE2006046
(free).

General Social Survey on Time Use: Cycle 19: The
Time it Takes to Get to Work and Back, 2005, no. 1
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(free).

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Statistics Canada

Thursday, June 8, 1997
For release at 8:30 a.m.



MAJOR RELEASES

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

OTHER RELEASES

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- Egg production, Apr. 1997 13

PUBLICATIONS RELEASED 11



Statistics Canada's official release bulletin

Catalogue 11-001-XIE.

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