



The Daily

Statistics Canada

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Releases

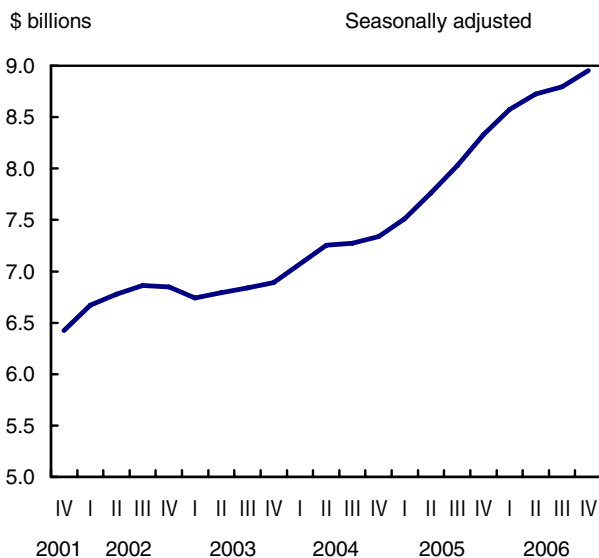
Investment in non-residential building construction

Fourth quarter and annual 2006

Investment in non-residential building construction set a sixth consecutive annual record in 2006, thanks largely to huge gains in Alberta and British Columbia.

Investment in commercial, industrial and institutional projects amounted to more than \$35.0 billion, up 10.8% from 2005. Adjusted for inflation, the increase was 3.1%.

The total value of non-residential building investments reaches a new peak



Spending increased last year in all three components. In the commercial sector, it rose 12.3% from 2005 to \$20.2 billion; in the industrial sector, it went up 9.5% to \$5.7 billion; in the institutional sector, it rose 8.4% to \$9.2 billion.

Western Canada's dynamic economy continued to spark the non-residential sector. Between them, Alberta and British Columbia accounted for more than 80% of the total increase in non-residential investment during the year. Commercial projects dominated investment in both provinces.

Other contributing factors were low vacancy rates for office and commercial buildings and a dearth of industrial space in many centres; strong consumer demand for durable goods and high corporate profits.

Note to readers

Unless otherwise stated, this release presents seasonally adjusted data, which ease comparisons by removing the effects of seasonal variations.

Investments in non-residential building construction exclude engineering construction. This series is based on the Building Permits Survey of municipalities, which collects information on construction intentions.

Work put-in-place patterns are assigned to each type of structure (industrial, commercial and institutional). These work patterns are used to distribute the value of building permits according to project length. Work put-in-place patterns differ according to the value of the construction project; a project worth several million dollars will usually take longer to complete than will a project of a few hundred thousand dollars.

Additional data from the capital and repair expenditures surveys are used to create this investment series. Investment in non-residential building data are benchmarked to Statistics Canada's System of National Accounts of non-residential building investment series.

For the purpose of this release, the census metropolitan area of Ottawa-Gatineau is divided into two areas: Ottawa-Gatineau (Que. part) and Ottawa-Gatineau (Ont. part).

Increases were posted in eight provinces, with the largest gain (in dollars) in the total value of non-residential building investment occurring in Alberta (+37.8% to 6.7 billion) and British Columbia (+25.9% to \$4.9 billion) compared to 2005. Both provinces reached record highs.

Fourth-quarter investment hit \$9.0 billion, up 1.8% from the third quarter and the 15th consecutive quarterly increase.

Two components contributed to the gain. Commercial investment rose 3.8% to \$5.3 billion, while industrial investment was up 0.6% to \$1.4 billion. Institutional investment declined 1.9% to \$2.3 billion.

On a quarterly basis, heavy spending on office and warehouses buildings in Alberta and British Columbia pushed investment in non-residential building construction to another record high between October and December.

Overall, five provinces and all three territories recorded fourth-quarter gains, led by Alberta, where all three components pushed up the total by 7.6% to \$1.9 billion. In contrast, Ontario posted the biggest decline.

Investment rose in 18 of 28 census metropolitan areas. The largest increase occurred in Calgary, where record highs in both commercial and institutional

sectors resulted in a 17.6% advance in the fourth quarter to \$806 million.

In contrast, investment in Toronto fell most sharply as a result of a marked decline in the industrial and institutional sectors.

Investment in non-residential building construction, by census metropolitan area¹

	Fourth quarter 2005	Third quarter 2006	Fourth quarter 2006	Third to fourth quarter 2006
	Seasonally adjusted			
	\$ millions			% change
St. John's	66	50	52	3.4
Halifax	119	164	165	0.6
Saint John	19	26	25	-5.6
Saguenay	37	29	34	16.7
Québec	171	150	155	3.0
Sherbrooke	31	38	36	-3.3
Trois-Rivières	24	30	36	19.0
Montréal	701	675	689	2.0
Ottawa-Gatineau, Ontario/Quebec	343	387	405	4.7
Ottawa-Gatineau (Que. part)	58	40	38	-4.8
Ottawa-Gatineau (Ont. part)	285	347	367	5.8
Kingston	39	28	33	16.1
Oshawa	132	94	90	-4.5
Toronto	1,615	1,527	1,490	-2.4
Hamilton	142	153	146	-4.8
St. Catharines-Niagara	61	78	73	-5.5
Kitchener	139	126	117	-7.4
London	137	100	104	4.9
Windsor	78	75	76	2.4
Greater Sudbury / Grand Sudbury	32	30	33	9.9
Thunder Bay	24	25	21	-16.3
Winnipeg	182	219	224	2.4
Regina	58	78	86	10.2
Saskatoon	82	103	115	12.1
Calgary	500	685	806	17.6
Edmonton	368	406	411	1.2
Abbotsford	41	74	74	1.0
Vancouver	657	697	714	2.4
Victoria	73	96	95	-1.1

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

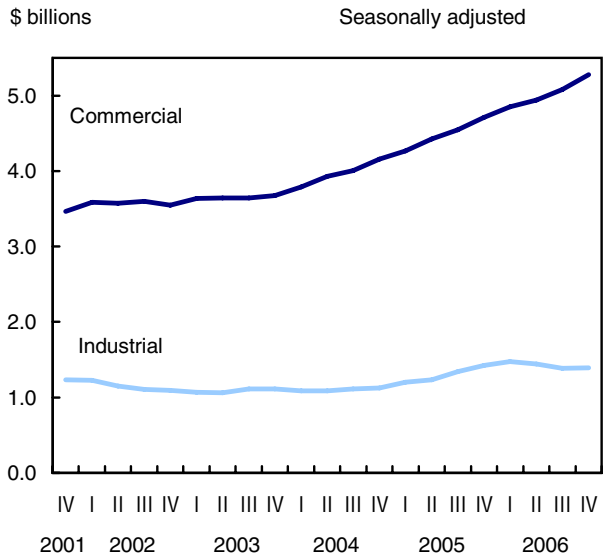
Commercial sector: Record high due to gains in British Columbia and Alberta

In the last quarter of 2006, commercial investment increased for the 12th consecutive quarter to a record quarterly high of \$5.3 billion.

At the provincial level, increases of 9.9% in Alberta and 5.7% in British Columbia contributed to the sector's growth.

In Manitoba, which experienced the largest decrease for the second consecutive quarter, investment fell 5.2% to \$161 million. Despite this decline, commercial investment on an annual basis for 2006 rose 18.8% in Manitoba.

Investment in commercial buildings reaches a record high



Among census metropolitan areas, 19 of the 28 areas posted fourth-quarter gains. Investment in Calgary rose 17.4% to \$548 million, while St. Catharines-Niagara posted the largest decline (-18.5% to \$36 million).

Several economic factors were consistent with a fertile environment for the commercial sector, including growth in consumer spending and declining vacancy rates for office buildings. In addition, corporate operating profits hit a record high in the third quarter of 2006.

Industrial sector: Robust manufacturing and maintenance activities in Alberta

The robust 9.5% gain in industrial investment in 2006 was largely the result of strong activity in manufacturing plants and maintenance building in Alberta over the past year.

In the fourth quarter alone, industrial spending nationally totalled \$1.4 billion, up 0.6% from the third quarter.

Industrial investment benefited from energy resource development in the western provinces throughout 2006. In contrast, Canadian manufacturers continued to face increased production costs, vigorous global competition and a strong Canadian dollar. Also, the industrial capacity utilization rate declined in the manufacturing sector for the third straight quarter.

Overall, four provinces and two territories showed declines in industrial investment in the fourth quarter. The largest drop (in dollars) occurred in British Columbia.

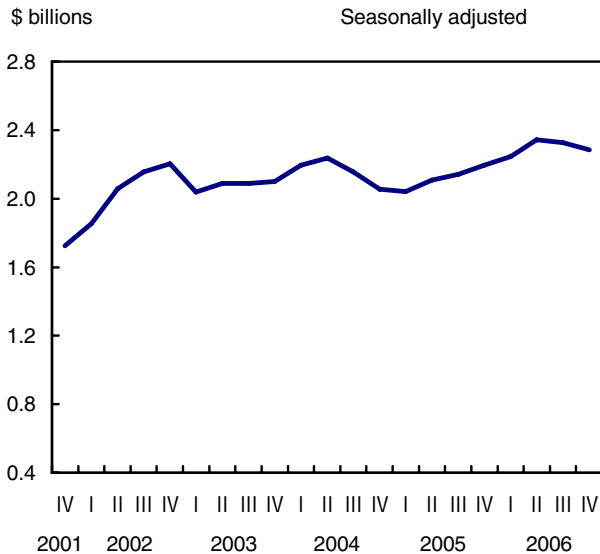
Of the 28 census metropolitan areas, 14 registered quarterly growth. Québec showed the strongest investment growth (+62.1% to \$30 million), while Vancouver experienced the largest downturn for the third consecutive quarter (-35.0% to \$35 million).

Institutional investment: Back-to-back quarterly declines

Investment in institutional building construction declined 1.9% to \$1.4 billion in the fourth quarter. It was the second consecutive quarterly decrease.

The back-to-back declines halted a period of five consecutive quarterly gains. Even so, the fourth-quarter total was 7.7% higher than the average quarterly level recorded in 2005.

Investment in institutional buildings down for a second consecutive quarter



The most substantial decrease in investment occurred in Ontario for the third straight quarter. Fourth-quarter investment there fell 6.3% to \$917 million.

In the fourth quarter of 2006, Alberta posted the largest gain in institutional investment (+7.3% to \$369 million) as a result of spending on medical and educational buildings.

Among metropolitan census areas, 15 of the 28 areas posted gains in the last quarter of 2006. Investment in Calgary increased 27.0% to \$194 million. In contrast, Toronto posted the largest decline in dollars (-8.8% to \$331 million).

Investment in non-residential building construction

	Fourth quarter 2005	Third quarter 2006	Fourth quarter 2006	Third to fourth quarter 2006
Seasonally adjusted				
	\$ millions		% change	
Canada	8,328	8,796	8,953	1.8
Newfoundland and Labrador	88	74	74	-0.6
Prince Edward Island	37	39	32	-17.3
Nova Scotia	229	269	267	-0.6
New Brunswick	165	167	162	-2.9
Quebec	1,433	1,385	1,414	2.2
Ontario	3,385	3,298	3,238	-1.8
Manitoba	260	290	296	2.1
Saskatchewan	203	260	289	11.4
Alberta	1,357	1,729	1,861	7.6
British Columbia	1,110	1,247	1,267	1.6
Yukon	22	22	29	32.2
Northwest Territories	30	13	17	24.2
Nunavut	9	3	5	56.7

Available on CANSIM: table 026-0016.

Definitions, data sources and methods: survey number 5014.

More detailed data on investment in non-residential building construction are also available in free tables from the *Summary tables* module of our website.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Bechir Oueriemmi (613-951-1165; bdp_information@statcan.ca), Investment and Capital Stock Division. ■

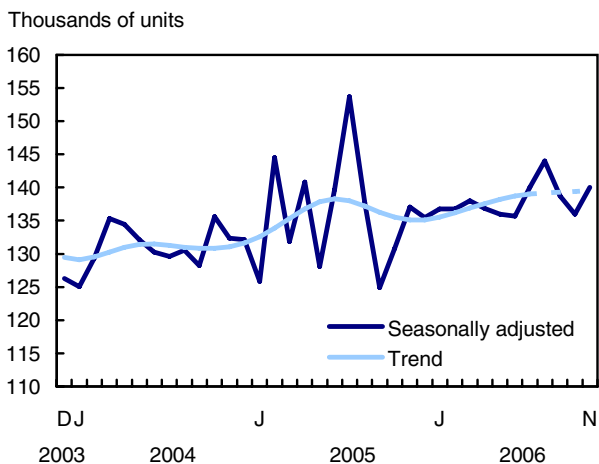
New motor vehicle sales

November 2006

Strong demand for North American-built passenger cars drove new motor vehicle sales 3.0% higher in November, following two consecutive monthly declines. Consumers purchased 140,012 new vehicles, an increase of about 4,000 vehicles from the previous month. Almost 85% of this increase came from sales in Ontario.

Preliminary figures from the automotive industry indicate that sales continued to rebound in December as the number of new vehicles sold is estimated to have increased by approximately 5% over the month.

New motor vehicle sales begin to recover



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

Despite fluctuations in the second half of the year, 2006 sales of new motor vehicles continued their relatively stable upward trend. Prior to 2006, sales showed sizable fluctuations throughout 2005 with the introduction and subsequent removal of dealer incentive programs.

Passenger car sales rebound

While both passenger car and truck sales increased in November, passenger cars outperformed trucks, accounting for almost 84% of the increase in total vehicles sold.

Passenger car sales advanced 5.0% to 71,536 units in November. In 2006, passenger car sales remained relatively flat, up until October when sales dropped 7.0%.

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.

November's sales gain mostly offset October's decline, resulting in a relatively flat trend.

North American-built passenger cars were the main driving force behind the national sales gain in November, climbing 8.9% to partially recoup the 11.8% plunge in October. Overseas-built car sales slipped 1.8% after gaining 2.7% in the previous month.

Truck sales (which include minivans, sport-utility vehicles, light and heavy trucks, vans and buses) edged up 1.0% to 68,476 vehicles in November, the highest November sales on record and a second consecutive monthly increase. During the first half of 2006, truck sales were relatively stable, followed by a series of fluctuations in recent months.

Most of the national increase occurred in Ontario

In Ontario, new motor vehicle sales gained 7.0% in November to 52,627 units. This gain represents 84.5% of the national increase in November, offsetting declines in September and October. Despite recent instability, new motor vehicle sales have remained relatively stable in Ontario since the end of 2005.

Nearly all other provinces post gains

The number of new motor vehicles sold increased in eight provinces in November with Nova Scotia (+11.5%) experiencing the largest gain. New Brunswick (+10.6%) and Prince Edward Island (+8.5%) also registered strong sales during November.

In the West, Alberta (-3.7%) and British Columbia (-3.3%) were the only provinces to experience declines in November. New motor vehicle sales in both provinces started strong in the first half of the year, but have experienced a sales downturn in recent months.

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

Definitions, data sources and methods: survey number 2402.

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

Data on new motor vehicle sales for December will be released on February 14.

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 Ashley Ker (613-951-2252), Distributive Trades Division.

New motor vehicle sales

	November 2005	October 2006 ^r	November 2006 ^p	November 2005 to November 2006	October to November 2006
Seasonally adjusted					
	number of vehicles			% change	
New motor vehicles	137,043	135,958	140,012	2.2	3.0
Passenger cars	70,234	68,139	71,536	1.9	5.0
North American ¹	46,547	43,349	47,200	1.4	8.9
Overseas	23,687	24,790	24,336	2.7	-1.8
Trucks, vans and buses	66,808	67,819	68,476	2.5	1.0
Province and territory					
Newfoundland and Labrador	2,319	2,011	2,102	-9.4	4.5
Prince Edward Island	492	387	420	-14.6	8.5
Nova Scotia	3,792	3,942	4,395	15.9	11.5
New Brunswick	2,842	2,985	3,301	16.2	10.6
Quebec	35,462	32,982	33,815	-4.6	2.5
Ontario	51,894	49,201	52,627	1.4	7.0
Manitoba	3,612	3,976	3,996	10.6	0.5
Saskatchewan	3,289	3,280	3,483	5.9	6.2
Alberta	18,844	20,995	20,209	7.2	-3.7
British Columbia ²	14,497	16,198	15,666	8.1	-3.3
	November 2005	October 2006 ^r	November 2006 ^p	November 2005 to November 2006	
Unadjusted					
	Number of vehicles			% change	
New motor vehicles	124,111	123,076	127,732	2.9	
Passenger cars	62,113	62,448	63,756	2.6	
North American ¹	41,318	38,841	41,464	0.4	
Overseas	20,795	23,607	22,292	7.2	
Trucks, vans and buses	61,998	60,628	63,976	3.2	
Province and territory					
Newfoundland and Labrador	1,791	1,611	1,783	-0.4	
Prince Edward Island	413	331	365	-11.6	
Nova Scotia	3,076	3,096	3,542	15.1	
New Brunswick	2,269	2,471	2,767	21.9	
Quebec	30,411	29,445	29,630	-2.6	
Ontario	47,807	45,662	49,707	4.0	
Manitoba	3,195	3,561	3,486	9.1	
Saskatchewan	2,935	3,060	3,136	6.8	
Alberta	18,622	19,600	19,007	2.1	
British Columbia ²	13,592	14,239	14,309	5.3	

^r revised

^p preliminary

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

2. Includes Yukon, the Northwest Territories and Nunavut.

Study: Changes in provincial labour productivity 1997 to 2005

Relative levels of total-economy labour productivity among most of the provinces remained fairly stable from 1997 to 2005 when these changes in provincial productivity, measured in 1997 constant dollars, are benchmarked against changes in the national average, according to a new study.

However, the most notable exception was Newfoundland and Labrador, which experienced much stronger average productivity growth than all other provinces during this period.

Productivity growth in Newfoundland and Labrador was so strong, in fact, that it moved from sixth place in overall productivity in 1997 to third place in 2005, behind only Ontario and Alberta.

The study examined how differences in average productivity growth from 1997 to 2005 affected the relative levels of provincial labour productivity for the total economy.

Statistics on labour productivity are designed to measure how efficiently an economy is transforming labour inputs into outputs. Labour productivity is measured as the amount of constant dollar gross domestic product (GDP) per hour worked. Increases in labour productivity, over time, are linked to improvements in the standard of living.

Nationally, labour productivity, evaluated in real terms, grew at an average annual rate of 1.6% from 1997 to 2005.

But in Newfoundland and Labrador, it increased 3.2%, twice the national average, by far the strongest pace in the country. The only other province in which labour productivity grew markedly faster than the national average was Saskatchewan, where the average annual increase was 2.1%.

The smallest gains occurred in Quebec and Prince Edward Island, both of which had average annual gains of 1.3%, and in Alberta, where the average increase was 1.2%. In the other provinces, the average growth in labour productivity was at or near the national average.

The gains in Newfoundland and Labrador represented the only substantial shift in the provincial productivity rankings from 1997 to 2005. Newfoundland and Labrador moved ahead of three other provinces (Saskatchewan, Quebec and British Columbia) into third place.

In 1997, labour productivity in Newfoundland and Labrador stood at 89% of the national average, already substantially higher than in the rest of Atlantic Canada. By 2005, labour productivity in that province had caught up with the national average.

Meanwhile, Alberta, Ontario, British Columbia and Quebec, the four provinces with the highest levels of real GDP per hour worked in 1997, saw no improvement in their relative productivity by 2005.

Labour productivity can vary from province to province for a host of reasons, including differences in industrial structure, urbanization, prices and technology use.

The study also showed that changes in the relative prices that different provinces receive for their outputs can have a substantial impact on estimates of relative productivity.

For the two oil-rich provinces, Alberta and Newfoundland and Labrador, the impact of these relative price changes on productivity performance was dramatic.

When changing relative prices were not included in estimates of relative productivity, Alberta's relative GDP per hour worked in 2005 stood at 104% of the national average.

But when the productivity estimates for 2005 were modified to incorporate the impact of these relative price movements across provinces, Alberta's relative labour productivity soared to 135% of the national average.

In Newfoundland and Labrador, improvements in relative productivity were already substantial before the impact of changing relative prices was taken into account.

In 2005, its GDP per hour worked, measured in 1997 constant dollars, was equivalent to the national average. But when its relative productivity was calculated based on the price conditions existing in 2005, Newfoundland and Labrador's GDP per hour worked increased to 119% of the national average.

The research paper "Provincial Labour Productivity Growth, 1997 to 2005" is now available in *The Canadian Productivity Review* (15-206-XWE2007007, free) from the *Publications* module of our website.

More studies related to productivity are available free of charge at (<http://www.statcan.ca/english/studies/economic.htm>).

For more information, or to enquire about the concepts, methods or data quality of this release, contact Guy Gellatly (613-951-3758), Micro-economic Analysis Division. ■

Dairy statistics

November 2006 (preliminary)

Dairy farmers sold almost 597 000 kilolitres of milk and cream to dairies in November, down 1.6% from November 2005.

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

The fourth quarter 2006 issue of the new publication *Dairy Statistics* (23-014-XWE, free) will be available in February.

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. ■

Civil aviation operating statistics

May to October 2006

From May to October 2006, the major Canadian air carriers reported a 3.0% increase in passengers and a 4.2% advance in passenger-kilometres compared to the same period in 2005. WestJet reported that total passenger-kilometres flown surged 23.3% during the six-month period, while the operations of Air Canada grew by 1.0%.

Both carriers also noted improvements in their passenger load factor (a measure of the fullness of their aircraft). From May to October 2006, Air Canada's passenger load factor reached 82.3% and WestJet's passenger load factor stood at 77.4%.

Available on CANSIM: table 401-0001.

Definitions, data sources and methods: survey number 5026.

May to October 2006 operational data on civil aviation for Air Canada and WestJet will appear in the *Aviation: Service Bulletin*, Vol. 39, no. 1 (51-004-XIB, free), which will soon be available.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Robert Lund (613-951-0125; bob.lund@statcan.ca) or Lisa Di Piéto (613-951-0146; lisa.dipietro@statcan.ca), Transportation Division. ■

Aircraft movement statistics: Small airports

September 2006

The September 2006 monthly report, Vol. 2 (TP141, free) is available on Transport Canada's website at the following URL (<http://www.tc.gc.ca/pol/en/Report/tp141e/tp141.htm>).

Note: The TP141 monthly report is issued in two volumes. Volume 1 presents statistics for the major Canadian airports (i.e., those with NAV CANADA air traffic control towers or flight service stations). Volume 2 presents statistics for the smaller airports (i.e., those without air traffic control towers). Both volumes are available free upon release at Transport Canada's website.

Definitions, data sources and methods: survey number 2715.

For more information about this website, contact Michel Villeneuve (613-990-3825; villenm@tc.gc.ca), Transport Canada.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Kathie Davidson (613-951-0141; fax: 613-951-0010; aviationstatistics@statcan.ca), Transportation Division. ■

New products

National Income and Expenditure Accounts, Quarterly Estimates, third quarter, Vol. 54, no. 3
Catalogue number 13-001-XIB
 (free).

The Canadian Productivity Review: "Provincial Labour Productivity Growth, 1997 to 2005", no. 7
Catalogue number 15-206-XWE2007007
 (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; -XVB or -XVE are electronic versions on DVD and -XBB or -XBE a database.

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The Daily
 Statistics Canada

Thursday, June 3, 1997
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MAJOR RELEASES

- **Urban transit, 1995** 2
 Changes in expenditures on taking urban transit; Canadians are using it less and less. In 1996, each Canadian took an average of about 40 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 relatively weak again in 1996, accompanied by sluggish gains in employment and slow economic growth during the year.

OTHER RELEASES

- **Help-wanted index, May 1997** 3
- **Short-term Expectations Survey** 2
- **Steel primary forms, week ending May 31, 1997** 12
- **Egg production, April 1997** 12

PUBLICATIONS RELEASED 11

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