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Statistics Canada

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Releases

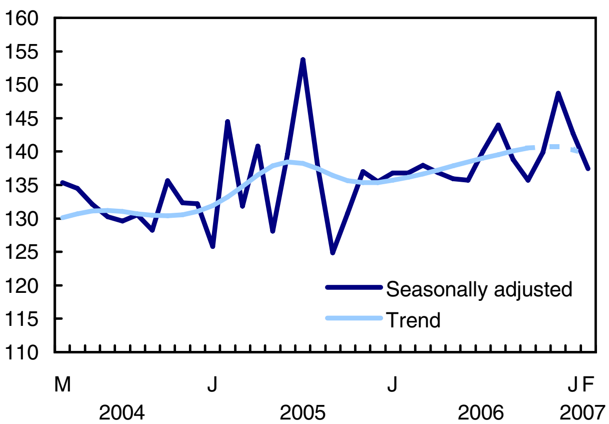
Releases

New motor vehicle sales
February 2007

The number of new motor vehicles sold fell a further 3.7% in February following a 4.0% decline in January. This setback followed two months of strong sales gains in November and December of last year.

New motor vehicle sales down a second consecutive month

Thousands of units



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

Consumers purchased 137,443 new vehicles in February, a decrease of 5,262 units from the previous month. Preliminary data from the automotive industry indicate that the number of new motor vehicles sold in March remained relatively unchanged from February.

Over the past several months, sales of new motor vehicles have been volatile with periods of offsetting declines and gains. Much of this volatility resulted from dealer promotions and the introduction of new 2007 models. Previously, sales had been relatively stable since the end of 2005.

Truck sales dominate declines

While both passenger cars and trucks registered sales declines in February, truck sales dominated the decrease. Passenger car sales edged down 0.4%, while truck sales dropped 6.9% in the same period.

Note to readers

All data in this release are seasonally adjusted.

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

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

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

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

Truck sales (which include minivans, sport-utility vehicles, light and heavy trucks, vans and buses) of 67,963 vehicles in February were still about 850 vehicles more than in an average month in 2006. Before falling in February, sales of new trucks had increased for four consecutive months.

Consumers purchased 69,480 new passenger cars in February, a decrease of just over 250 vehicles from the month before when sales plunged 8.2%. Sales had rebounded in November (+5.2%) and December (+6.2%) following a drop in October (-7.7%). Previously, passenger car sales had been relatively flat during the second half of 2005 through to the third quarter of 2006.

The decline in passenger car sales in February was entirely attributed to lower sales of overseas-built cars, which declined 2.4%. Consumers purchased 24,616 overseas-built cars, grabbing 35.4% of the passenger car market share. This is higher than the 2006 average of 33.6%. North American-built passenger cars did not rebound from a 12.8% plunge in January, merely edging up 0.8% in February to 44,864 vehicles.

Almost all provinces post declines

Sales of new motor vehicles declined in all provinces in February, with the exception of British Columbia, which inched ahead 0.4%. This small gain followed a 5.0% drop in January.

The Atlantic provinces reported the steepest declines in February. New Brunswick posted the largest decline, plunging 9.5% to 2,925 vehicles, the lowest sales level since June 2006. Prince Edward Island (-8.5%), Nova Scotia (-7.0%) and Newfoundland and Labrador (-4.2%) all posted rates below the national average (-3.7%).

New motor vehicle sales in Ontario fell 4.6% to 49,625 units, a decrease of 2,408 vehicles compared with January. This figure represents 46% of the national decrease, despite the fact that Ontario represents only one-third of the Canadian automotive market.

New motor vehicle sales in Saskatchewan declined 5.0% in February, the first decrease since October 2006. Sales in Alberta decreased for a second consecutive month, falling 4.6%.

Quebec (-2.7%) and Manitoba (-2.2%) were the only provinces to post declines above the national average.

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

Definitions, data sources and methods: survey number 2402.

The February 2007 issue of *New Motor Vehicle Sales* (63-007-XWE, free) will be available soon.

Data on new motor vehicle sales for March will be released on May 15.

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

□

New motor vehicle sales

	February 2006	January 2007[r]	February 2007[p]	February 2006 to February 2007	January to February 2007
	Seasonally adjusted				
	number of vehicles			% change	
New motor vehicles	**136,780**	**142,705**	**137,443**	**0.5**	**-3.7**
Passenger cars	70,384	69,736	69,480	-1.3	-0.4
North American[1]	48,703	44,510	44,864	-7.9	0.8
Overseas	21,681	25,227	24,616	13.5	-2.4
Trucks, vans and buses	66,395	72,968	67,963	2.4	-6.9
Province and territory					
Newfoundland and Labrador	1,898	2,173	2,081	9.6	-4.2
Prince Edward Island	429	459	420	-2.1	-8.5
Nova Scotia	3,939	4,010	3,730	-5.3	-7.0
New Brunswick	2,862	3,232	2,925	2.2	-9.5
Quebec	32,920	34,642	33,721	2.4	-2.7
Ontario	51,381	52,033	49,625	-3.4	-4.6
Manitoba	3,589	3,900	3,814	6.3	-2.2
Saskatchewan	3,331	3,598	3,418	2.6	-5.0
Alberta	20,706	22,079	21,062	1.7	-4.6
British Columbia[2]	15,726	16,580	16,647	5.9	0.4

	February 2006	January 2007	February 2007[p]	February 2006 to February 2007
	Unadjusted			
	number of vehicles			% change
New motor vehicles	**100,740**	**94,413**	**99,877**	**-0.9**
Passenger cars	48,758	42,705	47,256	-3.1
North American[1]	33,450	27,594	30,361	-9.2
Overseas	15,308	15,111	16,895	10.4
Trucks, vans and buses	51,982	51,708	52,621	1.2
Province and territory				
Newfoundland and Labrador	1,145	1,164	1,253	9.4
Prince Edward Island	284	243	278	-2.1
Nova Scotia	2,747	2,437	2,606	-5.1
New Brunswick	2,037	2,020	2,019	-0.9
Quebec	23,064	20,683	23,310	1.1
Ontario	37,568	34,399	35,347	-5.9
Manitoba	2,543	2,530	2,652	4.3
Saskatchewan	2,376	2,439	2,429	2.2
Alberta	16,038	16,390	16,333	1.8
British Columbia[2]	12,938	12,108	13,650	5.5

r *revised*
p *preliminary*
1. *Manufactured or assembled in Canada, the United States or Mexico.*
2. *Includes Yukon, the Northwest Territories and Nunavut.*

■

Study: Science and engineering doctorates

2001

The supply of PhDs plays an increasingly important role in determining Canada's ability to compete in the emerging global knowledge economy. According to a new study, there were 100,000 employed PhDs in 2001, of which 57,000 were science and engineering doctorates.

The study, using 2001 Census data, examines the labour market characteristics of Canada's stock of scientists and engineers based on their major field of studies and highest degree obtained.

Of the 100,000 total employed doctorates in 2001, 47,000 were born in Canada while 53,000 were foreign-born. Of the Canadian-born PhDs, 22,000, or 46% were science and engineering doctorates, while the rest had doctorates in other fields.

Two-thirds of the 53,000 foreign-born employed doctorates held PhDs in science and engineering fields. The foreign-born doctorates could have immigrated after or before obtaining their PhDs.

Nearly 23,000 immigrants with PhDs came to Canada between 1991 and 2000, double the amount of those who arrived between 1971 and 1990. The ratio of two immigrant science and engineering PhDs for every one immigrant non-science and engineering PhD in 1991 increased substantially to five to one by 2000.

Asia, and in particular China and India, have become the major source of foreign born PhDs since the beginning of the 1980s. Proportions from the United States and United Kingdom, the two dominant sources prior to 1981, have been declining. The US share went from a high of 24% over the 1971 to 1980 period to a low of 6% over the 1991 to 2000 period, while China's share went from a low of 2% to a high of 25% over the same time periods.

Men still continue to dominate the Canadian PhD landscape. The proportion of female doctorates was 27%, an improvement of 15 percentage points over the past 25 years. The study found that female doctorates were under-represented, especially in science and engineering, and particularly in the engineering field where they were less than 1 in 10.

Kingston and Ottawa–Hull proportionately had the highest concentration of science and engineering PhDs in Canada's largest labour markets, followed by Saskatoon, Victoria and Sherbrooke.

In the largest labour markets, Victoria and Halifax had on average the oldest employed science and engineering doctorates, whereas Toronto, Montréal, and Québec had on average younger employed science and engineering doctorates.

The study revealed that there was a 10 percentage point decline in the proportion of PhDs who were university professors, from 34% in 1986 to 24% in 2001, despite a 93% increase in the total number of PhDs over the same time frame.

Definitions, data sources and methods: survey number 3901.

The report "Where are the scientists and engineers?" is now available as part of the *Science, Innovation and Electronic Information Division Working Papers* (88F0006XIE2007002, free) series from the *Publications* module of our website.

For more information, or to enquire about the methods, concepts or data quality of this release, contact Michael McKenzie (416-973-8018; *michael.mckenzie@statcan.ca*) or Louise Earl (613-951-2880; *louise.earl@statcan.ca*), Science, Innovation and Electronic Information Division. ■

Surveying and mapping services

2005

The resource based boom in the West helped propel the surveying and mapping industry to $2.3 billion in operating revenues in 2005, a substantial 15.9% increase over 2004.

Growth in operating revenues outpaced that of operating expenses (+14.1%), resulting in an operating profit margin increase. The operating profit margin was 10.5%, up from 9.0% in 2004.

Salaries and wages of employees are the single largest component of operating expenses at 42%.

Operating revenue for firms whose principal activity is geophysical surveying and mapping services rose from $1.1 billion in 2004 to $1.2 billion in 2005, an increase of 8.0%. In the same period, operating revenues for firms whose principal activity is non-geophysical surveying and mapping services, commonly referred to as land surveying, had a much higher growth rate of 25.4%. These firms saw their operating revenues climb to $1.1 billion.

Businesses of the overall sector generated the majority of their operating revenues from services related to the acquisition, transformation and interpretation of geophysical data (44%), general surveying services (36%), which include land, cadastral, hydrographic, topographic, marine and engineering, and cartography services (7%).

Alberta continues to lead all provinces and territories for this industry due to the significant role played by this province in the oil and gas sector. Alberta based firms accounted for 63% of industry operating revenues, followed by Ontario (13%), Quebec (9%) and British Colombia (8%). For geophysical surveying and mapping services, 83% of the operating revenues in Canada were generated by Alberta-based firms. This, of course, includes revenues derived from work that took place in the province of Alberta, but also revenues from work that Alberta-based firms did in other provinces, territories, at sea and internationally.

Note: Canada's surveying and mapping industry consists of businesses whose primary activity is to gather, interpret and map geophysical data (i.e., locating and measuring the extent of subsurface resources), as well as those providing land surveying and mapping services on the surface of the earth, including the sea floor.

Available on CANSIM: table 360-0006.

Definitions, data sources and methods: survey number 4715.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Nicole Charron (613-951-4133; fax: 613-951-6696; *nicole.charron@statcan.ca*), Service Industries Division. ■

Pipeline transportation of crude oil and refined petroleum products

December 2006

Data on the net receipts of crude oil and equivalent hydrocarbons, liquefied petroleum gases and refined petroleum products, pipeline exports of crude oil and deliveries of crude oil by pipeline to Canadian refineries are now available for December.

Available on CANSIM: tables 133-0001 to 133-0005.

Definitions, data sources and methods: survey numbers, including related surveys, 2148 and 2191.

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; *energ@statcan.ca*), Manufacturing, Construction and Energy Division. ■

New products

Imports by Commodity, February 2007, Vol. 64, no. 2
Catalogue number 65-007-XCB ($40/$387).

Imports by Commodity, February 2007, Vol. 64, no. 2
Catalogue number 65-007-XPB ($84/$828).

Science, Innovation and Electronic Information Division Working Papers: "Where are the scientists and engineers?", 2001, no. 2
Catalogue number 88F0006XIE2007002
(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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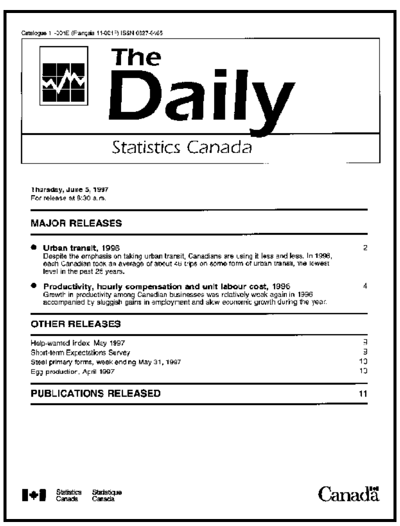
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Thursday, June 5, 1997
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MAJOR RELEASES

- **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 45 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 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	9
Short-term Expectations Survey	9
Steel primary forms, week ending May 31, 1997	10
Egg production, April 1997	10

PUBLICATIONS RELEASED 11

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