



The Daily

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New motor vehicle sales weakened in July, on the heels of a healthy second quarter. Seasonally adjusted data from the New Motor Vehicle Sales Survey indicate that 139,345 new vehicles were sold in July, representing a 2.7% decrease over June's total.

Study: Delayed transitions of young adults, 1971 to 2001 5

Young adults were taking longer to make key life transitions to adulthood in 2001 than their counterparts were three decades earlier, according to a new study.

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Perspectives on Labour and Income (print edition)

Autumn 2007

The Autumn 2007 print edition of *Perspectives on Labour and Income* contains six articles, all of which have appeared previously in the online edition.

"Labour inputs to non-profit organizations" describes and quantifies the multiple labour inputs used by non-profit organizations.

"Trends and seasonality in absenteeism" looks at differences between full- and part-week absences.

"Working at home: An update" analyzes the pervasive fall-off in telework popularity since the turn of the century.

"Life after high tech" looks at permanent layoff rates and earnings of high-tech workers compared with those of workers in other industries.

"Participation of older workers" examines labour market trends within the population aged 55 to 64, and the employment characteristics of workers in this age group vis-à-vis those aged 25 to 54.

"Public pensions and work" reviews take-up rates of Canada Pension Plan / Quebec Pension Plan (CPP/QPP) benefits, co-receipt of CPP/QPP and other benefits, and employment following benefits take-up for taxfilers in their 60s.

This edition also features an update on unionization, while "What's New?" highlights recent studies of interest from Statistics Canada and other organizations.

The Autumn 2007 issue of *Perspectives on Labour and Income*, Vol. 19, no. 3 (75-001-XPE, \$20/\$63) is now available. See *How to order products*. For more information, contact Henry Pold (613-951-4608; henry.pold@statcan.ca), Labour and Household Surveys Analysis Division.



The Daily, September 18, 2007

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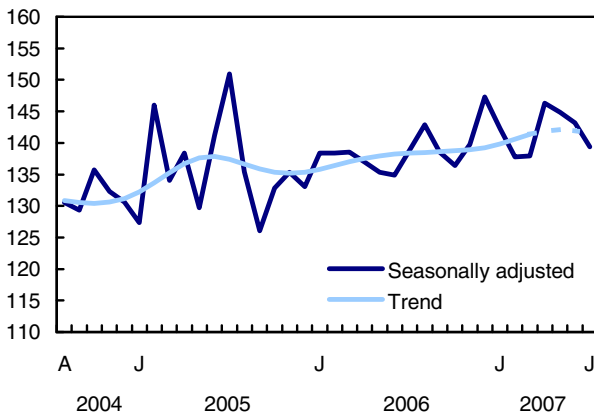
New motor vehicle sales

July 2007

New motor vehicle sales weakened in July, on the heels of a healthy second quarter. Seasonally adjusted data from the New Motor Vehicle Sales Survey indicate that 139,345 new vehicles were sold in July, representing a 2.7% decrease over June's total.

New motor vehicle sales drop for the third month in a row

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.

Sales of both passenger cars and trucks (which include minivans, sport-utility vehicles, light and heavy trucks, vans and buses) fell 2.7% in July. The decline in passenger cars resulted from decreased sales of both North American-built and overseas-built models.

Preliminary industry data indicate that sales of new motor vehicles have grown 3% in August.

Declines are widespread

Passenger car sales fell by slightly more than 2,000 units in July, more than offsetting the 1.5% growth in June. The decrease in July follows the strongest quarterly sales growth since the second quarter of 2001.

The decline in passenger car sales was seen in both North American-built (-2.3%) and overseas-built models (-3.4%). The decrease in North American-built passenger cars more than offset June's modest

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.

increase. June was the fifth month in 2007 in which sales in this category diminished. In contrast, the decline in sales of overseas-built passenger cars came after two months of strong growth, and was the third monthly decrease this year in this category.

Sales of trucks were down for the second consecutive month, falling by almost the same number of units as passenger cars. Truck sales were up 2.2% in the second quarter of 2007, following a slight decline in the first quarter.

Declines in Quebec and Ontario drive majority of national decrease

Declines in the sales of new motor vehicles in Quebec (-5.7%) and Ontario (-3.1%) drove the majority of the national sales decrease in July. These declines accounted for over 90% of the total decrease. Quebec's decline in July, combined with that in June (-5.1%), more than offset the strong increases in April (+6.1%) and May (+3.7%). In Ontario, except for a 10.7% increase in April, sales have declined every month since the beginning of 2007.

Decreases were also noted in Prince Edward Island (-4.4%), New Brunswick (-3.3%), Manitoba (-2.5%) and British Columbia (-1.7%).

Of the four provinces to record increases in July, Newfoundland and Labrador (+3.4%) and Saskatchewan (+2.3%) rebounded from June declines to continue their strong performance since the beginning of 2007. Sales in Nova Scotia (+0.6%) and Alberta (+0.3%) remained relatively flat.

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

Definitions, data sources and methods: survey number 2402.

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

Data on new motor vehicle sales for August will be released on October 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 Serge Grenier (613-951-3566), Distributive Trades Division.

New motor vehicle sales

| | July 2006 | June 2007 ^r | July 2007 ^p | July 2006 to July 2007 | June to July 2007 |
|-------------------------------|--------------------|---------------------------|---------------------------|------------------------------------|----------------------------|
| Seasonally adjusted | | | | | |
| | number of vehicles | | | % change | |
| New motor vehicles | 138,925 | 143,184 | 139,345 | 0.3 | -2.7 |
| Passenger cars | 72,018 | 74,433 | 72,432 | 0.6 | -2.7 |
| North American ¹ | 46,384 | 47,036 | 45,958 | -0.9 | -2.3 |
| Overseas | 25,634 | 27,397 | 26,474 | 3.3 | -3.4 |
| Trucks, vans and buses | 66,907 | 68,750 | 66,913 | 0.0 | -2.7 |
| New motor vehicles | | | | | |
| Newfoundland and Labrador | 1,926 | 2,348 | 2,429 | 26.1 | 3.4 |
| Prince Edward Island | 415 | 433 | 414 | -0.2 | -4.4 |
| Nova Scotia | 3,716 | 4,094 | 4,120 | 10.9 | 0.6 |
| New Brunswick | 2,944 | 3,216 | 3,109 | 5.6 | -3.3 |
| Quebec | 33,489 | 34,861 | 32,890 | -1.8 | -5.7 |
| Ontario | 51,948 | 51,371 | 49,762 | -4.2 | -3.1 |
| Manitoba | 3,847 | 3,812 | 3,716 | -3.4 | -2.5 |
| Saskatchewan | 3,392 | 3,767 | 3,852 | 13.6 | 2.3 |
| Alberta | 21,281 | 22,211 | 22,278 | 4.7 | 0.3 |
| British Columbia ² | 15,967 | 17,070 | 16,774 | 5.1 | -1.7 |
| | July 2006 | June 2007 ^r | July 2007 ^p | July 2006 to July 2007 | |
| Unadjusted | | | | | |
| | number of vehicles | | | % change | |
| New motor vehicles | 145,521 | 172,487 | 145,370 | -0.1 | |
| Passenger cars | 76,556 | 91,729 | 77,722 | 1.5 | |
| North American ¹ | 48,349 | 58,700 | 47,819 | -1.1 | |
| Overseas | 28,207 | 33,029 | 29,903 | 6.0 | |
| Trucks, vans and buses | 68,965 | 80,758 | 67,648 | -1.9 | |
| New motor vehicles | | | | | |
| Newfoundland and Labrador | 2,244 | 3,322 | 2,731 | 21.7 | |
| Prince Edward Island | 519 | 593 | 519 | 0.0 | |
| Nova Scotia | 3,998 | 5,404 | 4,580 | 14.6 | |
| New Brunswick | 3,149 | 4,090 | 3,408 | 8.2 | |
| Quebec | 36,605 | 41,663 | 35,557 | -2.9 | |
| Ontario | 53,323 | 62,442 | 50,501 | -5.3 | |
| Manitoba | 4,092 | 4,481 | 3,899 | -4.7 | |
| Saskatchewan | 3,540 | 4,524 | 4,103 | 15.9 | |
| Alberta | 21,075 | 25,463 | 22,336 | 6.0 | |
| British Columbia ² | 16,976 | 20,505 | 17,736 | 4.5 | |

^r revised

^p preliminary

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

2. Includes Yukon, the Northwest Territories and Nunavut.

Study: Delayed transitions of young adults

1971 to 2001

Young adults were taking longer to make key life transitions to adulthood in 2001 than their counterparts were three decades earlier, according to a new study.

The study, published today in *Canadian Social Trends*, used census data from 1971 and 2001 to show how transitions have changed for individuals aged 18 to 34. (The study includes people in their early 30s in order to allow sufficient time to complete the transition to adulthood.)

It found that overall, the transition to adulthood in 2001 was delayed and elongated compared with that in 1971. It took young adults longer to achieve their independence. They were leaving school later, staying longer in their parents' home, entering the labour market later, and postponing conjugal unions and childbearing.

Young women in 2001 were generally making life transitions earlier than young men, as was the situation in 1971. However, women in 2001 were often making different transitions at different times than young women did 30 years earlier.

The study examined five transitions that many young people make on their way to adulthood: leaving school, leaving their parents' home, having full-year, full-time work, entering into conjugal relationships, and having children.

In each generation, women were in general more likely than men to leave home, marry and have children at a younger age. Men in both generations generally left school earlier and had full-year, full-time employment at a younger age than women.

Transitions delayed, spread over longer period

On average, a 25-year-old in 2001 had gone through the same number of transitions as a 22-year-old in 1971. A 30-year-old in the later generation averaged the same number of transitions as a 25-year-old in the earlier generation.

In recent years, both young men and women have delayed many transitions. For example, in 2001, half of all 22-year-olds were still in school. Only 1 in 5 was in a conjugal union (usually common law), and 1 in 11 had children.

In contrast, in 1971, three-quarters of young adults at the age of 22 had left school. Nearly half were married and 1 in 4 had children.

As well, for the 2001 cohort, the time between transitions had increased, stretching the process from

the late teens to the early 30s. The 1971 cohort, by comparison, packed more life transitions into the years from their late teens to mid-20s and fewer transitions into their early 30s.

Women made different transitions, men made fewer

By the time they were 34, men in 2001 had not made as many transitions as their counterparts 30 years earlier. However, women who were 34 in 2001 had made as many transitions as 34-year-old women in 1971. But those transitions for women were more likely to include full-year, full-time work and less likely to include marriage and childbearing.

In 1971, 9% of 18- to 34-year-old mothers of pre-school children worked full-year full-time, compared with 27% in 2001. Mothers in 2001 with older children also experienced increases in full-year, full-time employment.

Perhaps the most pronounced difference between the generations, particularly for women, was the change in educational attainment. The percentage of young women aged 30 to 34 who were university-educated increased fourfold, from 7% in 1971 to 29% in 2001.

The proportion for young men who were university-educated doubled over the same period, from 13% in 1971 to 25% in 2001. The 2001 generation was also much more likely to go on to master's and doctoral programs.

This shift in priorities helps to explain the delay in conjugal unions and parenthood for the 2001 generation, although even those who had not gone beyond high school graduation had delayed childbearing.

Men leaving home later, living alone longer

Young adults in 2001, and men in particular, were taking longer to leave their parents' home. In 2001, 60% of men and 73% of women aged 25 were no longer living with their parents, compared with 78% of men and 89% of women aged 25 in 1971.

Once they had moved out, the young adults in the later generation were also more likely to live alone. This was especially true for young men: the rate peaked at 13% at age 28 and remained fairly close to that peak until age 34.

In contrast, the rate for young women living alone peaked at 9% at age 27 and then decreased. This suggests that, compared with the past, more young men had developed a single lifestyle that lasted well into their 30s.

Definitions, data sources and methods: survey number 3901.

The study, "Delayed transitions of young adults", is now available in the September 2007 issue of *Canadian Social Trends*, no. 84 (11-008-XWE, free) from the *Publications* module of our website.

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

Study: Re-accreditation and the occupations of immigrant doctors and engineers

2001

The chances of foreign-trained doctors and engineers finding work in their field in Canada depend largely on where they are from and when they arrived, according to a new study.

Using data from the 2001 Census, the study, published today in *Canadian Social Trends*, found that underemployment is most common among foreign-trained doctors born in East Asia, South East Asia, West Asia and Eastern Europe. Conversely, foreign-trained doctors born in Western European and South Asian countries are most likely to practice medicine once here.

Among foreign-trained engineers, those trained in a country that has accredited engineering programs recognized by Canada had the same chance of being employed as an engineer as someone born and trained in Canada.

The chances were almost as high for engineers born in South Asia, the Caribbean or Latin America, but were very low for those born in South East Asia.

Definitions, data sources and methods: survey number 3901.

The study, "Re-accreditation and the occupations of immigrant doctors and engineers", is now available in the September 2007 issue of *Canadian Social Trends*, no. 84 (11-008-XWE, free) from the *Publications* module of our website.

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

Crude oil and natural gas production

July 2007 (preliminary data)

Provincial crude oil and marketable natural gas production data are now available for July.

Definitions, data sources and methods: survey number 2198.

For more information, or to enquire about the concepts, methods or data quality of this release, contact the Marketing and Dissemination Section (toll-free 1-866-873-8789; 613-951-9497; energ@statcan.ca), Manufacturing, Construction and Energy Division. ■

Monthly Survey of Large Retailers

July 2007

Data for the Monthly Survey of Large Retailers are now available for July.

Available on CANSIM: table 080-0009.

Definitions, data sources and methods: survey number 5027.

A data table is also available in the *Summary tables* module of our website.

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 Abdulelah Mohammed (613-951-7719), Distributive Trades Division. ■

Industrial chemicals and synthetic resins

July 2007

Data on industrial chemicals and synthetic resins for July are now available.

Available on CANSIM: table 303-0014.

Definitions, data sources and methods: survey number 2183.

The July 2007 issue of *Industrial Chemicals and Synthetic Resins*, Vol. 50, no. 7 (46-002-XWE, 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 the dissemination officer (toll-free 1-866-873-8789; 613-951-9497; manufact@statcan.ca), Manufacturing, Construction and Energy Division. ■

Primary iron and steel

July 2007

Data on primary iron and steel for July are now available.

Available on CANSIM: tables 303-0048 to 303-0051.

Definitions, data sources and methods: survey numbers, including related surveys, 2116 and 2184.

The July 2007 issue of *Steel, Tubular Products and Steel Wire* (41-019-XWE, free) will soon be available.

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 Social Trends, no. 84
Catalogue number 11-008-XWE
(free).

Industrial Chemicals and Synthetic Resins,
July 2007, Vol. 50, no. 7
Catalogue number 46-002-XWE
(free).

Canada's International Transactions in Securities,
July 2007, Vol. 73, no. 7
Catalogue number 67-002-XWE
(free).

Perspectives on Labour and Income, Autumn 2007,
Vol. 19, no. 3
Catalogue number 75-001-XPE (\$20/\$63).

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Document 1 - 2006: 07-0001-11-001-XIE-0001-0001-0001



Statistics Canada

Thursday, June 5, 1997
For release at 9:30 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 rides 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 and industry work force in 1996 accompanied by sluggish gains in employment and slow economic growth during the year.

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