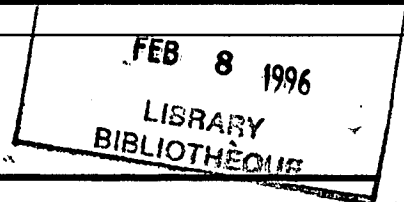




The Daily

Statistics Canada

Thursday, February 8, 1996
For release at 8:30 a.m.



MAJOR RELEASES

- **Port activity, January to September 1995** 2
Led by Vancouver, Canadian ports handled a record level of international cargo in the first nine months of 1995. Freight arriving from and heading to foreign destinations has been growing strongly since early 1993, whereas domestic shipments have been falling.

OTHER RELEASES

- Help-wanted index, January 1996 5
- Steel primary forms, week ending February 3, 1996 5
- Pulpwood and wood residue, December 1995 5
- Particleboard, waferboard and fibreboard, December 1995 6
- Civil aviation operating statistics, December 1995 6
- Oils and fats, October 1995 6

PUBLICATIONS RELEASED 7



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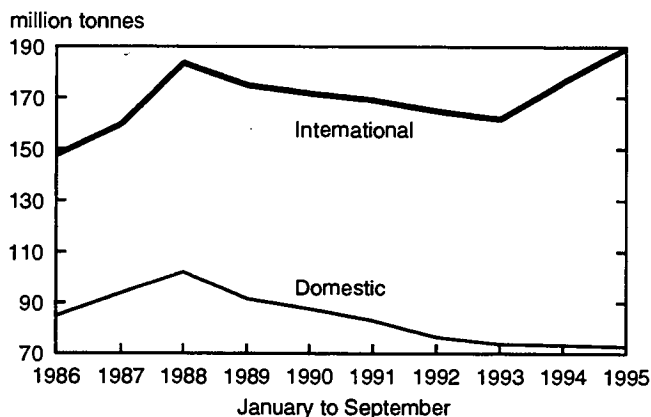
MAJOR RELEASES

Port activity

January to September 1995

Led by Vancouver, Canadian ports handled a record level of international cargo in the first nine months of 1995. Freight arriving from and heading to foreign destinations has been growing strongly since early 1993, whereas domestic shipments have been falling.

**International and domestic cargo levels
are moving in opposite directions**



From January to September 1995, total international cargo reached 189.8 million tonnes, up 7.8% over the same period in 1994 and the highest level since January-to-September 1988, when Canadian ports handled 183.5 million tonnes.

The new record was driven by growth in coal shipments from the port of Vancouver and by trans-shipments of crude petroleum through Port Hawkesbury, Nova Scotia. (Trans-shipments are foreign cargoes handled at Canadian ports en route to or from a third country.)

The 13.8 million tonne increase in international cargo consisted of 7.3 million tonnes arriving in Canada and 6.4 million tonnes leaving. The amount of inbound cargo jumped 13.6% over the previous year to 61.3 million tonnes. For January to September 1995, outbound cargo was up 5.3% to 128.5 million tonnes.

The amount of domestic cargo handled in the first nine months of 1995 declined 0.9% to 72.8 million tonnes. (Domestic cargo is cargo shipped from one Canadian port to another. It is therefore handled twice by the port system.) Domestic cargo has been declining

Note to readers

Data on international cargo shipments come from Revenue Canada's customs documents. Data on domestic shipments are provided by shipping companies. Information in this release covers about 200 ports that handle freight in Canada.

since reaching its peak in 1988, when the ports handled 102.1 million tonnes in the first nine months.

The current growth in international cargo movements reflects the growth of Canada's foreign trade, particularly in the area of natural resources. The decline in domestic cargo is in part a reflection of a change in the direction of Canada's international trade. Trade with Europe—particularly in commodities such as wheat—has been declining, while trade with the nations of the Pacific Rim has increased. These commodities were previously transported as domestic cargo down the St. Lawrence Seaway, and then transferred at ocean ports on the east coast for shipment overseas.

With the shift in the direction of trade, much of this cargo is now transported by rail to ports on Canada's west coast, where it is loaded directly onto ocean-going ships.

Strong demand for coal boosted Vancouver's tonnage

Vancouver, by far the busiest port in Canada, handled 49.6 million tonnes of international cargo in the first nine months of 1995. That represented 26.1% of the total international tonnage handled at Canadian ports.

Continued strong demand for coal in Japan, the biggest consumer of Canadian coal, pushed Vancouver's international coal trade to 19.6 million tonnes, up 17.6% from the same period in 1994. This growth was partially offset by declining wheat shipments, which dropped 22.3% to 5.8 million tonnes in 1995. Wheat movements through Vancouver peaked in the first half of 1995, then declined in the third quarter as the harvest from the 1994/95 crop year was exhausted.

Port Hawkesbury recorded the biggest increase in cargo among the top 10 ports in Canada, with total shipments more than doubling to 8.4 million tonnes. The record gain was due to trans-shipments of crude petroleum from Norway and the United Kingdom to the eastern seaboard of the United States. These trans-shipments resulted in a 4.5 million tonne increase in

international cargo through Port Hawkesbury in the first nine months of 1995.

Port Cartier and Sept-Îles also experienced significant gains in international cargo. At Port Cartier, increases in international shipments of wheat and corn offset a 6.2% decline in iron ore shipments, which reached 9.6 million tonnes. Overall, iron ore accounted for two-thirds of Port Cartier's international cargo.

At Sept-Îles, shipments of iron ore and coal accounted for 84.6% of the increased international cargo. The port handled half a million tonnes of coal in 1995; just under half arrived from American ports on the Great Lakes. No coal was handled in the first nine months of 1994.

While total international cargo declined 2.0% at the Port of Montréal, containerized freight increased 1.2% to over 5.0 million tonnes. Montréal continued to dominate the traffic in containerized freight, with 42.7% of the total international cargo carried in containers. Vancouver and Halifax each accounted for around 25% of international containerized cargoes.

Third quarter: Total international cargo rose slightly

Total international cargo handled in the third quarter of 1995 increased just 1.1% over the third quarter of 1994.

All the strength in shipments occurred in cargo entering Canada from foreign points. These inbound cargoes rose 9.4% to 24.2 million tonnes. On the other hand, outbound cargoes fell 2.9% to 45.2 million tonnes.

Domestic cargo handled by Canadian ports continued on its downward trend in the third quarter, as ports handled 31.4 million tonnes, down 6.2% from the same quarter in 1994.

Available on CANSIM: matrices 145 and 146.

For further information on this release, contact Doug O'Keefe (613-951-0291, fax: 613-951-0579), Marine Transport Unit, Transportation Division. □

Canada's top 10 ports
January to September

	Domestic cargo			International cargo			Total cargo		
	1994	1995	1994 to 1995	1994	1995	1994 to 1995	1994	1995	1994 to 1995
	'000 tonnes		% change	'000 tonnes		% change	'000 tonnes		% change
Vancouver	1 718	2 093	21.8	46 088	49 604	7.6	47 806	51 697	8.1
Sept-Îles/Pointe-Noire	3 116	3 466	11.3	12 636	13 830	9.5	15 751	17 296	9.8
Port-Cartier	2 562	2 886	12.7	12 257	13 981	14.1	14 819	16 867	13.8
Saint John	1 725	1 908	10.6	14 204	12 452	-12.3	15 929	14 360	-9.8
Montréal/Contrecoeur	4 557	3 906	-14.3	9 282	9 098	-2.0	13 839	13 004	-6.0
Québec/Lévis	3 408	3 196	-6.2	8 220	9 428	14.7	11 628	12 624	8.6
Halifax	2 080	1 924	-7.5	8 749	8 163	-6.7	10 829	10 087	-6.9
Hamilton	4 022	4 574	13.7	4 284	4 082	-4.7	8 306	8 655	4.2
Prince Rupert	77	33	-56.9	10 080	8 482	-15.9	10 157	8 515	-16.2
Port Hawkesbury	72	107	48.3	3 733	8 258	121.2	3 805	8 365	119.9
Sub-total	23 338	24 094	3.2	129 531	137 378	6.1	152 869	161 471	5.6
Other ports	50 169	48 728	-2.9	46 494	52 428	12.8	96 663	101 156	4.6
Total	73 507	72 822	-0.9	176 025	189 806	7.8	249 532	262 628	5.2

OTHER RELEASES

Help-wanted index

January 1996

The help-wanted index decreased 2% in January to 89 (1991=100). The index has been on a downward trend since February 1995. Before that, it gained 13% in 1994, and remained stalled at 102 between November 1994 and January 1995. Since then, it has declined 13%.

The downward trend in the index is consistent with manufacturers' concerns about high inventories and weakened expectations for employment in the coming quarter (Business Conditions Survey, January 1996).

Compared with January 1995, the index declined in all regions. The decreases were as follows: British Columbia (-17%), Ontario (-16%), the Prairie provinces (-12%), Quebec (-11%) and the Atlantic provinces (-3%).

Help-wanted index

(1991=100)

	Jan. 1996	Jan. 1995 to Jan. 1996	Dec. 1995 to Jan. 1996
	seasonally adjusted		
	% change		
Canada	89	-13	-2
Atlantic provinces	100	-3	-3
Quebec	93	-11	-4
Ontario	92	-16	-4
Prairie provinces	84	-12	1
British Columbia	68	-17	0

Note: The help-wanted index is compiled from the number of help-wanted ads published in 22 newspapers in 20 major metropolitan areas. The index is an indicator of the intent of employers to hire new workers. These indexes have been seasonally adjusted and smoothed to ease month-to-month comparisons.

Available on CANSIM: matrix 105 (levels 8-10).

The time series data normally available on CANSIM at release time have been delayed. The data will be updated on CANSIM as soon as they become available.

For further information on this release, contact Ruth Barnes (613-951-4090, fax: 613-951-4087, the Internet: labour@statcan.ca), Labour Division. ■

Steel primary forms

Week ending February 3, 1996 (preliminary)

Steel primary forms production for the week ending February 3, 1996 totalled 281 861 tonnes, down 1.6% from 286 492 tonnes a week earlier and down 2.1% from 287 947 tonnes a year earlier.

The year-to-date total at the end of the week was 1 325 059 tonnes, a 5.2% decrease from 1 398 369 tonnes for the same period in 1995.

For further information on this release, contact Greg Milsom (613-951-9827), Industry Division. ■

Pulpwood and wood residue

December 1995

Pulpwood receipts in December totalled 3 181 574 cubic metres, down 5.0% from 3 349 702 cubic metres in December 1994. Wood residue receipts totalled 5 353 021 cubic metres, a 7.5% decrease from 5 787 378 cubic metres in December 1994. Consumption of pulpwood and wood residue totalled 8 382 875 cubic metres, down 1.7% from 8 526 462 cubic metres in December 1994. The closing inventory of pulpwood and wood residue increased 28.8% to 15 404 228 cubic metres, up from 11 959 513 cubic metres in December 1994.

At the end of December 1995, year-to-date pulpwood receipts totalled 39 231 182 cubic metres, up 9.4% from 35 873 247 cubic metres in 1994. Year-to-date wood residue receipts increased 6.3% to 77 649 496 cubic metres, up from 73 042 974 cubic metres a year earlier. Year-to-date consumption of pulpwood and wood residue (110 759 469 cubic metres) rose 4.4% from 106 139 853 cubic metres in 1994. All December 1995 year-to-date figures have been revised.

Available on CANSIM: matrix 54.

The December 1995 issue of *Pulpwood and wood residue statistics* (25-001-XPB, \$7/\$70) will be available shortly. See "How to order publications".

For further information on this release, contact Bruno Pépin (613-951-3516), Industry Division. ■

Particleboard, waferboard and fibreboard December 1995

Waferboard production in December totalled 313 762 cubic metres, climbing 27.9% from 245 242 cubic metres in December 1994. Particleboard production reached 156 848 cubic metres, up 26.7% from 123 807 cubic metres in December 1994. Fibreboard production in December totalled 6 152 000 square metres (basis 3.175 millimetres), a 31.0% drop from 8 912 000 square metres in December 1994.

For January to December 1995, year-to-date waferboard production totalled 3 375 494 cubic metres (revised), an 11.9% increase from 3 016 257 cubic metres a year earlier. Year-to-date particleboard production totalled 1 932 259 cubic metres (revised), a 30.8% rise from 1 477 461 cubic metres in 1994. Year-to-date fibreboard production reached 94 543 000 square metres (basis 3.175 millimetres), down 15.0% from 111 199 000 square metres during the same period in 1994.

Available on CANSIM: matrices 31 (series 2-4) and 122 (series 8 and 34).

The December 1995 issue of *Particleboard, waferboard and fibreboard* (36-003-XBP, \$6/\$60) will be available shortly. See "How to order publications".

For further information on this release, contact Bruno Pépin (613-951-3516), Industry Division. ■

Civil aviation operating statistics December 1995

On international scheduled routes, Air Canada and Canadian Airlines International Ltd. reported a 2% increase in passenger-kilometres in December 1995. On a seasonally adjusted basis, this increase continued the trend of the last six months of 1995, when passenger-kilometres averaged 2.7 billion; this compares with an average of 2.3 billion during the first half of 1995.

Aircraft movements by these carriers suggest that the increases have been largely due to the 1995 bilateral agreement between Canada and the United States. Movements by these carriers on transborder routes were typically about 50% greater in the second half of 1995 than in the second half of 1994. Movements on other (non-transborder) international routes have only been about 10% greater than in 1994.

Available on CANSIM: matrix 385.

Preliminary data for December 1995 on civil aviation (operational data) for Air Canada and Canadian Airlines International Ltd. will be published in the March 1996 issue of *Aviation service bulletin* (51-004, \$11/\$105). See "How to order publications".

For further information on this release, contact Robert Lund (819-997-6188), Aviation Statistics Centre, Transportation Division. ■

Oils and fats October 1995

Production of all types of deodorized oils in October totalled 92 938 tonnes, a 6.8% increase from 87 003 tonnes in September 1995. At the end of October 1995, year-to-date production totalled 799 531 tonnes, a 13.7% rise from 703 411 tonnes a year earlier.

In October 1995, domestic sales of deodorized oils were as follows: margarine oil, 12 421 tonnes; shortening oil, 28 079 tonnes; and salad oil, 23 449 tonnes.

Available on CANSIM: matrix 185.

The October 1995 issue of *Oils and fats* (32-006-XPB, \$6/\$60) will be available shortly. See "How to order publications".

For further information on this release, contact Peter Zylstra (613-951-3511), Industry Division. ■

PUBLICATIONS RELEASED

Quarterly report on energy supply-demand in Canada, 1995 II

Catalogue number 57-003-XPB

(Canada: \$41/\$136; United States: US\$50/US\$164; other countries: US\$58/US\$191).

Consumer prices and price indexes,

July-September 1995

Catalogue number 62-010-XPB

(Canada: \$24/\$80; United States: US\$29/US\$96; other countries: US\$34/US\$112).

Labour force survey, for the week ended

January 20, 1996

Catalogue number 71-001P

(Canada: \$10/\$100; United States: US\$12/US\$120; other countries: US\$14/US\$140).

Available at 7:00 a.m. on Friday, February 9.

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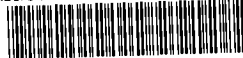
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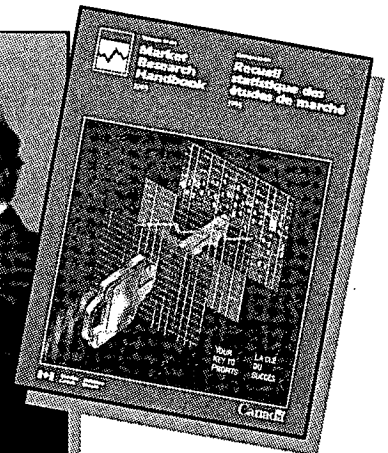
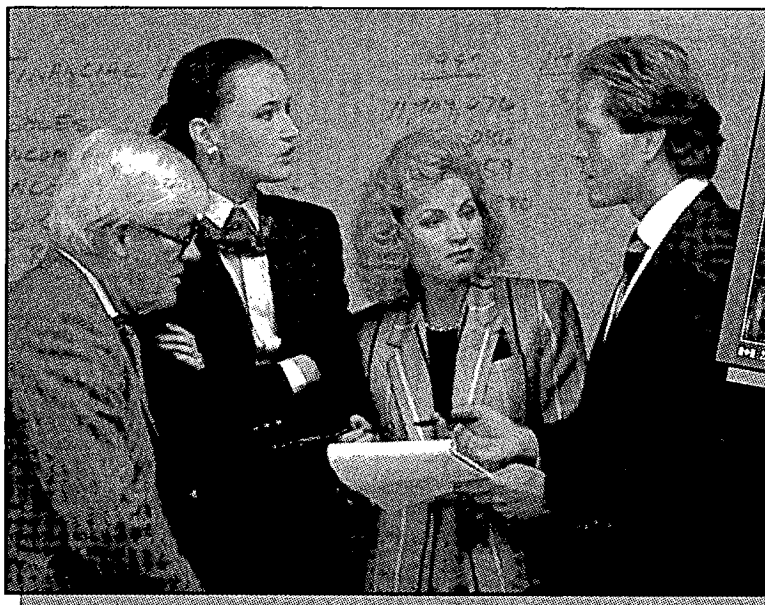
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