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Releases

Monthly Survey of Manufacturing

March 2007

Manufacturers had a strong March, following a slight increase in factory shipments in February, as previous supply disruptions caused by the rail strike and the refinery fire in Ontario were rectified.

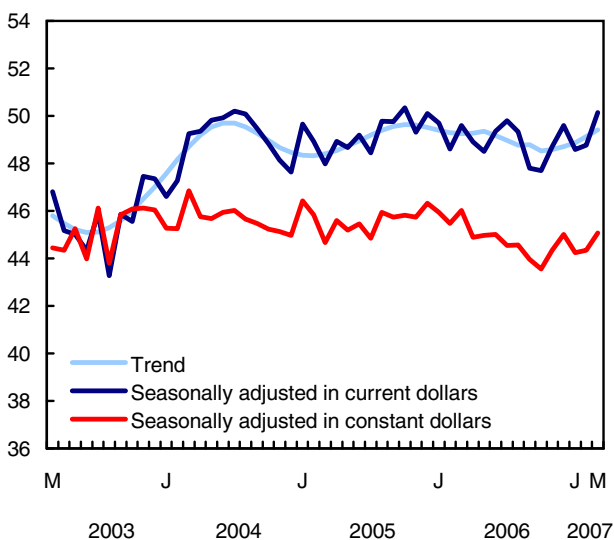
In March, manufacturers shipped goods worth an estimated \$50.1 billion, representing a 2.8% gain over the previous month. For the first quarter, shipments were up 1.0% compared to the fourth quarter of 2006.

Using constant dollars, which take price fluctuations into account, the volume of shipments rose 1.6% to \$45.1 billion, the fourth increase in five months.

Shipments advanced in 15 of 21 manufacturing sectors, representing about 78% of total output.

Factory shipments strong in March

\$ billions



Both durable and non-durable goods saw shipments increase in March. The petroleum and coal products industry continued to heavily influence the direction of non-durable shipments, with a 2.2% increase in non-durable goods to \$22.4 billion. Durable goods increased 3.3% on the back of strong automotive and aerospace production.

After a slight increase in February, the transportation equipment sector surged 7.5% in March, recovering from the sharp loss recorded in January. Shipments

Note to readers

Preliminary estimates are provided for the current reference month. Estimates, based on late responses, are revised for the three prior months.

Non-durable goods industries include food, beverage and tobacco products, textile mills, textile product mills, clothing, leather and allied products, paper, printing and related support activities, petroleum and coal products, chemicals, and plastics and rubber products.

Durable goods industries include wood products, non-metallic mineral products, primary metals, fabricated metal products, machinery, computer and electronic products, electrical equipment, appliances and components, transportation equipment, furniture and related products and miscellaneous manufacturing.

Unfilled orders are a stock of orders that will contribute to future shipments assuming that the orders are not cancelled.

New orders are those received whether shipped in the current month or not. They are measured as the sum of shipments for the current month plus the change in unfilled orders. Some people interpret new orders as orders that will lead to future demand. This is inappropriate since the "new orders" variable includes orders that have already been shipped. Readers should note that the month-to-month change in new orders may be volatile. This will happen particularly if the previous month's change in unfilled orders is closely related to the current month's change.

Not all orders will be translated into Canadian factory shipments because portions of large contracts can be subcontracted out to manufacturers in other countries. Also, some orders may be cancelled.

increased to \$10.4 billion, slightly exceeding the recent high reached in December 2006.

Unfilled factory orders, an indicator of probable future shipments, remained virtually unchanged from February, edging up 0.2% and remaining at the highest level since November 2001. New orders slipped 1.4% in March, giving up some of the gains from the previous month.

According to the Labour Force Survey, manufacturing employment edged up slightly in March after having dipped in February. In general, employment levels in the manufacturing sector have remained fairly stable over the past eight months.

Motor vehicle and aerospace manufacturers rev up in March

Transportation equipment shipments were up sharply in March, following a slight increase in February. The strongest increase was a 13.4% jump in production of aerospace products and parts. Other than a 13.0%

drop in January, shipments have increased in four of the past five months.

The automotive sector also bounced back with the end of the rail strike and with new-model production kicking into gear. Motor vehicle shipments increased 7.2% while shipments of motor vehicle parts gained 4.3% in March. Overall, shipments in the motor vehicle sector increased about \$475 million.

Other areas which likely benefited from a return to normalcy in rail services included chemical products and non-metallic mineral products. Chemical product shipments gained 1.0% in March after slipping 1.9% in February. Similarly, non-metallic mineral shipments increased 3.9% after having dropped 4.8% during the previous month.

Other areas posting notable increases in shipments included the petroleum and coal product sector (+9.3%) and the primary metal sector (+2.3%). However, price was a factor for both of these industries. Petroleum and coal product prices jumped 8.9%, accounting for almost all of the increase in value of shipments. Prices within the primary metal sector were also higher, gaining 3.8% according to the Industrial product and raw materials price indexes. Export demand in Asia continued to be very strong, driving up the prices for products such as nickel and copper.

Strong gains in Central Canada

In March, eight provinces posted higher shipments with much of the strength concentrated in Central Canada.

Ontario's manufacturers made up some ground lost in recent months as shipments bounced back 3.6% to \$24.4 billion in March, the first increase since December. The first quarter of 2007 has been lacklustre as shipments declined 1.8% compared to the same quarter in 2006.

In March, motor vehicle manufacturing contributed to Ontario's boost in shipments. Assembly lines were busy as some newer models proved to be popular in North America. In addition, a major refinery returned to full production in March following the disruption caused by a fire in February.

Production of aerospace products and parts dominated Quebec's manufacturing sector in March. Overall, shipments rose 2.2% to \$12.0 billion, following a healthy 2.5% jump in February. Quarterly shipments were on par with the first quarter of 2006 (+0.2%).

Strong demand and soaring prices also contributed to increases in Quebec's petroleum and primary metals industries.

Manufacturing shipments, provinces and territories

	February 2007 ^r	March 2007 ^p	February to March 2007
Seasonally adjusted			
	\$ millions		% change
Canada	48,773	50,136	2.8
Newfoundland and Labrador	198	246	24.2
Prince Edward Island	121	123	2.4
Nova Scotia	792	803	1.4
New Brunswick	1,152	1,176	2.1
Quebec	11,767	12,027	2.2
Ontario	23,571	24,425	3.6
Manitoba	1,275	1,421	11.5
Saskatchewan	866	849	-2.0
Alberta	5,601	5,587	-0.3
British Columbia	3,423	3,472	1.5
Yukon	3	2	-19.2
Northwest Territories including Nunavut	5	5	-2.4

^r revised

^p preliminary

Manitoba's manufacturers posted a very strong month as shipments jumped 11.5% to \$1.4 billion. Again, strong demand and rising prices contributed to big gains in Manitoba's primary metals industry. In addition, healthy increases were also reported in the transportation equipment and miscellaneous industries. First quarter shipments jumped 14.5% in Manitoba compared to the same quarter in 2006, one of the strongest quarterly gains in the country.

New orders ease back

New orders decreased 1.4% to \$50.2 billion, easing slightly from the recent high of \$51.0 billion in December. Despite the decline in March, new orders remained strong in the first quarter of 2007, increasing by 1.7% compared to the final quarter of 2006.

Gains and losses for new orders were evenly split between reporting industries. The transportation equipment sector posted the most sizeable decrease in March, with new orders dropping 8.6% following a 12.8% increase the previous month.

The largest decrease within the transportation equipment sector came in the aerospace products and parts sector, which plummeted 42.0% after a huge 71.1% surge in orders the previous month. Due to the high value of goods produced by the aerospace industry, monthly swings of hundreds of million dollars are not unusual. However, the decrease overwhelmed some moderately strong gains in new orders seen elsewhere within the sector, such as motor vehicles which increased 6.5%, and motor vehicle parts, up 5.6%.

Unfilled orders remain at five-year high

Unfilled orders edged up 0.2% to \$46.7 billion in March, remaining at the highest level since 2001.

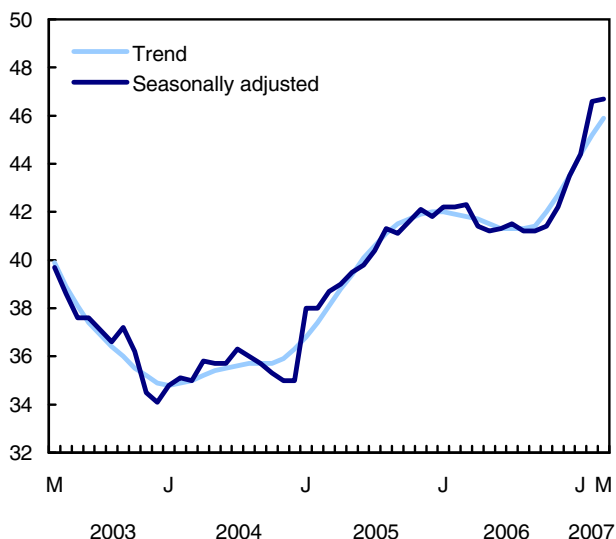
Unfilled orders in the transportation equipment industry remained virtually unchanged as a whole compared to February. However, this masked some variability within the transportation sector. Unfilled orders rose for the tenth consecutive month in the aerospace industry, partly as a result of a huge jump in new orders in February. This was offset by a decrease in unfilled orders for the motor vehicle and motor vehicle parts industries.

Within the machinery sector, unfilled orders continued to increase in March, with a 1.0% rise. This was the fifth consecutive monthly increase in unfilled orders for machinery, and the highest level recorded since the beginning of 2000.

As many industries do not carry a balance of unfilled orders from month to month, the transportation equipment sector typically accounts for slightly over half of all unfilled orders in the manufacturing sector.

Unfilled orders rising since 2004

\$ billions



Inventories continue to edge down after peaking at the end of 2006

Inventories continued to be drawn down following the end of the rail strike in February. Total inventories

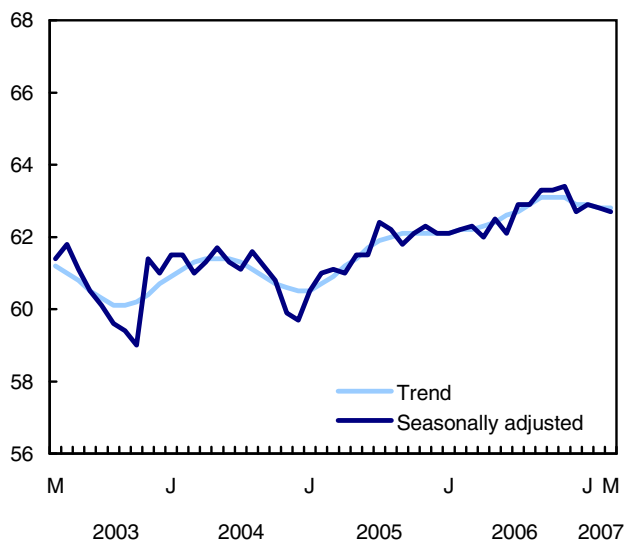
for manufacturers fell 0.2% to \$62.7 billion in March on the heels of a similar decline in February.

Inventories hovered at near record levels for several months near the end of 2006 before easing slightly in the new year.

Overall, 11 of 21 industries decreased their inventories in March, with most of the decrease coming from motor vehicle parts (-4.9%), aerospace products and parts (-1.8%), and the primary metal sectors (-1.2%). The one major exception to inventory declines came from petroleum and coal product manufacturers, who gained 2.7%.

Manufacturers' inventory levels ease lower

\$ billions



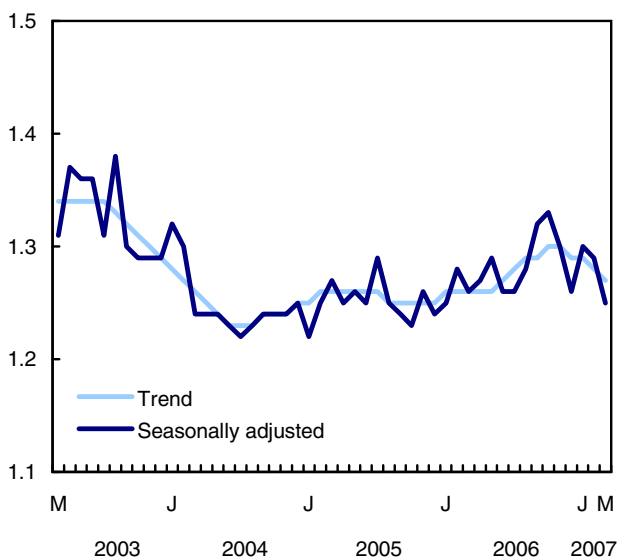
Inventory-to-shipment ratio trending slowly downward

After peaking at a three year high of 1.33 in October 2006, the inventory-to-shipment ratio has decreased slowly, sliding to 1.25 in March from 1.29 in February. March's ratio was at the lowest level since January 2006.

The inventory-to-shipment ratio is a key measure of the time, in months, that would be required to exhaust inventories if shipments were to remain at their current level.

Inventory-to-shipment ratio edge down again

Ratio



Available on CANSIM: tables 304-0014, 304-0015 and 377-0008.

Definitions, data sources and methods: survey number 2101.

All data are benchmarked to the 2004 Annual Survey of Manufactures.

Data from the April Monthly Survey of Manufacturing will be released on June 13.

For general information or to order data, contact the dissemination officer (toll-free 1-866-873-8789; 613-951-9497; fax: 613-951-9499; manufact@statcan.ca). To enquire about the concepts, methods or data quality of the release, contact Elton Cryderman (613-951-4317; elton.cryderman@statcan.ca), Manufacturing, Construction and Energy Division.

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Shipments, inventories and orders in all manufacturing industries

	Shipments		Inventories		Unfilled orders		New orders		Inventories-to-shipments ratio
	Seasonally adjusted								
	\$ millions	% change	\$ millions	% change	\$ millions	% change	\$ millions	% change	
March 2006	49,469	2.0	62,292	0.1	42,308	0.3	49,594	2.3	1.26
April 2006	48,827	-1.3	62,003	-0.5	41,386	-2.2	47,905	-3.4	1.27
May 2006	48,505	-0.7	62,495	0.8	41,154	-0.6	48,273	0.8	1.29
June 2006	49,356	1.8	62,132	-0.6	41,298	0.4	49,474	2.5	1.26
July 2006	49,805	0.9	62,898	1.2	41,485	0.5	49,992	1.0	1.26
August 2006	49,326	-1.0	62,935	0.1	41,207	-0.7	49,048	-1.9	1.28
September 2006	47,791	-3.1	63,302	0.6	41,202	0.0	47,786	-2.6	1.32
October 2006	47,701	-0.2	63,303	0.0	41,403	0.5	47,903	0.2	1.33
November 2006	48,703	2.1	63,370	0.1	42,192	1.9	49,493	3.3	1.30
December 2006	49,572	1.8	62,652	-1.1	43,523	3.2	50,976	3.0	1.26
January 2007	48,578	-2.0	62,919	0.4	44,441	2.1	49,497	-2.9	1.30
February 2007	48,773	0.4	62,798	-0.2	46,615	4.9	50,947	2.9	1.29
March 2007	50,136	2.8	62,696	-0.2	46,712	0.2	50,232	-1.4	1.25

Manufacturing industries except motor vehicle, parts and accessories

	Shipments		Inventories		Unfilled orders		New orders	
	Seasonally adjusted							
	\$ millions	% change	\$ millions	% change	\$ millions	% change	\$ millions	% change
March 2006	42,086	3.2	59,496	0.3	39,552	-0.3	41,985	3.2
April 2006	41,432	-1.6	59,275	-0.4	38,668	-2.2	40,548	-3.4
May 2006	41,330	-0.2	59,782	0.9	38,422	-0.6	41,084	1.3
June 2006	41,966	1.5	59,464	-0.5	38,722	0.8	42,239	2.8
July 2006	42,448	1.2	59,959	0.8	38,988	0.7	42,715	1.1
August 2006	42,103	-0.8	60,119	0.3	38,965	-0.1	42,080	-1.5
September 2006	40,959	-2.7	60,394	0.5	39,271	0.8	41,265	-1.9
October 2006	40,996	0.1	60,345	-0.1	39,860	1.5	41,585	0.8
November 2006	41,217	0.5	60,483	0.2	40,869	2.5	42,225	1.5
December 2006	41,648	1.0	60,210	-0.5	42,238	3.4	43,017	1.9
January 2007	41,143	-1.0	60,039	0.3	43,137	1.9	41,964	-2.6
February 2007	41,214	0.2	59,984	-0.1	45,395	5.2	43,472	3.6
March 2007	42,098	2.1	59,930	-0.1	45,590	0.4	42,293	-2.7

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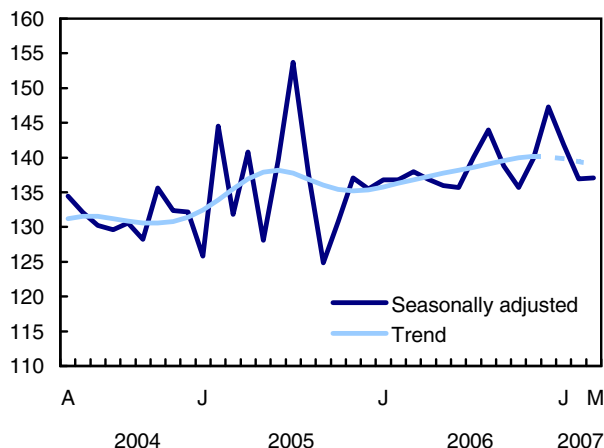
New motor vehicle sales

March 2007

New motor vehicle sales edged up in March after two consecutive monthly declines. Consumers purchased 137,050 new vehicles, edging up 110 vehicles or 0.1% from the previous month.

New motor vehicle sales edge up in March

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.

Over the past several months, sales of new motor vehicles have been volatile with periods of offsetting declines and gains. Sales declined a combined 7.2% in January and February, almost offsetting the gains made in November and December of 2006. This decline, combined with flat sales in March, resulted in a 1.8% decline in the first quarter of 2007 compared to the fourth quarter of 2006.

Notwithstanding declines in the first quarter of 2007, new motor vehicle sales were roughly on par with 2006 first quarter sales, edging up 0.1%. Sales in the early months of 2006 were relatively stable before surging in July and August due to "employee pricing" and other incentive programs. Sales of new motor vehicles remained strong in the second half of 2006, up 2.6% from the first half.

Preliminary sales figures from the automotive industry indicate that sales of new motor vehicles climbed 7% in April.

Overseas-built cars make gains

Overseas-built passenger car sales rose 2.9% in March after declining 1.8% in February. Consumers

Note to readers

Seasonally adjusted estimates of new motor vehicle sales have been revised for 2005 and 2006 to reflect an update in seasonal adjustment factors. Because of the constant evolution of seasonal factors, revisions can be more significant for some months of the year. However, the annual sum of seasonally adjusted figures corresponds to the annual sum of adjusted estimates.

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.

purchased 25,992 overseas-built cars, the highest monthly sales level since June 1990. Sales of North American-built passenger cars declined 1.5% to 43,793 units, a third consecutive monthly decrease. Overall, total passenger car sales edged up 0.1% in March after two consecutive monthly declines.

Passenger car sales declined 2.5% in the first quarter of 2007 after falling 0.4% in the previous quarter. Sales for the first quarter were down 3.4% compared with the same period a year earlier.

After declining sales in January and February, dealers sold 67,265 new trucks in March (which include minivans, sport-utility vehicles, light and heavy trucks, vans and buses), practically unchanged from the February sales level of 67,234 units.

Flat and declining truck sales in the first three months of 2007 led to a 1.0% decline in the first quarter, partially offsetting the 2.0% gain in the fourth quarter of 2006. Despite the decline, sales in the first quarter of 2007 were 4.0% higher than in the same quarter in 2006.

Sales increase in six provinces

New motor vehicle sales by province were generally positive in March, with six provinces posting gains. The strongest sales growth was seen in Newfoundland and Labrador (+9.1%), Prince Edward Island (+8.8%), and Alberta (+6.2%).

Newfoundland and Labrador and Alberta both saw increases in new motor vehicle sales after two

consecutive monthly declines. In both provinces, the rise in sales in March, more than offset declines of the previous two months.

Nova Scotia (-2.2%), Quebec (-1.9%) and Ontario (-1.8%) experienced the largest declines in March. This was the third consecutive monthly decline for Quebec and Ontario, and the fourth consecutive monthly decline for Nova Scotia.

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

Definitions, data sources and methods: survey number 2402.

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

Data on new motor vehicle sales for April will be released on June 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.

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New motor vehicle sales

	March 2006 ^r	February 2007 ^r	March 2007 ^p	March 2006 to March 2007	February to March 2007
Seasonally adjusted					
	number of vehicles			% change	
New motor vehicles	138,541	136,940	137,050	-1.1	0.1
Passenger cars	71,224	69,706	69,785	-2.0	0.1
North American ¹	48,318	44,447	43,793	-9.4	-1.5
Overseas	22,906	25,259	25,992	13.5	2.9
Trucks, vans and buses	67,317	67,234	67,265	-0.1	0.0
Province and territory					
Newfoundland and Labrador	1,823	2,098	2,288	25.5	9.1
Prince Edward Island	405	420	457	12.8	8.8
Nova Scotia	4,240	3,766	3,685	-13.1	-2.2
New Brunswick	2,870	2,907	2,948	2.7	1.4
Quebec	33,402	33,399	32,780	-1.9	-1.9
Ontario	52,540	49,212	48,345	-8.0	-1.8
Manitoba	3,793	3,828	3,976	4.8	3.9
Saskatchewan	3,304	3,414	3,455	4.6	1.2
Alberta	19,988	21,181	22,488	12.5	6.2
British Columbia ²	16,175	16,717	16,627	2.8	-0.5
	March 2006	February 2007	March 2007 ^p	March 2006 to March 2007	
Unadjusted					
	number of vehicles			% change	
New motor vehicles	155,990	99,877	154,450	-1.0	
Passenger cars	79,363	47,256	76,487	-3.6	
North American ¹	54,748	30,361	49,540	-9.5	
Overseas	24,615	16,895	26,947	9.5	
Trucks, vans and buses	76,627	52,621	77,963	1.7	
Province and territory					
Newfoundland and Labrador	1,992	1,253	2,525	26.8	
Prince Edward Island	399	278	447	12.0	
Nova Scotia	4,842	2,606	4,218	-12.9	
New Brunswick	3,419	2,019	3,439	0.6	
Quebec	39,979	23,310	38,800	-2.9	
Ontario	59,060	35,347	54,650	-7.5	
Manitoba	4,111	2,652	4,357	6.0	
Saskatchewan	3,404	2,429	3,715	9.1	
Alberta	20,961	16,333	23,875	13.9	
British Columbia ²	17,823	13,650	18,424	3.4	

^r revised

^p preliminary.

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

2. Includes Yukon, the Northwest Territories and Nunavut.



Study: Workaholics and time perception 2005

One out of every three Canadians identifies themselves as a workaholic, and these individuals are much more likely to be dissatisfied with the balance between their work and family time than other workers, a new study has found.

The study, published today in the May online edition of *Canadian Social Trends*, used data from the 2005 General Social Survey (GSS) to examine whether quality of life is different for workers who describe themselves as workaholics than for those who do not self-identify as workaholics.

The self-identification question is one of a set of questions designed to measure Canadians' perceptions of time pressure, especially as it affects the balance between work and family life. These questions have been asked since 1992 in the GSS and have been used extensively in academic research.

Quality of life was measured using three criteria: balance between work and family time, time pressure and general life satisfaction. The perceptions and thresholds depend to a large extent on a worker's family, social and work circumstances. Crossing these thresholds can have important impacts on their lives.

The study found that almost one-third (31%) of working Canadians aged 19 to 64 identify themselves as workaholics. This proportion has not changed since the GSS first began collecting these data 15 years ago.

About 39% of self-identified workaholics reported that they usually worked 50 or more hours per week, twice the proportion of only 20% among non-workaholics.

On the other hand, 65% of workaholics worried that they do not spend enough time with family and friends, a much higher proportion than the 45% of non-workaholics who reported doing so. They were also more likely to report that the general state of their health was fair or poor, and that they had trouble sleeping.

However, they did not enjoy their jobs more than other workers. On a 10-point scale, both groups reported an average satisfaction score of 7.4 with their work.

Similarly, there was no difference in terms of satisfaction with their financial situation, suggesting that people who consider themselves workaholics are driven to work as they do by reasons other than the need to earn more income.

The study found that a higher proportion of self-identified workaholics appeared to recognize that they have a problem using their time effectively.

They were more likely than non-workaholics to feel rushed, trapped in a daily routine, and unable to

accomplish what they set out to do at the beginning of the day.

Over one-half (56%) felt they simply did not have time for fun, much higher than the one-third (34%) of non-workaholics who felt that way.

According to the 2005 GSS, there was no significant difference between self-identified workaholics and non-workaholics in terms of their personal income, education, marital status, family structure, or place of residence.

But compared with non-workaholics, workaholics were more likely to be in management jobs and less likely to be professionals. It is possible that professionals accept that working longer hours are an integral part of their professional role.

This online edition of *Canadian Social Trends* also contains the article "Aboriginal languages in Canada: Emerging trends and perspectives on second language acquisition."

The article uses census data for 2001 and 1996 to show that the declining transmission of Aboriginal mother tongues from generation to generation was offset by the fact that Aboriginal languages were also being learned as second languages.

One-quarter (24%) of the Aboriginal population in Canada was able to speak or understand an Aboriginal language, down from 29% in 1996. Much of this was due to the declining population of people who had an Aboriginal mother tongue.

However, the loss of mother tongue speakers was counterbalanced to some degree by the number of people learning an Aboriginal language as their second language. According to the 2001 Census, 20% of all people who spoke an Aboriginal language, more than 47,100, had learned it as a second language.

Furthermore, people who spoke an Aboriginal language as a second language tended to be considerably younger than those who spoke it as a mother tongue. About 45% of those speaking it as second language were less than 25 years old, compared with 38% of people having an Aboriginal language as mother tongue.

Interestingly, younger generations living outside Aboriginal communities, especially those in urban areas, were also likely to learn an Aboriginal language as a second language rather than as a mother tongue.

For example, among registered Indians living off-reserve, 165 children aged 10 to 14 were able to speak a First Nation language for every 100 children with a First Nation mother tongue.

The growth of a youthful population of second language speakers may have significant implications for the long-term viability of Aboriginal languages, especially those that are considered endangered.

Among some of the most endangered languages, for example, Tlingit, Haida and some of the smaller Salish languages, second language learners accounted for over half the speaking population.

New data on Aboriginal languages from the 2006 Census of Population will become available in December 2007.

Definitions, data sources and methods: survey numbers, including related surveys, 3901 and 4503.

The studies "Time escapes: Workaholics and time perception" and "Aboriginal languages in Canada: Emerging trends and perspectives on second language acquisition" are now available in the May 2007 issue of *Canadian Social Trends*, Vol. 83 (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. ■

Personal services industry 2005

Data for the personal services industry, which provides personal care, funeral, laundry and other personal services, are now available for 2005.

According to the Annual Survey of Personal Services, firms providing personal services in Canada in 2005 experienced rising revenues in the main components of the industry. Together, those firms earned an estimated \$9.1 billion in that year, up from \$8.5 billion in 2004 and \$8.0 billion in 2003.

Personal care providers, which include hair and esthetic salons, spas and the like, accounted for about 45% of the industry's total earnings. These establishments earned about \$4.1 billion in 2005, up from \$3.9 billion in 2004 and \$3.5 billion in 2003.

Laundry and dry cleaning services accounted for the next largest share of revenues, earning \$2.1 billion, and funeral service providers earned the third largest share at \$1.5 billion in 2005.

Operating expenses for all personal service establishments increased in 2005. Companies spent an estimated \$8.2 billion in their daily operations.

Profit margins were 10.0%, up from 7.7% in 2004.

Salaries, wages and benefits still accounts for the largest expense for these companies, amounting to almost 40% of their operating expenses.

Industry data for 2005 are available now for Canada and the provinces, including revenues, expenses, salaries and wages and profit margins.

Available on CANSIM: table 359-0001.

Definitions, data sources and methods: survey number 2424.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Bob Allan (613-951-2648; bob.allan@statcan.ca; fax: 613-951-6696), Service Industries Division. ■

Domestic travel 2005 (preliminary)

Available today is a set of tables containing data on domestic travel expenditures for 2005 from the Travel Survey of Residents of Canada.

This survey, which started in 2005, provides estimates of domestic travel that are more in line with international guidelines as recommended by the World Tourism Organization.

A domestic visit is one that originates and occurs within Canada, is less than 365 days in duration, ends during the reference period, and is outside the respondent's "usual" environment.

Canadian residents spent \$31.6 billion within the country during 2005. Over 80% of the money spent on domestic travel was for pleasure trips (\$16.5 billion) and for visiting friends and/or relatives (\$9.3 billion).

More than three-quarters (\$24.4 billion) of these travel expenditures occurred within the province of residence of the traveller.

Starting with the 2006 reference year, domestic volumes and expenditures data for domestic travel will be released at the same time.

Note: Up to the fourth quarter of 2004, estimates on domestic travel were provided by the Canadian Travel Survey. The Travel Survey of Residents of Canada estimates cannot be compared with those from the Canadian Travel Survey. The document *Communications for the Travel Survey of Residents of Canada* provides information about differences between these two surveys. To obtain a copy, click on the survey number below.

Definitions, data sources and methods: survey number 3810.

For general information or to obtain data, contact Client Services (613-951-9169; 1-800-307-3382; fax: 613-951-2909; cult.tourstats@statcan.ca).

To enquire about the concepts, questionnaires, methods or data quality of this release, contact Lizette Gervais-Simard (613-951-1672; fax: 613-951-2909;

gervliz@statcan.ca), Culture Tourism, and the Centre for Education Statistics. ■

Dairy statistics

March 2007 (preliminary)

Consumers purchased 251 200 kilolitres of milk and cream in March, virtually unchanged from March 2006. Sales of milk were slightly lower than one year ago at 228 200 kilolitres, while cream sales, at almost 23 000 kilolitres, were up 4.0%.

Available on CANSIM: tables 003-0007 to 003-0012, 003-0029, 003-0033 and 003-0034.

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

The first quarter 2007 issue of *Dairy Statistics*, Vol. 2, no. 1 (23-014-XWE, free) will soon be available.

For more information, contact Anna Michalowska (613-951-2442 or toll-free 1-800-465-1991; fax: 613-951-3868), Agriculture Division. ■

Workplace and Employee Survey

2004

Data from the 2004 Workplace and Employee Survey are now available, along with revised 2003 employee data. These data provide detailed information on workplaces and employees within these workplaces.

Definitions, data sources and methods: survey number 2615.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Richard Dupuy (613-951-4090; fax: 613-951-2869; labour@statcan), Labour Statistics Division. ■

New products

Canadian Social Trends, no. 83
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(free).

Dairy Statistics, Vol. 2, no. 1
Catalogue number 23-014-XWE
(free).

Guide to the Analysis of the Workplace and Employee Survey, 2004
Catalogue number 71-221-GIE
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