

for the gains, up \$1.7 billion and \$1.3 billion, respectively, while newsprint and other paper exports were off by \$0.7 billion.

Also on a downward trend in 2010, exports of **other consumer products** fell \$1.5 billion, or 8.4 percent, to \$16.4 billion. This represented the third consecutive annual decline in exports of these products, which include home furnishings, sporting goods, and apparel.

Imports by major product categories were up across the board in 2010. In aggregate, a 4.5-percent decline in import prices combined with a 15.5-percent increase in the volume of imports to raise the value of exports by \$39.0 billion, or 10.4 percent, to \$413.1 billion.

With the rebound in auto exports, **automotive product** imports were also on the rise. They were up by \$13.3 billion to \$68.6 billion, a 24.1-percent gain. Auto parts, some of which were likely used in the production of vehicles that were subsequently exported last year, led the advance, up \$5.8 billion. Truck and passenger vehicle imports were also up strongly last year, rising by \$4.0 billion and \$3.5 billion, respectively.

Imports of **industrial goods and materials** rose by \$11.8 billion, or 15.7 percent, to \$86.9 billion. Some 70 percent of the increase was accounted for by metals and metal ores, which advanced \$8.3 billion, led by precious metals. The remainder of the gains were fairly evenly split between chemicals, plastics, and rubber (led by plastics) and other industrial goods (where metal fabricated basic products were responsible for about half the gains).

**Energy** imports were up \$6.2 billion, or 18.3 percent, to \$40.2 billion last year. Petroleum and coal products (up \$3.0 billion) and crude petroleum (up \$2.3 billion) accounted for most of the increase.

Imports of **machinery and equipment**, Canada's largest import category, were up by a modest 5.3 percent, or \$5.8 billion, to \$113.7 billion. All import categories advanced, except for aircraft and other transportation equipment. Miscellaneous machinery and equipment, particularly communications equipment, led the gains (up \$3.7 billion) while imports of aircraft and other transportation equipment declined \$1.2 billion.

**Forestry products** imports had been declining since 2003, but in 2010 that trend reversed and imports increased. Imports of forestry products were up \$259 million, or 10.9 percent, to \$2.6 billion. Wood fabricated materials accounted for the increase, up \$289 million, while imports of crude wood products declined by \$31 million last year.

After recording a rare decline in 2009, **consumer goods** imports resumed growth in 2010, up \$237 million, or 0.4 percent, to \$57.7 billion. This represented an increase of about 0.3 percent over the pre-recession peak, registered in 2008. Televisions and household furnishings accounted for much of the gains.

**Agricultural and fishing products** was the only major category to avoid a decline in imports during the 2009 recession and imports continued to expand in 2010. Imports have been continually expanding since 2004 and last year were up \$226 million, or 0.8 percent, to \$29.6 billion. For the most part, gains were widespread, with notable declines in dried fruits, fruits, and fruit preparations (down \$127 million), other cereals and cereal preparations (down \$125 million), and corn (down \$101 million).

### *Services Trade*

Like goods, trade in services rebounded in 2010 from the declines brought about by the recession of the previous year. And like goods, the rebound was not sufficiently