Other Transportation Equipment[16]

Exports of other transportation equipment fell by 10.4 percent ($1.2 billion) to $10.7 billion in 2010. Losses were registered in all three subcomponents of this group: aircraft and related equipment exports were down by $925 million, while those for railway equipment, and ships and boats, were down by $197 million and $117 million, respectively.

Declines in aircraft and related equipment mainly centred on aircraft, with exports falling by $868 million to $6.9 billion, accompanied by a $515-million decline in exports of aircraft parts. Sales of aircraft to the United States were down $1.1 billion while those to Denmark and Germany fell by $358 million and $353 million, respectively. By contrast, exports to the United Kingdom were up by $388 million. Increases in excess of $100 million were also recorded for Switzerland (up $158 million), Latvia (up $155 million), Ethiopia (up $147 million) and Angola (up $112 million).

On the import side, a $629-million decline for aircraft and related equipment was partially offset by increases of $109 million for ships and boats and $8 million for railway equipment.

The decline in imports of aircraft and related equipment was dominated by a $515-million decrease in parts for aircraft, supported by an $88 million decline for aircraft. For aircraft parts, three countries—the United Kingdom, the United States and Japan—accounted for much of the overall decline, as imports from these three countries fell by $229 million, $159 million, and $123 million, respectively.

For railway equipment, advances for locomotives, freight cars, containers, and parts were largely offset by declines for self propelled and not self propelled coaches.

Yachts and other pleasure vessels, up $75 million, and cargo vessels, up $52 million, accounted for most of the increase in imports of ships.

With exports falling more than imports, the trade surplus in other transportation equipment narrowed by $726 million to $3.3 billion in 2010.

Trade by the Provinces and Territories

Canadian merchandise trade rebounded in 2010 across most provinces and territories, with a few exceptions: exports declined for Manitoba and the Yukon; imports into the Northwest Territories were down; and both exports and imports fell for Prince Edward Island.

Ontario posted the largest recovery in trade among the provinces and territories, as the province accounted for more than one half of the overall increase in Canadian merchandise exports in 2010, and over 70 percent of the rise in merchandise imports. Overall, Ontario's exports were up $20.8 billion (19.1 percent) to $168.5 billion and imports advanced by $27.4 billion (13.2 percent) to $235.7 billion (Table 5 2). On the export side, half of the gains ($13.2 billion) came from the automotive sector, with precious metals and stones responsible for another quarter of the gains ($6.3 billion). Other sectors with important increases included iron and steel (up $1.5 billion), nickel (up $1.1 billion), and chemicals, both inorganic and organic (together up $1.1 billion). A number of sectors posted declines, the most important of which were pharmaceuticals (down $1.5 billion) and electrical machinery and equipment (down $0.9 billion). As with exports, the increase in Ontario's imports was greatest in automotive products (up $10.6 billion), which

16 HS Chapters 86, 88, and 89.