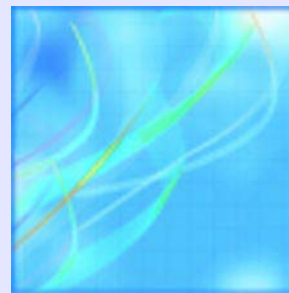


## Service Bulletin - Surface and Marine Transport

# The Canadian Passenger Bus and Urban Transit Industries

2009 (Preliminary) and 2008 (Final)



### Highlights

- The Canadian passenger bus and urban transit industries continued their strong year-over-year financial growth in 2009 with total revenue rising 12.3% from 2008 to \$13.6 billion.
- The growth in revenue was driven primarily by the urban transit industry, which saw its revenue rise to \$10.5 billion, up 17.1% from 2008. Key to this growth was the sharp rise in both its capital and operating subsidies, which increased 35.5% and 14.9%, respectively.
- Total expenses for the industries rose as well in 2009, rising 6.3% to \$9.8 billion.
- As a result of the strong growth in revenues over total expenses, net income climbed 31.5% to \$3.8 billion.
- Human resource expenses continued to be the main expense incurred by the bus industries, representing 61.1% of total operating expenses in 2009.
- The industries spent a combined \$2.5 billion on capital related expenditures in 2009, a 14.1% decrease from 2008. Purchases of buses and other rolling stock amounted to \$1.2 billion, a drop of 16.7%, while other capital expenditures were \$1.3 billion, down 11.4%.
- Employment and compensation for the bus industries both advanced in 2009. The number of full-time equivalent employees increased 5.3% from 2008 to 103,825, while total compensation rose 7.0% to \$5.8 billion. As a result of these gains, the average expenditure per employee rose 1.7% from the previous year to \$55,440 in 2009.
- The bus industries expanded their fleet in 2009 with additions in all vehicle types. For the year, overall fleet rose 9.2% from 2008 to 69,507.
- Urban transit operators in the country's largest provinces, Ontario and Quebec, continued to see their combined total operating revenue rise, climbing 5.9% and 8.9% from 2008 to \$2.9 billion and \$1.6 billion, respectively.

## How the information is presented

Statistics Canada uses the North American Industrial Classification System (NAICS) to classify all companies operating in Canada. For passenger bus and urban transit, there are five industries as follows:

485110	Urban transit systems
485210	Interurban and rural bus transportation (major activity is scheduled intercity services)
485410	School and employee transportation
485510	Charter bus industry
485990	Other transit and ground passenger transportation (i.e. companies whose major business activity is the provision of shuttle services)

There are some urban transit, school bus and passenger bus operations that generate economic activity but are not included in one of the five NAICS categories. To provide data users with a more complete picture of passenger bus and urban transit activities, each table presents information that includes the five NAICS industries as well as other activity that has been identified and for which data could be collected for operations that are outside of the five NAICS industries.

There is no duplication of activity across groups (e.g. urban transit operations in the "Other" category are not duplicated in the urban transit NAICS).

The Canadian passenger bus and urban transit industries can be looked at either by "sector" (i.e., by main company activity as classified under NAICS), or by "activity" (or service lines) performed.

## Analysis

### Financial Performance

The Canadian passenger bus and urban transit industries continued their strong year-over-year financial growth in 2009 with total revenue rising 12.3% from 2008 to \$13.6 billion (see Table 1-1). The growth marks the fourth consecutive annual increase and occurred despite the economic recession that began in the third quarter of 2008 and carried over into the second quarter of 2009.<sup>1</sup> The rise in total revenue was driven by two bus industries – the urban transit industry and the school and employee bus industry.

Total expenses for the industries as a whole rose as well but at a slower pace, rising 6.3% to \$9.8 billion. As a result of the strong growth in revenues over total expenses, net income climbed 31.5% to \$3.8 billion. The high percentage growth in net income was attributed mainly to two industries: the urban transit industry and the interurban and rural bus industry (see Table 1-1).

The urban transit industry continued to be the dominant industry in 2009, representing 77.2% of the total revenue of all the industries, from 74.4% in 2008. For 2009, total revenue for the urban transit industry was up 17.1% to \$10.5 billion, the fourth consecutive year of double digit growth. Key to this growth was the sharp rise in both capital and operating subsidies, which increased 35.5% and 14.9%, respectively. Revenues from the industry's core activity, urban transit services, rose 4.3% in 2009 to \$3.1 billion (see Table 2).

For the school and employee bus industry, total revenue climbed to \$1.8 billion in 2009, up 4.7% from the previous year. The industry's main activity, school bus services, was the primary factor behind the growth, pushing revenues up 3.3% to \$1.4 billion.

The three remaining bus industries, the interurban and rural bus industry, the charter bus and sightseeing industry, and the other ground transit and passenger transportation industry all experienced declines in revenue in 2009.

On the expense side, human resource expenses continued to be the main expense incurred, representing 61.1% of total operating expenses in 2009. For the year, combined human resource expenses rose 7.0% from 2008 to \$5.8 billion, due mainly to a larger employment base and higher salaries and wages (see Table 4).

Vehicle energy expenses, by contrast, declined in 2009 - the first decrease in four years. Compared to 2008, overall vehicle energy expenses fell 10.9% to \$910.4 million. Within the bus industries, the urban transit industry incurred the largest decline in energy expenses, dropping 7.0% to \$550.5 million. The overall drop in energy expenses is partially due to the emphasis placed on newer, greener technologies for buses and shifts in driving practices, such as reducing idling time.

### Capital investment

Following a strong year of capital investment, the bus industries curtailed their acquisition of buses and other rolling stock in 2009, while also reducing other capital expenditures (see Table 3). For the year, the industries spent a combined \$2.5 billion on capital related expenditures, a 14.1% decrease from 2008. Purchases of buses and other rolling stock amounted to \$1.2 billion, a drop of 16.7%, while other capital expenditures were \$1.3 billion, down 11.4%.

The urban transit industry continued to account for the largest share of expenditures in 2009 at 94.5%, despite expenditures falling 14.3%. The industry's largest expenditure involved the acquisition of buses and other rolling stock, which dropped 18.4% from 2008 to \$1.1 billion in 2009.

1. Statistics Canada. CANSIM Table 379-0027. Gross domestic product at basic prices, seasonally adjusted, chained (2002) dollars, all industries.

## Employment

Employment and compensation for the bus industries both advanced in 2009 (see Table 4). The number of full-time equivalent employees increased 5.3% from 2008 to 103,825, while total compensation rose 7.0% to \$5.8 billion. As a result of these gains, the average expenditure per employee rose 1.7% from the previous year to \$55,440 in 2009.

The urban transit and school and employee bus industries combined accounted for 87.5% of total employment, with drivers in the two industries alone representing almost 60%.

The school and employee bus industry saw the largest gain in employment levels, as the number of full-time employees rose 9.0% from 2008 to 36,382. The largest gain, by volume, was attributed to drivers whose ranks swelled by the addition of more than 2,500 jobs. The increase in the number of drivers over the number of mechanics and other employees is not surprising given the driving intensive nature of the school bus and the remaining bus industries.

## Fleet

The bus industries expanded their fleet in 2009 with additions in all vehicle types (see Table 5). For the year, overall fleet rose 9.2% from 2008 to 69,507.<sup>2</sup>

At the individual industry level, the school and employee bus industry saw the largest gains, with fleet levels rising 11.6% from 2008 to 40,920. School buses, the industry's core equipment type, accounted for more than 54% of the gain and represented more than 88% of the total number of equipment types or buses operated within the school and employee bus industry.

The urban transit industry also saw a rise in the overall number of equipment operated, while the remaining industries, interurban and rural bus, charter bus and sightseeing, and other transit and ground passenger all saw declines in their overall fleet in 2009.

## Fuel used for rolling stock

Fuel consumption continued to vary across the bus industries in 2009, with diesel fuel remaining the largest common thread (see Table 6). For the year, diesel fuel consumption dropped 3.8% from 2008 to 896.1 million litres. The consumption of other fuel and electricity also fell in 2009. Gasoline fuel was the only exception, with consumption rising 36.7% to 18.1 million litres in 2009.

At the industry level, the majority of the diesel fuel was consumed by the urban transit and school and employee bus industries. The two industries accounted for 59.4% and 27.6% of its usage, respectively. These same two industries also powered the additional demand for gasoline fuel.

## Revenues and Expenditures by province and by geographic region

Urban transit operators in the country's largest provinces, Ontario and Quebec, continued to see their combined total operating revenue rise, climbing 5.9% and 8.9% from 2008 to \$2.9 billion and \$1.6 billion, respectively (see Table 7). Since 2005, operating revenues for the two provinces have grown considerably, with Ontario growing 42.5% and Quebec growing 39.6%. Increased ridership, fare price increases and the implementation of transit pass programs are among the factors behind these growths.

These same two provinces also saw year-over-year increases in combined total operating revenues for the remaining bus industries. For the year, operating revenue rose 2.9% in Ontario to \$1.2 billion while rising 0.7% in Quebec to \$803 million.

2. This figure excludes buses owned by private organizations and companies that are used for the purposes of transporting people or goods for private or non-revenue generating purposes (e.g. churches).

From both a regional and activity perspective (see Table 8), most of the concentration of the operating revenues were in Ontario and Quebec with the largest revenue generating activities belonging primarily to urban transit and school bus services. The only exception was British Columbia, where motor coach charter services replaced school bus services as the second largest revenue generating activity. Compared to all regions, Ontario accounted for 50.7% of all urban transit services revenue and 45.0% of school bus services revenues, while Quebec accounted for 21.9% and 34.4%, respectively. British Columbia, for its part, accounted for 15.6% of urban transit services and 14.1% of motor coach charter services.

Human resource expenses were the largest expense item across the regions in 2009 (see Table 9), accounting for 58.6% of total expenses. Ontario led the way with 44.8% of the human resource expenditures, followed by Quebec with 24.2% and the Prairies with 15.7%. In addition to rising across all of the regions, the increase in human resource expenses in 2009 represents an overall growth of 34.9% from 2005 levels. The regions that experienced the largest rates of growth over this period were British Columbia at 51.8%, Atlantic at 47.3% and the Prairies at 46.6%.

By contrast, vehicle energy expenses declined across all of the regions in 2009. For the year, the largest rates of decline were observed in British Columbia at 20.5%, the Atlantic region at 12.9%, and in the Prairies at 12.8%.

### **Maintenance cost by vehicle type**

Overall maintenance expenditures related to vehicles (see Table 9), rose 5.1% from 2008 to \$699.5 million in 2009. At the regional level, the rise in maintenance expenses was pushed up by British Columbia, Ontario and Quebec, as the Atlantic and the Prairies regions each saw their maintenance expenses fall.

On a per kilometre basis, maintenance costs for each vehicle type declined in 2009, the first such decline across all types over the 2005 to 2009 period (see Table 10).<sup>3</sup> In particular, maintenance costs fell from \$0.31 in 2008 to \$0.28 for motor coaches, dropped from \$0.17 to \$0.16 for school buses, and decreased from \$0.35 to \$0.34 for urban transit buses. A contributing factor to these lower costs is the acquisition of newer, greener technology buses that are more fuel efficient and require less maintenance.

3. Another avenue in which maintenance expenses can be examined involves observing costs on a per kilometre basis for each vehicle type – motor coaches, school buses and urban transit buses. This perspective examines each vehicle type on an aggregate scale, regardless of model type, size, capacities and special features. As well, the cost takes into account a wide range of expenses incurred in the operation of the buses. These include parts, such as supplies, tires and tubes, and labour costs stemming from repairs carried out by third parties.

## Statistical Tables

Table 1-1 Financial performance of the passenger bus and urban transit industries – Overview by industry

Industry code description	Companies	Total revenues	Total expenses	Net income
	number	thousands of dollars		
<b>2009</b>				
<b>Bus industries</b>				
Urban transit	87	10,548,892	6,882,245	3,666,647
Interurban and rural bus	21	636,626	656,724	-20,098
School and employee bus	917	1,817,410	1,691,094	126,315
Charter bus & sightseeing	139	462,128	430,668	31,460
Other transit-shuttle	207	170,150	166,104	4,046
<b>Grand total</b>	<b>1,371</b>	<b>13,635,205</b>	<b>9,826,835</b>	<b>3,808,370</b>
<b>2008</b>				
<b>Bus industries</b>				
Urban transit	84	9,005,627	6,309,349	2,696,278
Interurban and rural bus	26	707,147	717,669	-10,522
School and employee bus	910	1,735,333	1,569,383	165,950
Charter bus & sightseeing	152	506,640	467,819	38,820
Other transit-shuttle	213	183,765	178,552	5,213
<b>Grand total</b>	<b>1,385</b>	<b>12,138,512</b>	<b>9,242,772</b>	<b>2,895,740</b>
		percent		
<b>Change 2009 - 2008</b>				
<b>Bus industries</b>				
Urban transit	3.6	17.1	9.1	36.0
Interurban and rural bus	-19.2	-10.0	-8.5	91.0
School and employee bus	0.8	4.7	7.8	-23.9
Charter bus & sightseeing	-8.6	-8.8	-7.9	-19.0
Other transit-shuttle	-2.8	-7.4	-7.0	-22.4
<b>Grand total</b>	<b>-1.0</b>	<b>12.3</b>	<b>6.3</b>	<b>31.5</b>

Table 1-2 Financial performance of the passenger bus and urban transit industries – By activity

	2008	2009	Difference	Change
	thousands of dollars			percentage
<b>Revenues</b>				
Urban transit services	3,091,041	3,252,788	161,747	5.23
Commuter services	70,971	71,639	668	0.94
Urban transit services for persons with disabilities or seniors	70,233	75,122	4,889	6.96
Scheduled intercity services	490,926	444,731	-46,195	-9.41
School bus services	1,411,885	1,461,906	50,021	3.54
School bus charter services	151,081	147,765	-3,316	-2.19
Motor coach charter services	420,212	372,725	-47,487	-11.30
Local sightseeing services	44,464	33,054	-11,410	-25.66
Shuttle services	59,997	48,408	-11,589	-19.32
Bus parcel express	93,716	81,316	-12,400	-13.23
Other passenger bus services	180,001	202,957	22,956	12.75
Other operating revenues	173,981	174,543	562	0.32
Operating subsidies	2,885,294	3,299,552	414,258	14.36
<b>Total Operating Revenue</b>	<b>9,143,801</b>	<b>9,666,507</b>	<b>522,706</b>	<b>5.72</b>
Capital subsidies	2,887,509	3,911,331	1,023,822	35.46
Other non-operating revenues	107,203	57,348	-49,855	-46.51
<b>Total Non-Operating Revenue</b>	<b>2,994,712</b>	<b>3,968,699</b>	<b>973,987</b>	<b>32.52</b>
<b>Total Revenue</b>	<b>12,138,512</b>	<b>13,635,205</b>	<b>1,496,693</b>	<b>12.33</b>
<b>Expenses</b>				
Human resource expenses	5,378,236	5,756,030	377,794	7.02
Vehicle energy expenses	1,021,657	910,383	-111,274	-10.89
Vehicle maintenance expenses	665,443	699,493	34,050	5.12
Other operating expenses and depreciation	1,867,654	2,153,042	285,388	15.28
<b>Total operating expenses</b>	<b>8,932,990</b>	<b>9,518,947</b>	<b>585,957</b>	<b>6.56</b>
Interest and other	309,782	307,888	-1,894	-0.61
<b>Total expenses</b>	<b>9,242,772</b>	<b>9,826,835</b>	<b>584,063</b>	<b>6.32</b>
<b>Net income</b>	<b>2,895,740</b>	<b>3,808,370</b>	<b>912,630</b>	<b>31.52</b>

**Table 2 Canadian passenger bus and urban transit industries, revenue and expenses, by North American Industry Classification System (NAICS) 2009**

	Bus industries					Grand total
	Urban transit	Interurban and rural	School and employee	Charter bus and sightseeing	Other transit-shuttle	
Estimate of the number of companies operating in Canada	87	21	917	139	207	1,371
	thousands of dollars					
<b>Revenue</b>						
Urban transit services	3,106,327	x	110,594	x	x	3,252,788
Commuter services	65,381	0	F	3,842	x	71,639
Urban transit services for persons with disabilities or seniors	31,254	x	x	0	27,624	75,122
Scheduled intercity services	932	386,600	16,161	40,298	739	444,731
School bus services	x	x	1,411,201	24,197	12,700	1,461,906
School bus charter services	873	x	132,345	13,197	x	147,765
Motor coach charter services	3,290	56,012	29,825	279,089	4,509	372,725
Local sightseeing services	134	x	F	29,372	729	33,054
Shuttle services	x	0	F	9,297	37,120	48,408
Bus parcel express	x	79,058	1,455	x	x	81,316
Other passenger bus services	7,982	63,490	61,131	43,042	27,312	202,957
Other operating revenues	130,682	4,964	28,400	7,972	2,524 <sup>E</sup>	174,543
Operating subsidies	3,241,340	x	F	x	48,379	3,299,552
<b>Total operating revenue</b>	<b>6,601,230</b>	<b>632,047</b>	<b>1,808,569</b>	<b>459,339</b>	<b>165,321</b>	<b>9,666,507</b>
Capital subsidies	3,903,189	x	515 <sup>E</sup>	x	4,140	3,911,331
Other non-operating revenues	44,473	x	8,325	x	689	57,348
<b>Total non-operating revenue</b>	<b>3,947,662</b>	<b>4,579</b>	<b>8,840</b>	<b>2,789</b>	<b>4,829</b>	<b>3,968,699</b>
<b>Total revenue</b>	<b>10,548,892</b>	<b>636,626</b>	<b>1,817,410</b>	<b>462,128</b>	<b>170,150</b>	<b>13,635,205</b>
<b>Expenses</b>						
Human resource expenses	4,274,358	306,576	898,388	173,969	102,738	5,756,030
Vehicle energy expenses	550,510	61,065	211,437	72,832	14,539	910,383
Vehicle maintenance expenses	452,969	43,620	142,017	49,696	11,191	699,493
Other operating expenses and depreciation	1,374,813	239,157	384,055	119,705	35,311	2,153,042
<b>Total operating expenses</b>	<b>6,652,650</b>	<b>650,418</b>	<b>1,635,897</b>	<b>416,203</b>	<b>163,779</b>	<b>9,518,947</b>
Interest and other	229,595	6,306	55,197	14,465	2,324	307,888
<b>Total expenses</b>	<b>6,882,245</b>	<b>656,724</b>	<b>1,691,094</b>	<b>430,668</b>	<b>166,104</b>	<b>9,826,835</b>
<b>Net income</b>	<b>3,666,647</b>	<b>-20,098</b>	<b>126,315</b>	<b>31,460</b>	<b>4,046</b>	<b>3,808,370</b>



**Table 3 Canadian passenger bus and urban transit industries, capital expenditures, by North American Industry Classification System (NAICS)**

	Bus industries					Grand total
	Urban transit	Interurban and rural	School and employee	Charter bus and sightseeing	Other transit-shuttle	
	thousands of dollars					
<b>2009</b>						
Purchase of buses and other rolling stock	1,089,676	6,064	95,401	13,549	7,805	<b>1,212,494</b>
Other capital expenditures	1,256,724	1,918	7,583	2,878	711	<b>1,269,814</b>
<b>Total</b>	<b>2,346,400</b>	<b>7,982</b>	<b>102,985</b>	<b>16,426</b>	<b>8,516</b>	<b>2,482,308</b>
<b>2008</b>						
Purchase of buses and other rolling stock	1,335,154	2,560	70,205	39,560	7,684	<b>1,455,163</b>
Other capital expenditures	1,402,507	10,611	17,319	2,309	841	<b>1,433,586</b>
<b>Total</b>	<b>2,737,661</b>	<b>13,171</b>	<b>87,523</b>	<b>41,869</b>	<b>8,525</b>	<b>2,888,750</b>
	percent					
<b>Change 2009 - 2008</b>						
Purchase of buses and other rolling stock	-18.4	136.9	35.9	-65.8	1.6	<b>-16.7</b>
Other capital expenditures	-10.4	-81.9	-56.2	24.6	-15.5	<b>-11.4</b>
<b>Total</b>	<b>-14.3</b>	<b>-39.4</b>	<b>17.7</b>	<b>-60.8</b>	<b>-0.1</b>	<b>-14.1</b>

**Note(s):** The information presented is based on responses from respondents. Caution must be used in comparing the year over year changes.

**Table 4 Canadian passenger bus and urban transit industries, employment and compensation, by North American Industry Classification System (NAICS)**

	Bus industries					Grand total
	Urban transit	Interurban and rural	School and employee	Charter bus and sightseeing	Other transit-shuttle	
	number					
<b>Full time equivalents 2009</b>						
Drivers	30,057	3,054	31,603	3,829	1,968	<b>70,510</b>
Mechanics	3,931	342	2,093	435	62	<b>6,863</b>
Other employees	20,506	1,658	2,686	1,018	584	<b>26,452</b>
<b>Total employees</b>	<b>54,494</b>	<b>5,054</b>	<b>36,382</b>	<b>5,282</b>	<b>2,614</b>	<b>103,825</b>
	thousands of dollars					
<b>Total compensation</b>	<b>4,274,358</b>	<b>306,576</b>	<b>898,388</b>	<b>173,969</b>	<b>102,738</b>	<b>5,756,030</b>
	dollars					
Average expenditure per employee	78,437	60,665	24,693	32,935	39,308	<b>55,440</b>
	number					
<b>Full time equivalents 2008</b>						
Drivers	28,944	2,984	29,011	3,791	2,139	<b>66,869</b>
Mechanics	3,733	342	1,742	413	73	<b>6,293</b>
Other employees	19,554	1,619	2,610	980	686	<b>25,449</b>
<b>Total employees</b>	<b>52,231</b>	<b>4,935</b>	<b>33,363</b>	<b>5,184</b>	<b>2,898</b>	<b>98,611</b>
	thousands of dollars					
<b>Total compensation</b>	<b>3,971,199</b>	<b>319,974</b>	<b>796,656</b>	<b>181,377</b>	<b>109,031</b>	<b>5,378,236</b>
	dollars					
Average expenditure per employee	76,031	64,833	23,879	34,989	37,620	<b>54,540</b>
	percent					
<b>Change 2009 - 2008</b>						
Drivers	3.8	2.3	8.9	1.0	-8.0	<b>5.4</b>
Mechanics	5.3	0.0	20.1	5.3	-15.1	<b>9.1</b>
Other employees	4.9	2.4	2.9	3.9	-14.9	<b>3.9</b>
<b>Total employees</b>	<b>4.3</b>	<b>2.4</b>	<b>9.0</b>	<b>1.9</b>	<b>-9.8</b>	<b>5.3</b>
<b>Total compensation</b>	<b>7.6</b>	<b>-4.2</b>	<b>12.8</b>	<b>-4.1</b>	<b>-5.8</b>	<b>7.0</b>
Average expenditure per employee	3.2	-6.4	3.4	-5.9	4.5	<b>1.7</b>

**Note(s):** Total compensation includes contracting expenses.

**Table 5 Canadian passenger bus and urban transit industries, equipment operated, by North American Industry Classification System (NAICS) and type of vehicle**

	Bus industries					Grand total
	Urban transit	Interurban and rural	School and employee	Charter bus and sightseeing	Other transit-shuttle	
	number					
<b>2009</b>						
Motor coaches	24	2,534	607 <sup>E</sup>	1,915	87	<b>5,168</b>
School buses	x	x	36,327	636	284	<b>37,884</b>
Urban transit buses	16,356	213	1,927	140	201	<b>18,837</b>
All other rolling stock	x	x	2,059	358	1,008	<b>7,617</b>
<b>Total</b>	<b>20,616</b>	<b>3,340</b>	<b>40,920</b>	<b>3,050</b>	<b>1,581</b>	<b>69,507</b>
<b>2008</b>						
Motor coaches	34	2,536	287	2,009	108	<b>4,974</b>
School buses	x	x	34,022	626	420	<b>35,625</b>
Urban transit buses	15,179	207	900	136	188	<b>16,610</b>
All other rolling stock	x	x	1,448	426	1,113	<b>6,465</b>
<b>Total</b>	<b>18,650</b>	<b>3,342</b>	<b>36,657</b>	<b>3,197</b>	<b>1,829</b>	<b>63,675</b>
	percent					
<b>Change 2009 - 2008</b>						
Motor coaches	-29.4	-0.1	111.5	-4.7	-19.4	<b>3.9</b>
School buses	...	...	6.8	1.6	-32.4	<b>6.3</b>
Urban transit buses	7.8	2.9	114.1	2.9	6.9	<b>13.4</b>
All other rolling stock	...	...	42.2	-16.0	-9.4	<b>17.8</b>
<b>Total</b>	<b>10.5</b>	<b>-0.1</b>	<b>11.6</b>	<b>-4.6</b>	<b>-13.6</b>	<b>9.2</b>

**Table 6 Canadian passenger bus and urban transit industries, fuel consumption, by North American Industry Classification System (NAICS)**

	Bus industries					Grand total
	Urban transit	Interurban and rural	School and employee	Charter bus and sightseeing	Other transit-shuttle	
	thousands					
<b>2009</b>						
Diesel, litres	532,340	43,424	247,412	63,405	9,554	<b>896,135</b>
Gasoline, litres	2,836	x	10,439	x	4,417	<b>18,063</b>
Other fuel, litres	19,017	0	x	x	2,496	<b>25,715</b>
Electricity, kilowatt	768,203	0	0	0	0	<b>768,203</b>
<b>2008</b>						
Diesel, litres	509,832	72,785	262,461	75,795	11,066	<b>931,938</b>
Gasoline, litres	934	x	7,152	x	4,123	<b>13,212</b>
Other fuel, litres	50,554	0	F	x	2,831	<b>56,574</b>
Electricity, kilowatt	832,984	0	0	0	0	<b>832,984</b>
	percent					
<b>Change 2009 - 2008</b>						
Diesel	4.4	-40.3	-5.7	-16.3	-13.7	<b>-3.8</b>
Gasoline	203.6	...	46.0	...	7.1	<b>36.7</b>
Other fuel	-62.4	...	...	...	-11.8	<b>-54.5</b>
Electricity	-7.8	...	...	...	...	<b>-7.8</b>

**Table 7 Canadian passenger bus and urban transit industries, operating revenue, by North American Industry Classification System (NAICS)**

	Urban transit	Other bus industries
	thousands of dollars	
<b>2009</b>		
Newfoundland and Labrador	x	25,315
Prince Edward Island	0	8,759
Nova Scotia	x	41,599
New Brunswick	21,096	11,826
Quebec	1,635,068	803,109
Ontario	2,921,668	1,174,792
Manitoba	x	63,296
Saskatchewan	x	66,115
Alberta	586,779	557,618
British Columbia	x	300,952
Yukon Territory	x	x
Northwest Territories	0	6,923
Nunavut	0	0
USA and other	0	x
<b>Grand Total</b>	<b>6,601,230</b>	<b>3,065,276</b>
<b>2008</b>		
Newfoundland and Labrador	x	25,651
Prince Edward Island	0	8,927
Nova Scotia	x	47,323
New Brunswick	21,734	16,483
Quebec	1,501,450	797,791
Ontario	2,759,777	1,141,731
Manitoba	x	69,409
Saskatchewan	x	70,780
Alberta	554,382	601,466
British Columbia	x	315,601
Yukon Territory	x	x
Northwest Territories	0	3,339
Nunavut	0	0
USA and other	0	x
<b>Grand Total</b>	<b>6,039,971</b>	<b>3,103,830</b>
	percent	
<b>Change 2009 - 2008</b>		
Newfoundland and Labrador	...	-1.3
Prince Edward Island	...	-1.9
Nova Scotia	...	-12.1
New Brunswick	-2.9	28.3
Quebec	8.9	0.7
Ontario	5.9	2.9
Manitoba	...	-8.8
Saskatchewan	...	-6.6
Alberta	5.8	-7.3
British Columbia	...	-4.6
Yukon Territory	...	...
Northwest Territories	...	107.3
Nunavut	...	...
USA and other	...	...
<b>Grand Total</b>	<b>9.3</b>	<b>-1.2</b>

Table 8 Canadian passenger bus and urban transit industries, revenue, by selected provinces and regions

	Canada	Atlantic provinces	Quebec	Ontario	Prairies provinces <sup>1</sup>	British Columbia
thousands of dollars						
<b>Revenue</b>						
Urban transit services	3,252,788	47,925	710,796	1,648,677	337,493	507,896
Commuter services	71,639	2,034	x	4,272	x	x
Urban transit services for persons with disabilities or seniors	75,122	x	28,457	24,206	14,804	x
Scheduled intercity services	444,731	x	84,819	121,375	144,665	x
School bus services	1,461,906	41,737	502,633	658,503	232,134	26,900
School bus charter services	147,765	2,368	37,005	79,519	21,470	7,403
Motor coach charter services	372,725	15,572	82,360	116,632	105,482	52,679
Local sightseeing services	33,054	4,876	4,709	4,265	6,247	12,957
Shuttle services	48,408	1,018	2,127 <sup>E</sup>	31,995	8,136	5,131
Bus parcel express	81,316	x	x	7,635	x	x
Other passenger bus services	202,957	2,217	35,893	69,766	82,171	12,910
Other operating revenues and operating subsidies	3,474,096	61,884	897,424	1,330,418	478,596	705,773
<b>Total Operating Revenue</b>	<b>9,666,507</b>	<b>196,822</b>	<b>2,438,177</b>	<b>4,097,264</b>	<b>1,478,618</b>	<b>1,455,627</b>
Capital subsidies	3,911,331	...	...	...	...	...
Other non-operating revenues	57,348	...	...	...	...	...
<b>Total Non-Operating Revenue</b>	<b>3,968,699</b>	...	...	...	...	...
<b>Total Revenue</b>	<b>13,635,205</b>	...	...	...	...	...

1. Yukon, Northwest Territories and Nunavut are combined with the Prairies.

Table 9 Canadian passenger bus and urban transit industries, expenses, by selected provinces and regions

	Canada	Atlantic provinces	Quebec	Ontario	Prairies provinces <sup>1</sup>	British Columbia
thousands of dollars						
<b>2009</b>						
Human resource expenses	5,756,030	119,573	1,395,139	2,576,506	905,775	759,036
Vehicle energy expenses	910,383	35,923	209,868	408,913	168,391	87,288
Vehicle maintenance expenses	699,493	22,047	148,657	316,222	114,126	98,441
Other operating expenses	1,373,757	22,638	358,582	475,007	241,123	276,407
<b>Sub Total</b>	<b>8,739,663</b>	<b>200,181</b>	<b>2,112,247</b>	<b>3,776,648</b>	<b>1,429,415</b>	<b>1,221,172</b>
Depreciation	779,285	...	...	...	...	...
<b>Total operating expenses</b>	<b>9,518,947</b>	...	...	...	...	...
Interest and other	307,888	...	...	...	...	...
<b>Total expenses</b>	<b>9,826,835</b>	...	...	...	...	...
<b>2008</b>						
Human resource expenses	5,378,236	111,508	1,283,348	2,452,842	859,425	671,113
Vehicle energy expenses	1,021,657	41,233	226,314	451,285	193,081	109,745
Vehicle maintenance expenses	665,443	23,053	137,338	303,603	117,725	83,724
Other operating expenses	1,228,901	19,329	322,293	418,843	243,508	224,927
<b>Sub Total</b>	<b>8,294,237</b>	<b>195,123</b>	<b>1,969,293</b>	<b>3,626,573</b>	<b>1,413,738</b>	<b>1,089,509</b>
Depreciation	638,753	...	...	...	...	...
<b>Total operating expenses</b>	<b>8,932,990</b>	...	...	...	...	...
Interest and other	309,782	...	...	...	...	...
<b>Total expenses</b>	<b>9,242,772</b>	...	...	...	...	...
percent						
<b>Change 2009 - 2008</b>						
Human resource expenses	7.0	7.2	8.7	5.0	5.4	13.1
Vehicle energy expenses	-10.9	-12.9	-7.3	-9.4	-12.8	-20.5
Vehicle maintenance expenses	5.1	-4.4	8.2	4.2	-3.1	17.6
Other operating expenses	11.8	17.1	11.3	13.4	-1.0	22.9
<b>Sub Total</b>	<b>5.4</b>	<b>2.6</b>	<b>7.3</b>	<b>4.1</b>	<b>1.1</b>	<b>12.1</b>
Depreciation	22.0	...	...	...	...	...
<b>Total operating expenses</b>	<b>6.6</b>	...	...	...	...	...
Interest and other	-0.6	...	...	...	...	...
<b>Total expenses</b>	<b>6.3</b>	...	...	...	...	...

1. Yukon, Northwest Territories and Nunavut are combined with the Prairies.

**Table 10 Canadian passenger bus and urban transit industries, maintenance cost, by type of vehicle**

	2006	2007	2008	2009
	cents per kilometre			
Motor coaches	0.25	0.26	0.31	0.28
School buses	0.15	0.14	0.17	0.16
Urban transit buses	0.33	0.33	0.35	0.34

## Appendix

### Survey Data Accuracy Measures

While considerable effort is made to ensure high standards throughout all stages of collection and processing, the estimates provided in this Service Bulletin are inevitably subject to a certain degree of non-sampling and sampling errors. Examples of non-sampling errors are coverage error, data response error, non-response error and processing error. To the maximum extent possible, these errors are minimized through careful design of the survey questionnaire, verification of the survey data, and follow-up with delinquent respondents to maximize response rates.

Sampling error can be measured by the standard error (or standard deviation) of the estimate. The coefficient of variation (CV) is the estimated standard error percentage of the survey estimate. Estimates with smaller CVs are more reliable than estimates with larger CVs. For the 2007 reference year, the CV for total revenue at the Canada level is 0.004. Generally, any estimate with a CV value of less than 1.1 is considered to be of excellent quality. The coefficients of variation for the estimates of total revenue by NAICS are provided below.

Industry Code Description	Total Revenues CV
Urban Transit systems (NAICS - 485110)	A
Interurban and Rural Bus transportation (NAICS - 485210)	A
School and Employee Bus transportation (NAICS - 485410)	A
Charter Bus industry (NAICS - 485510)	A
Other Transit and Ground Passenger transportation (NAICS - 485990)	A
Sightseeing (NAICS - 487110)	A
Canada	A

where:

- $0 \leq CV < 0.05$  is considered an A;
- $0.05 \leq CV < 0.10$  is considered an B;
- $0.10 \leq CV < 0.15$  is considered an C;
- $0.15 \leq CV < 0.25$  is considered an D;
- $0.25 \leq CV < 0.35$  is considered an E;
- $CV \geq 0.35$  is considered an F.

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### Symbols

The following standard symbols are used in Statistics Canada publications:

.	not available for any reference period
..	not available for a specific reference period
...	not applicable
0	true zero or a value rounded to zero
0 <sup>s</sup>	value rounded to 0 (zero) where there is a meaningful distinction between true zero and the value that was rounded
P	preliminary
r	revised
x	suppressed to meet the confidentiality requirements of the <i>Statistics Act</i>
E	use with caution
F	too unreliable to be published
*	significantly different from reference category ( $p < 0.05$ )

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