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The Canadian passenger bus and urban transit industries, 2004 (Preliminary) and 2003 (Final)

Highlights

Although revenues were higher in 2004 compared to 2003, the Canadian bus and urban transit industries had a difficult year in 2004. Their net income dropped nearly 17% as expenses rose faster than revenues.

Despite this financial performance, the industries were active in achieving efficiencies through amalgamations and investments in rolling stock and other assets.

Ridership increases were noteworthy, with the number of trips taken on urban transit systems across Canada growing by 2.8% to 1.674 billion and with the scheduled intercity industry handling 15.6 million passenger trips, an increase of almost 3.3% over 2003.

Capital investment in 2004 rose to \$1.34 billion, a 7.4% increase over 2003. Overall, about 54% of investment within the bus and urban transit industries was to purchase buses and/or rolling stock. About one-third of total

investment (\$505 million) was spent on the acquisition of urban transit buses and other rolling stock. Capital expenditures in the urban transit industry reached \$1.09 billion, up from \$1.07 billion in 2003. The school bus industry invested \$197 million, most of which was used to buy buses and other rolling stock. The interurban and rural bus industry invested just over \$32 million on all capital expenditures, down from \$47 million the year before.

Human resource expenses were the largest cost item, representing 61.8% of total operating costs. These costs rose 6.0% in 2004.

Interestingly, vehicle energy expenses accounted for only 8.5 % of operating expenses and rose 4.1% in 2004.

October 2006

| | Number of passenger trips | | |
|---------------------|---------------------------|---------------|----------|
| | 2003 | 2004 | % Change |
| Urban transit | 1,628,061,903 | 1,674,325,332 | 2.8 |
| Scheduled intercity | 15,147,963 | 15,641,757 | 3.3 |

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How the information is presented

Statistics Canada uses the North American Industrial Classification System 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.

Overview

After several years of acquisitions and mergers, the number of companies providing passenger bus and urban transit services in Canada stabilized in 2004 at just over 1500, a 1.1% increase over 2003 (see Table 1). The 2004 level represents a decrease of 17% from just over 1800 companies that operated in 2001.¹ It is uncertain whether the consolidation activity will continue.

Despite the decrease in the number of companies, revenues have grown over the years reaching \$7.695 billion in 2004, an increase of 15% over 2001. Gross expenditures rose to \$6.947 billion in 2004, an increase of 13% over 2001.

About 1000 of the 1500 revenue generating companies in Canada are in the school bus industry making it, by far, the largest in terms of the number of companies. This industry generated revenues of \$1.38 billion in 2004, significantly lower than the \$5.08 billion achieved by urban transit properties, which accounted for about two-thirds of all revenues generated in the passenger bus and urban transit industries in Canada. The proportions for expenditures are approximately the same as revenues.

The urban transit and commuter operators handled 1.674 billion passenger trips, an increase of 10% from the 1.524 billion passenger trips in 2001. During the same time frame, scheduled intercity services remained the same at approximately 15.7 million passenger trips although there were fluctuations in the intervening years. Between 2003 and 2004, the number of urban transit and commuter trips increased by 2.8% rising to 1.674 billion, and scheduled intercity passenger trips increased by 3.3% to 15.6 million.

1. Statistics Canada revised the survey methodology in 2001; 2001 has, therefore, been used as a reference point.

Table 1 Overview of the passenger bus and urban transit industries by industry (NAICS), 2003 - 2004

| Industry code description | Number of companies | Total revenues | Total expenses | Net income |
|---|---------------------|------------------|------------------|----------------|
| | | | | |
| 2004 | | | | |
| Bus industries | | | | |
| Urban transit | 87 | 5,084,667 | 4,491,911 | 592,757 |
| Interurban and rural bus | 31 | 575,744 | 554,702 | 21,042 |
| School and employee bus | 1,004 | 1,380,176 | 1,278,061 | 102,114 |
| Charter bus | 125 | 316,689 | 290,122 | 26,566 |
| Other transit and ground passenger | 223 | 167,021 | 156,340 | 10,680 |
| Sub total | 1,470 | 7,524,296 | 6,771,136 | 753,160 |
| Bus activity in other industries | | | | |
| Sightseeing | 31 | 21,700 | 21,198 | 502 |
| Other | 13 | 149,498 | 155,107 | -5,610 |
| Sub total | 44 | 171,197 | 176,305 | -5,108 |
| Grand total | 1,514 | 7,695,493 | 6,947,441 | 748,052 |
| 2003 | | | | |
| Bus industries | | | | |
| Urban transit | 84 | 4,984,868 | 4,203,658 | 781,210 |
| Interurban and rural bus | 32 | 538,411 | 532,050 | 6,360 |
| School and employee bus | 975 | 1,368,111 | 1,253,317 | 114,794 |
| Charter bus | 139 | 312,449 | 308,770 | 3,679 |
| Other transit and ground passenger | 224 | 149,432 | 147,861 | 1,571 |
| Sub total | 1,455 | 7,353,270 | 6,445,656 | 907,614 |
| Bus activity in other industries | | | | |
| Sightseeing | 29 | 18,096 | 18,172 | -76 |
| Other | 13 | 147,296 | 156,240 | -8,944 |
| Sub total | 42 | 165,392 | 174,413 | -9,020 |
| Grand total | 1,497 | 7,518,662 | 6,620,069 | 898,594 |
| % Change 2004 - 2003 | | | | |
| Bus industries | | | | |
| Urban transit | 3.6 | 2.0 | 6.9 | -24.1 |
| Interurban and rural bus | -3.1 | 6.9 | 4.3 | 230.8 |
| School and employee bus | 3.0 | 0.9 | 2.0 | -11.0 |
| Charter bus | -10.1 | 1.4 | -6.0 | 622.1 |
| Other transit and ground passenger | -0.4 | 11.8 | 5.7 | 579.8 |
| Sub total | 1.0 | 2.3 | 5.0 | -17.0 |
| Bus activity in other industries | | | | |
| Sightseeing | 6.9 | 19.9 | 16.7 | -760.5 |
| Other | 0.0 | 1.5 | -0.7 | -37.3 |
| Sub total | 4.8 | 3.5 | 1.1 | -43.4 |
| Grand total | 1.1 | 2.4 | 4.9 | -16.8 |

Financial performance

Total revenues in 2004 were \$7.695 billion, an increase of 2.4% over the previous year (see Table 1A). Total expenditures increased by 4.9% over 2003, reaching \$6.947 billion. Expenditures increased in most bus industries, and the increase in expenditures was generally higher than the increase in revenues. The notable exception was the charter bus industry, which saw a drop in expenditures of 6.0%.

The higher annual growth rate in total expenditures over total revenues resulted in a drop in net income from \$898.6 million in 2003 to \$748.1 million in 2004. Increases occurred in most operating expenditures, notably human resources. Maintenance expenses decreased slightly as did interest payments.

Figure 1 shows the proportion of expenses for each industry, for each of the four major expense categories (human resources, fuel, maintenance and other). It is clear that human resources accounted for the majority of expenditures, but that the proportion is different across each of the industries. Overall, fuel accounted for 8.5% of total operating expenditures.

The passenger bus and urban transit industries in Canada are dominated, in financial terms, by fewer than 100 urban transit properties (see Table 2). Including subsidies, this industry generated revenues of \$5.085 billion, which represents 66% of gross revenues generated by all companies. Human resource expenditures accounted for 66% of total expenditures within this industry (approximately \$3 billion out of \$4.5 billion in expenditures).

The second largest generator of revenue was the school bus industry, which grossed \$1.38 billion in 2004, an increase of 1% over 2003. Its expenditures reached \$1.278 billion, an increase of 2.0% over 2003. As was the case with most of the industries, expenditures rose faster than revenues in 2004. Net income dropped from \$115 million to \$102 million.

The interurban and rural companies grossed \$576 million in 2004, an increase of 6.9% over 2003. 2003 was a difficult year for the scheduled intercity industry as a result of the SARS event in Toronto as well as a major power blackout in the province of Ontario that year. Expenditures rose by 4.3%, and as a result of the improvement in ridership in 2004, net income increased from \$6.4 million to \$21 million.

As has been noted, expenditures for most of the industries rose faster in 2004 than revenues. Overall, total expenditures rose 4.9% whereas gross revenues rose by 2.4%. Operating expenses rose by 5.2%. Much of the increase was attributable to increases in human resource costs, as well as other operating costs (e.g. depreciation, advertising, licenses and permits, commissions, leases, utilities, taxes, insurance, office supplies, etc.).

Although most expenses increased, maintenance expenditures dropped by just under one half of one percent. However, there were differences between industries. The Charter Bus industry reduced expenditures in every category except maintenance. Expenditures for fuel decreased in the school bus and charter industries. Energy expenditures in the urban transit industry, however, increased by 8.1%.

For all industries, human resources accounted for 62% of total operating expenditures. This varied from a high of 69% in the urban transit industry to 36% in the sightseeing industry and 39% in the charter bus industry. Other operating expenses, which cover a variety of operating expenses, was the next largest category at 22% of total operating costs. This varied from a high of 51% in sightseeing to a low of 17% in the urban transit industry.

Fuel and maintenance expenses accounted for 8.5% and 7.7% respectively of total operating expenses.

Figure 1
Proportion of operating expenses by industry

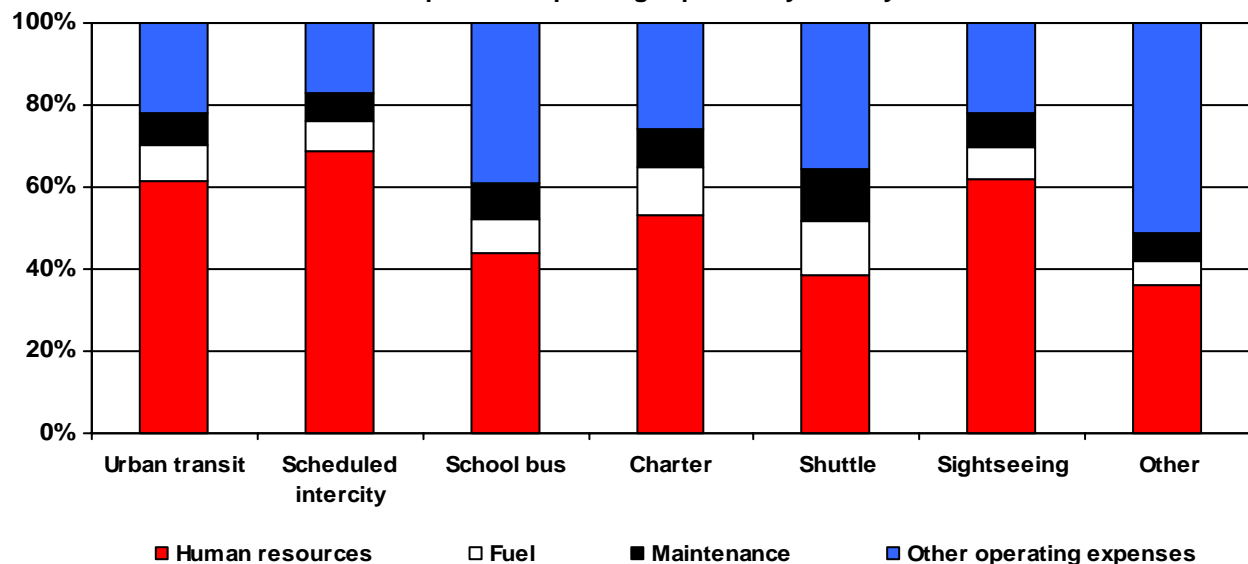


Table 1A Comparison of 2003 and 2004 revenues and expenses (\$000)

| | 2003 | 2004 | Difference | % Change |
|---|------------------|------------------|-------------------|-----------------|
| Revenues | | | | |
| Urban transit services | 2,025,654 | 2,157,024 | 131,370 | 6.5 |
| Commuter services | 255,111 | 273,550 | 18,439 | 7.2 |
| Urban transit services for persons with disabilities or seniors | 64,926 | 75,988 | 11,062 | 17.0 |
| Scheduled intercity services | 349,368 | 368,822 | 19,454 | 5.6 |
| School bus services | 1,201,101 | 1,217,972 | 16,871 | 1.4 |
| School bus charter services | 72,384 | 78,274 | 5,890 | 8.1 |
| Motor coach charter services | 338,656 | 342,417 | 3,761 | 1.1 |
| Local sightseeing services | 28,687 | 31,858 | 3,171 | 11.1 |
| Shuttle services | 73,404 | 75,933 | 2,529 | 3.4 |
| Bus parcel express | 101,178 | 104,879 | 3,701 | 3.7 |
| Other passenger bus services | 37,696 | 45,637 | 7,941 | 21.1 |
| Other operating revenues | 117,739 | 121,838 | 4,099 | 3.5 |
| Operating subsidies | 1,894,054 | 1,966,285 | 72,231 | 3.8 |
| Total operating revenue | 6,559,958 | 6,860,477 | 300,519 | 4.6 |
| Capital subsidies | 895,933 | 780,494 | -115,439 | -12.9 |
| Other non-operating revenues | 62,772 | 54,522 | -8,250 | -13.1 |
| Total non-operating revenue | 958,705 | 835,016 | -123,689 | -12.9 |
| Total revenue | 7,518,662 | 7,695,493 | 176,831 | 2.4 |
| Expenses | | | | |
| Human resource expenses | 3,887,796 | 4,120,303 | 232,507 | 6.0 |
| Vehicle energy expenses | 546,670 | 569,163 | 22,493 | 4.1 |
| Vehicle maintenance expenses | 516,482 | 514,336 | -2,146 | -0.4 |
| Other operating expenses | 1,390,417 | 1,466,757 | 76,340 | 5.5 |
| Total operating expenses | 6,341,365 | 6,670,560 | 329,195 | 5.2 |
| Interest and other | 278,703 | 276,880 | -1,823 | -0.7 |
| Total expenses | 6,620,069 | 6,947,441 | 327,372 | 4.9 |
| Net income | 898,594 | 748,052 | -150,542 | -16.8 |

Table 2 Revenue and expenses by industry - 2004

| | Bus industries | | | | | Bus activity in other industries | | | | Grand total |
|---|------------------|----------------------|---------------------|----------------|-----------------------|----------------------------------|---------------|----------------|----------------|------------------|
| | Urban transit | Interurban and rural | School and employee | Charter bus | Other transit-shuttle | Sub total | Sight-seeing | Other | Sub total | |
| Estimate of the number of companies operating in Canada | 87 | 31 | 1,004 | 125 | 223 | 1,470 | 31 | 13 | 44 | 1,514 |
| | \$'000 | | | | | | | | | |
| Revenue | | | | | | | | | | |
| Urban transit services | 2,098,348 | x | 15,596 | x | x | 2,128,524 | 0 | 28,500 | 28,500 | 2,157,024 |
| Commuter services | x | x | 5,361 | 8,978 | 799 | 238,974 | 0 | x | x | 273,550 |
| Urban transit services for persons with disabilities or seniors | 13,717 | x | 36,137 | 40 | 23,884 | 73,848 | 0 | x | x | 75,988 |
| Scheduled intercity services | x | 338,779 | 3,806 | 25,546 | x | 368,822 | 0 | 0 | 0 | 368,822 |
| School bus services | 5,430 | 23,624 | 1,159,812 | 14,678 | 14,100 | 1,217,644 | 328 | 0 | 328 | 1,217,972 |
| School bus charter services | x | 1,591 | 70,358 | x | x | 78,035 | x | 0 | 239 | 78,274 |
| Motor coach charter services | x | 63,567 | 39,046 | 232,042 | x | 339,326 | 3,085 | x | x | 342,417 |
| Local sightseeing services | 82 | x | x | x | 151 | 14,759 | 17,099 | x | x | 31,858 |
| Shuttle services | x | x | 2,321 | 2,786 | 68,392 | 75,722 | x | 0 | x | 75,933 |
| Bus parcel express | x | 103,148 | x | x | x | 104,879 | 0 | 0 | 0 | 104,879 |
| Other passenger bus services | 4,712 | 1,944 | 17,021 | 18,137 | x | 45,431 | x | 39 | x | 45,637 |
| Other operating revenues | 101,341 | 3,294 | 11,370 | 4,354 | x | 120,801 | x | 493 | x | 121,838 |
| Operating subsidies | 1,845,971 | x | 5,233 | 0 | 43,867 | 1,896,672 | 0 | x | x | 1,966,285 |
| Total operating revenue | 4,285,989 | 573,534 | 1,368,107 | 315,794 | 160,012 | 6,703,436 | 21,673 | 135,368 | 157,041 | 6,860,477 |
| Capital subsidies | 772,250 | x | 1,789 | 0 | x | 779,792 | 0 | x | x | 780,494 |
| Other non-operating revenues | 26,428 | x | 10,280 | 895 | x | 41,067 | 27 | x | x | 54,522 |
| Total non-operating revenue | 798,678 | 2,210 | 12,068 | 895 | 7,009 | 820,860 | 27 | 14,130 | 14,157 | 835,016 |
| Total revenue | 5,084,667 | 575,744 | 1,380,176 | 316,689 | 167,021 | 7,524,296 | 21,700 | 149,498 | 171,197 | 7,695,493 |
| Expenses | | | | | | | | | | |
| Human resource expenses | 2,970,413 | 242,255 | 647,674 | 108,867 | 98,201 | 4,067,410 | 7,528 | 45,365 | 52,893 | 4,120,303 |
| Vehicle energy expenses | 317,117 | 45,206 | 143,844 | 35,074 | 13,697 | 554,938 | 1,324 | 12,901 | 14,225 | 569,163 |
| Vehicle maintenance expenses | 283,830 | 48,432 | 110,956 | 36,628 | 11,210 | 491,056 | 1,501 | 21,779 | 23,280 | 514,336 |
| Other operating expenses | 753,837 | 211,190 | 324,241 | 99,983 | 31,061 | 1,420,313 | 10,678 | 35,767 | 46,445 | 1,466,757 |
| Total operating expenses | 4,325,197 | 547,083 | 1,226,716 | 280,552 | 154,170 | 6,533,718 | 21,031 | 115,812 | 136,842 | 6,670,560 |
| Interest and other | 166,714 | 7,619 | 51,345 | 9,570 | 2,170 | 237,418 | 167 | 39,296 | 39,463 | 276,880 |
| Total expenses | 4,491,911 | 554,702 | 1,278,061 | 290,122 | 156,340 | 6,771,136 | 21,198 | 155,107 | 176,305 | 6,947,441 |
| Net income | 592,757 | 21,042 | 102,114 | 26,566 | 10,680 | 753,160 | 502 | -5,610 | -5,108 | 748,052 |

x suppressed to meet the confidentiality requirements of the Statistics Act

Table 3 Capital expenditure by industry, 2003 - 2004

| | Bus industries | | | | | Bus activity in other industries | | | | Grand total |
|---|------------------|----------------------|---------------------|---------------|-----------------------|----------------------------------|--------------|--------------|--------------|------------------|
| | Urban transit | Interurban and rural | School and employee | Charter bus | Other transit-shuttle | Sub total | Sight-seeing | Other | Sub total | |
| | \$'000 | | | | | | | | | |
| 2004 | | | | | | | | | | |
| Purchase of buses and other rolling stock | 504,792 | 19,613 | 179,513 | 15,241 | 8,624 | 727,783 | 188 | 544 | 732 | 728,515 |
| Other capital expenditures | 581,600 | 12,871 | 17,973 | 585 | 875 | 613,904 | 32 | 128 | 161 | 614,064 |
| Total | 1,086,392 | 32,484 | 197,486 | 15,826 | 9,499 | 1,341,687 | 220 | 672 | 893 | 1,342,579 |
| 2003 | | | | | | | | | | |
| Purchase of buses and other rolling stock | 543,913 | 38,232 | 109,725 | 10,847 | 3,707 | 706,423 | 24 | 1,315 | 1,339 | 707,762 |
| Other capital expenditures | 523,305 | 8,957 | 8,658 | 186 | 255 | 541,362 | 34 | 1,405 | 1,439 | 542,801 |
| Total | 1,067,218 | 47,189 | 118,383 | 11,033 | 3,962 | 1,247,785 | 58 | 2,720 | 2,778 | 1,250,563 |
| % Change 2004 - 2003 | | | | | | | | | | |
| Purchase of buses and other rolling stock | -7.2 | -48.7 | 63.6 | 40.5 | 132.6 | 3.0 | 683.3 | -58.6 | -45.3 | 2.9 |
| Other capital expenditures | 11.1 | 43.7 | 107.6 | 214.5 | 243.1 | 13.4 | -5.9 | -90.9 | -88.8 | 13.1 |
| Total | 1.8 | -31.2 | 66.8 | 43.4 | 139.8 | 7.5 | 279.3 | -75.3 | -67.9 | 7.4 |

Capital investment

Capital investment increased 7.4% in 2004, from \$1.25 billion in 2003 to \$1.34 billion (see Table 3). Just over half of the investment went toward the purchase of rolling stock. The urban transit industry accounted for over 81% of the total capital investment, down from 85% in 2003.

Following at a distant second in terms of capital investment was the school bus industry, which invested \$197 million, 14.7% of total capital investment. For most industries, other than urban transit, the vast majority of investments were used to buy rolling stock. Table 3 presents data for 2004 and 2003.

Table 4 Employment and compensation by industry, 2003 - 2004

| | Bus industries | | | | | Bus activity in other industries | | | | |
|----------------------------------|--|----------------------|---------------------|----------------|-----------------------|----------------------------------|--------------|---------------|-----------------|------------------|
| | Urban transit | Interurban and rural | School and employee | Charter bus | Other transit-shuttle | Sub total | Sight-seeing | Other | Sub total | Grand total |
| 2004 | Number of full time equivalent employees | | | | | | | | | |
| Drivers | 24,330 | 4,274 | 29,431 | 2,645 | 2,344 | 63,023 | 199 | 639 | 838 | 63,861 |
| Mechanics | 3,272 | 465 | 1,539 | 215 | 80 | 5,572 | 7 | 49 | 56 | 5,628 |
| Other employees | 16,778 | 2,101 | 2,593 | 566 | 506 | 22,544 | 58 | 155 | 212 | 22,756 |
| Total employees | 44,380 | 6,840 | 33,563 | 3,426 | 2,930 | 91,138 | 264 | 842 | 1,106 | 92,245 |
| | \$'000 | | | | | | | | | |
| Total compensation | 2,970,413 | 242,255 | 647,674 | 108,867 | 98,201 | 4,067,410 | 7,528 | 45,365 | 52,893 | 4,120,303 |
| Average expenditure per employee | \$66,932 | \$35,416 | \$19,297 | \$31,778 | \$33,522 | \$44,629 | \$28,528 | \$53,855 | \$47,814 | \$44,667 |
| 2003 | Number of full time equivalent employees | | | | | | | | | |
| Drivers | 23,968 | 4,200 | 30,834 | 2,775 | 2,115 | 63,892 | 203 | 651 | 854 | 64,746 |
| Mechanics | 3,154 | 472 | 1,519 | 239 | 78 | 5,463 | 7 | 46 | 53 | 5,516 |
| Other employees | 15,341 | 2,157 | 2,809 | 612 | 531 | 21,450 | 63 | 164 | 227 | 21,676 |
| Total employees | 42,462 | 6,830 | 35,163 | 3,626 | 2,723 | 90,805 | 273 | 861 | 1,134 | 91,939 |
| | \$'000 | | | | | | | | | |
| Total compensation | 2,765,067 | 231,853 | 627,951 | 111,423 | 96,379 | 3,832,674 | 6,466 | 48,656 | 55,122 | 3,887,796 |
| Average expenditure per employee | \$65,118 | \$33,946 | \$17,858 | \$30,726 | \$35,388 | \$42,208 | \$23,724 | \$56,487 | \$48,612 | \$42,287 |
| % Change 2004 - 2003 | | | | | | | | | | |
| Drivers | 1.5 | 1.8 | -4.6 | -4.7 | 10.8 | -1.4 | -2.0 | -1.8 | -1.9 | -1.4 |
| Mechanics | 3.7 | -1.5 | 1.3 | -10.0 | 2.6 | 2.0 | 0.0 | 6.5 | 5.7 | 2.0 |
| Other employees | 9.4 | -2.6 | -7.7 | -7.5 | -4.7 | 5.1 | -7.9 | -5.5 | -6.6 | 5.0 |
| Total employees | 4.5 | 0.1 | -4.6 | -5.5 | 7.6 | 0.4 | -3.3 | -2.2 | -2.5 | 0.3 |
| Total compensation | 7.4 | 4.5 | 3.1 | -2.3 | 1.9 | 6.1 | 16.4 | -6.8 | -4.0 | 6.0 |
| Average expenditure per employee | 2.8 | 4.3 | 8.1 | 3.4 | -5.3 | 5.7 | 20.2 | -4.7 | -1.6 | 5.6 |

Employment

Across Canada, over 92,000 employees (expressed in full time equivalents) worked in the bus and urban transit industries, a slight increase over 2003.

Most of the employment was in the urban transit industry, which employed just over 44 thousand people, an increase of 4.5% over 2003. The urban transit industry employed 48% of the total number of employees working in all the passenger bus and urban transit industries.

The next largest employer was the school bus industry, which employed almost 34 thousand people, down 4.6% from the employment level in 2003. The school bus industry employs many part time people who are engaged in driving school buses on a daily basis.

Average expenditure per employee for the entire passenger bus and urban transit sector in 2004 was just over \$44,000, up slightly from 2003. There was, however, a range of expenditures per employee across the various industries, from a low of \$19,000 in school bus to almost \$67,000 in urban transit. Expenditure per employee includes wages, benefits, contracting out expenses for human resources, training, and other human resource related expenditures such as uniforms, tolls, meals, etc.

Table 4 provides information on employment for 2004 and 2003.

Table 5 Revenue equipment operated by industry, 2003 - 2004

| | Bus industries | | | | | Bus activity in other industries | | | | Grand total |
|-----------------------------|----------------|----------------------|---------------------|--------------|------------------------------|----------------------------------|--------------|-------------|--------------|---------------|
| | Urban transit | Interurban and rural | School and employee | Charter bus | Other transit-shuttle number | Sub total | Sight-seeing | Other | Sub total | |
| 2004 | | | | | | | | | | |
| Motor coaches | 75 | 2,691 | 637 | 1,441 | 216 | 5,060 | 100 | 4 | 104 | 5,164 |
| School buses | 66 | 569 | 32,584 | 546 | 806 | 34,571 | 9 | 0 | 9 | 34,580 |
| Urban transit buses | 12,460 | 96 | 237 | 76 | 355 | 13,224 | 0 | 400 | 400 | 13,624 |
| All other rolling stock | 3,001 | 45 | 1,779 | 132 | 688 | 5,645 | 66 | 465 | 531 | 6,176 |
| Total | 15,602 | 3,401 | 35,238 | 2,195 | 2,064 | 58,500 | 175 | 869 | 1,044 | 59,544 |
| 2003 | | | | | | | | | | |
| Motor coaches | 67 | 2,690 | 696 | 1,505 | 226 | 5,184 | 102 | 4 | 106 | 5,290 |
| School buses | 63 | 554 | 30,963 | 664 | 385 | 32,629 | 21 | 0 | 21 | 32,650 |
| Urban transit buses | 12,393 | 92 | 108 | 75 | 280 | 12,948 | 0 | 433 | 433 | 13,381 |
| All other rolling stock | 2,942 | 89 | 1,888 | 195 | 707 | 5,821 | 56 | 452 | 508 | 6,329 |
| Total | 15,465 | 3,425 | 33,655 | 2,440 | 1,597 | 56,582 | 179 | 889 | 1,068 | 57,650 |
| % Change 2004 - 2003 | | | | | | | | | | |
| Motor coaches | 11.9 | 0.0 | -8.5 | -4.3 | -4.4 | -2.4 | -2.0 | 0.0 | -1.9 | -2.4 |
| School buses | 4.8 | 2.7 | 5.2 | -17.8 | 109.4 | 6.0 | -57.1 | 0.0 | -57.1 | 5.9 |
| Urban transit buses | 0.5 | 4.3 | 119.4 | 1.3 | 26.8 | 2.1 | 0.0 | -7.6 | -7.6 | 1.8 |
| All other rolling stock | 2.0 | -49.4 | -5.8 | -32.3 | -2.7 | -3.0 | 17.9 | 2.9 | 4.5 | -2.4 |
| Total | 0.9 | -0.7 | 4.7 | -10.0 | 29.2 | 3.4 | -2.2 | -2.2 | -2.2 | 3.3 |

The fleet

The fleet used in Canada to generate revenues in the passenger bus and urban transit industries was comprised of almost 60,000 vehicles. This figure is less than the number of buses registered in Canada. However, the figure includes buses that are used to generate revenue, and excludes buses that are owned by private organizations or companies that use the vehicles to transport people and goods for private purposes (e.g. churches).

The school bus industry utilized 59%, i.e. just over 35,000 buses, to provide school bus services. About 26% of the buses and other rolling stock were used by urban transit properties.

Some of the variation shown in the above table is a result of sampling variation as well as transfers within corporate structures.

The composition of the fleet by industry is shown in Table 5.

Table 6 Fuel consumption by industry, 2003-2004

| | | Bus industries | | | | | Bus activity in other industries | | | Sub total | Grand total |
|-----------------------------|---------|----------------|----------------------|---------------------|-------------|-----------------------|----------------------------------|-------|--------|---------------|----------------|
| | | Urban transit | Interurban and rural | School and employee | Charter bus | Other transit-shuttle | Sight-seeing | Other | | | |
| 2004 | | | | | | | | | | | |
| Diesel | '000 L | 410,003 | 71,403 | 204,258 | 48,172 | 14,371 | 748,207 | 1,486 | 17,411 | 18,897 | 767,104 |
| Gasoline | '000 L | 1,090 | 30 | 14,007 | 158 | 2,334 | 17,620 | 236 | 0 | 236 | 17,856 |
| Other gas | '000 L | 17,229 | 0 | 1,372 | 173 | 3,875 | 22,650 | 0 | 0 | 0 | 22,650 |
| Electricity | '000 KW | 791,023 | 0 | 29 | 0 | 0 | 791,052 | 0 | 23,014 | 23,014 | 814,066 |
| 2003 | | | | | | | | | | | |
| Diesel | '000 L | 393,244 | 73,311 | 227,803 | 56,059 | 12,907 | 763,325 | 1,704 | 19,576 | 21,280 | 784,605 |
| Gasoline | '000 L | 1,902 | 41 | 12,688 | 172 | 2,401 | 17,205 | 104 | 0 | 104 | 17,309 |
| Other gas | '000 L | 17,381 | 0 | 1,809 | 0 | 4,005 | 23,196 | 0 | 0 | 0 | 23,196 |
| Electricity | '000 KW | 781,755 | 0 | 0 | 0 | 0 | 781,755 | 0 | 22,505 | 22,505 | 804,260 |
| % Change 2004 - 2003 | | | | | | | | | | | |
| Diesel | | 4.3 | -2.6 | -10.3 | -14.1 | 11.3 | -2.0 | -12.8 | -11.1 | -11.2 | -2.2 |
| Gasoline | | -42.7 | -26.8 | 10.4 | -8.1 | -2.8 | 2.4 | 126.9 | 0.0 | 126.9 | 3.2 |
| Other gas | | -0.9 | 0.0 | -24.2 | 0.0 | -3.2 | -2.4 | 0.0 | 0.0 | 0.0 | -2.4 |
| Electricity | | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 2.3 | 2.3 | 1.2 |

Fuel used for rolling stock

Other than electricity which is used by subways, trams and electrically operated streetcars and buses, diesel is by far the main fuel used by the passenger bus and urban transit industries.

The industries used 767 million litres of diesel in 2004, which represented a decrease of 2.2% over 2003. One reason for this was the movement towards more fuel efficient and larger buses.

As expected, the urban transit industry used 53% of the diesel, with the school bus industry using 27%. Electricity used for electrical tractive power (vehicles only) increased by 1.2% to reach 814 million kilowatts.

Table 6 provides detailed information.

Table 7 Operating revenue by province and territory, 2003 - 2004

| | Urban transit industry | % Distribution | Other bus industries ¹ | % Distribution | Bus activity in other industries | % Distribution |
|-----------------------------|---------------------------|----------------|--------------------------------------|----------------|-------------------------------------|----------------|
| | \$'000 | | | | | |
| 2004 | | | | | | |
| Newfoundland and Labrador | 10,506 | 0.2 | 21,502 | 0.9 | 77 | 0.0 |
| Prince Edward Island | 0 | 0.0 | 745 | 0.0 | 4,103 | 2.6 |
| Nova Scotia | 40,837 | 1.0 | 26,253 | 1.1 | 2,420 | 1.5 |
| New Brunswick | 14,010 | 0.3 | 11,702 | 0.5 | 0 | 0.0 |
| Quebec | 1,112,396 | 26.0 | 648,338 | 26.8 | 79,829 | 50.8 |
| Ontario | 1,937,936 | 45.2 | 983,211 | 40.7 | 3,956 | 2.5 |
| Manitoba | 97,414 | 2.3 | 50,713 | 2.1 | 0 | 0.0 |
| Saskatchewan | 38,531 | 0.9 | 67,855 | 2.8 | 37 | 0.0 |
| Alberta | 373,330 | 8.7 | 390,225 | 16.1 | 1,851 | 1.2 |
| British Columbia | 659,231 | 15.4 | 208,627 | 8.6 | 63,031 | 40.1 |
| Yukon Territory | 179 | 0.0 | 5,728 | 0.2 | 1,694 | 1.1 |
| Northwest Territories | 1,621 | 0.0 | 2,447 | 0.1 | 43 | 0.0 |
| Nunavut | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| USA and other | 0 | 0.0 | 100 | 0.0 | 0 | 0.0 |
| Grand total | 4,285,989 | 100.0 | 2,417,447 | 100.0% | 157,041 | 100.0 |
| 2003 | | | | | | |
| Newfoundland and Labrador | 10,604 | 0.3 | 20,401 | 0.9 | 78 | 0.1 |
| Prince Edward Island | 0 | 0.0 | 866 | 0.0 | 4,103 | 2.9 |
| Nova Scotia | 35,861 | 0.9 | 31,642 | 1.4 | 1,873 | 1.3 |
| New Brunswick | 12,487 | 0.3 | 13,982 | 0.6 | 0 | 0.0 |
| Quebec | 1,094,951 | 26.8 | 655,563 | 28.0 | 71,588 | 50.4 |
| Ontario | 1,822,245 | 44.7 | 921,488 | 39.4 | 2,730 | 1.9 |
| Manitoba | 98,494 | 2.4 | 47,179 | 2.0 | 0 | 0.0 |
| Saskatchewan | 37,209 | 0.9 | 67,719 | 2.9 | 0 | 0.0 |
| Alberta | 332,967 | 8.2 | 364,208 | 15.6 | 589 | 0.4 |
| British Columbia | 633,598 | 15.5 | 206,466 | 8.8 | 58,984 | 41.6 |
| Yukon Territory | 161 | 0.0 | 5,440 | 0.2 | 1,938 | 1.4 |
| Northwest Territories | 530 | 0.0 | 2,734 | 0.1 | 42 | 0.0 |
| Nunavut | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| USA and other | 0 | 0.0 | 1,238 | 0.1 | 0 | 0.0 |
| Grand total | 4,079,107 | 100.0 | 2,338,925 | 100.0 | 141,925 | 100.0 |
| % Change 2004 - 2003 | | | | | | |
| Newfoundland and Labrador | -0.9 | | 5.4 | | -1.1 | |
| Prince Edward Island | ... | | -14.0 | | 0.0 | |
| Nova Scotia | 13.9 | | -17.0 | | 29.2 | |
| New Brunswick | 12.2 | | -16.3 | | ... | |
| Quebec | 1.6 | | -1.1 | | 11.5 | |
| Ontario | 6.3 | | 6.7 | | 44.9 | |
| Manitoba | -1.1 | | 7.5 | | ... | |
| Saskatchewan | 3.6 | | 0.2 | | ... | |
| Alberta | 12.1 | | 7.1 | | 214.1 | |
| British Columbia | 4.0 | | 1.0 | | 6.9 | |
| Yukon Territory | 11.2 | | 5.3 | | -12.6 | |
| Northwest Territories | 205.8 | | -10.5 | | 1.5 | |
| Nunavut | ... | | ... | | ... | |
| USA and other | ... | | -91.9 | | ... | |
| Grand total | 5.1 | | 3.4 | | 10.7 | |

1. These are the other four NAICS based industries.

Revenues and expenditures by geographic region

Tables 7, 8 and 9 present information on the geographic region where the companies generate operating revenues and make expenditures. Non operating expenses and revenues have not been allocated on a geographic basis but are shown for Canada as a total.

Given Ontario's population, 45% of urban transit revenues were generated in that province (see Table 7). Quebec was the next highest in terms of operating revenue generated by jurisdiction. Quebec and British Columbia revenues for the non bus industries are higher than other provinces as a result of the way that urban transit and commuter services are managed in those two provinces.

Table 8 presents the information by activity by region, and shows that the largest revenue generation occurred in Ontario in the urban transit industry at just over \$1 billion, followed by school bus in Ontario at approximately \$602 million.

Expenditures by region are shown in Table 9. Ontario accounted for 44% of operating expenditures in Canada followed by Quebec at 26%.²

Table 8 Revenue by region, 2004

| | Canada | Atlantic | Quebec | Ontario | Prairies ³ | B.C. |
|---|------------------|----------|-----------|-----------|-----------------------|---------|
| | \$'000 | | | | | |
| Revenue | | | | | | |
| Urban transit services | 2,157,024 | 36,399 | 540,072 | 1,041,285 | 233,199 | 306,069 |
| Commuter services | 273,550 | 840 | 56,164 | 200,784 | 1,099 | 14,662 |
| Urban transit services for persons with disabilities or seniors | 75,988 | 1,755 | 22,705 | 32,670 | 11,822 | 7,036 |
| Scheduled intercity services | 368,822 | 13,919 | 56,956 | 113,676 | 119,875 | 64,396 |
| School bus services | 1,217,972 | 29,086 | 397,071 | 601,954 | 159,339 | 30,521 |
| School bus charter services | 78,274 | 925 | 22,905 | 41,980 | 9,519 | 2,945 |
| Motor coach charter services | 342,417 | 8,015 | 81,614 | 76,266 | 132,769 | 43,754 |
| Local sightseeing services | 31,858 | 3,672 | 2,142 | 2,933 | 418 | 22,692 |
| Shuttle services | 75,933 | 1,722 | 2,799 | 59,731 | 7,782 | 3,899 |
| Bus parcel express | 104,879 | 1,917 | 7,504 | 8,313 | 57,362 | 29,783 |
| Other passenger bus services | 45,637 | 1,749 | 14,573 | 22,584 | 4,384 | 2,347 |
| Other operating revenues and operating subsidies | 2,088,124 | 32,156 | 636,058 | 723,026 | 294,099 | 402,784 |
| Total operating revenue | 6,860,477 | 132,156 | 1,840,562 | 2,925,203 | 1,031,666 | 930,889 |
| Capital subsidies | 780,494 | .. | .. | .. | .. | .. |
| Other non-operating revenues | 54,522 | .. | .. | .. | .. | .. |
| Total non-operating revenue | 835,016 | .. | .. | .. | .. | .. |
| Total revenue | 7,695,493 | .. | .. | .. | .. | .. |

2. The data provided in Table 8 are at the most detailed level possible while maintaining confidentiality as required by the Statistics Act. The regions of "Atlantic" and "Prairies" were chosen as a result of the confidentiality of the provincial/territorial data. The data are based on estimates provided by respondents. A cost accounting methodology to provide the estimates (i.e. an actual invoice by invoice analysis by geographic region) was not conducted. This may account for some of the variation on a year to year basis.

3. Yukon, N.W.T. & Nunavut are combined with the Prairies.

Table 9 Expenses by region, 2003 – 2004

| | Canada | Atlantic | Quebec | Ontario | Prairies ¹ | B.C. |
|---------------------------------|------------------|----------------|------------------|------------------|-----------------------|----------------|
| Expenses | \$'000 | | | | | |
| 2004 | | | | | | |
| Human resource expenses | 4,120,303 | 74,037 | 1,081,654 | 1,859,862 | 588,408 | 516,343 |
| Vehicle energy expenses | 569,163 | 14,818 | 146,472 | 250,172 | 93,528 | 64,173 |
| Vehicle maintenance expenses | 514,336 | 13,697 | 113,085 | 237,529 | 80,026 | 69,999 |
| Other operating expenses | 949,565 | 21,052 | 245,804 | 359,838 | 198,772 | 124,098 |
| Sub Total | 6,153,368 | 123,604 | 1,587,016 | 2,707,400 | 960,735 | 774,613 |
| Depreciation | 517,192 | .. | .. | .. | .. | .. |
| Total operating expenses | 6,670,561 | .. | .. | .. | .. | .. |
| Interest and other | 276,880 | .. | .. | .. | .. | .. |
| Total expenses | 6,947,441 | .. | .. | .. | .. | .. |
| 2003 | | | | | | |
| Human resource expenses | 3,887,796 | 80,547 | 1,065,280 | 1,715,080 | 544,536 | 482,354 |
| Vehicle energy expenses | 546,670 | 14,658 | 138,066 | 247,034 | 87,755 | 59,158 |
| Vehicle maintenance expenses | 516,482 | 16,000 | 111,866 | 236,940 | 83,758 | 67,918 |
| Other operating expenses | 916,413 | 20,102 | 230,414 | 348,420 | 193,877 | 123,600 |
| Sub Total | 5,867,361 | 131,307 | 1,545,625 | 2,547,473 | 909,926 | 733,030 |
| Depreciation | 474,004 | .. | .. | .. | .. | .. |
| Total operating expenses | 6,341,366 | .. | .. | .. | .. | .. |
| Interest and other | 278,703 | .. | .. | .. | .. | .. |
| Total expenses | 6,620,069 | .. | .. | .. | .. | .. |
| % Change 2004 - 2003 | | | | | | |
| Human resource expenses | 6.0 | -8.1 | 1.5 | 8.4 | 8.1 | 7.0 |
| Vehicle energy expenses | 4.1 | 1.1 | 6.1 | 1.3 | 6.6 | 8.5 |
| Vehicle maintenance expenses | -0.4 | -14.4 | 1.1 | 0.2 | -4.5 | 3.1 |
| Other operating expenses | 3.6 | 4.7 | 6.7 | 3.3 | 2.5 | 0.4 |
| Sub total | 4.9 | -5.9 | 2.7 | 6.3 | 5.6 | 5.7 |
| Depreciation | 9.1 | .. | .. | .. | .. | .. |
| Total operating expenses | 5.2 | .. | .. | .. | .. | .. |
| Interest and other | -0.7 | .. | .. | .. | .. | .. |
| Total expenses | 4.9 | .. | .. | .. | .. | .. |

1. Yukon, N.W.T. & Nunavut are combined with the Prairies.

Expenditures made outside Canada are included in Ontario.

Passenger trips

During 2004, scheduled intercity carriers reported 15.6 million passenger trips, an increase of 3.3% over 2003.

Urban transit and commuter passenger trips in 2004 reached 1.674 billion, an increase of 2.8% over 2003.

Table 10 Maintenance cost per kilometre, 2001 - 2004

| Maintenance cost | | | | |
|----------------------------|-------------|-------------|-------------|-------------|
| Cents per kilometre | 2001 | 2002 | 2003 | 2004 |
| Motor coaches | 0.20 | 0.21 | 0.24 | 0.24 |
| School buses | 0.14 | 0.15 | 0.14 | 0.15 |
| Urban transit buses | 0.30 | 0.29 | 0.31 | 0.31 |

Maintenance cost by vehicle type

Maintenance costs per kilometre by vehicle type are presented in Table 10. Information is presented for three aggregate bus types: motor coaches, school buses and urban transit buses. Other rolling stock such as subway cars, trains and cars were excluded.

Within each of these three bus types, there are different vehicle lengths, model types and passenger capacities. However, the data presented in the table represent an aggregate average regardless of model variations.

Maintenance expenditures include vehicle parts, shop supplies, tires, tubes, and purchased repairs. Labour costs that are incurred directly by the respondent are excluded, although labour expenses may be included when the company purchases repairs from a third party.

Urban transit buses cost more per kilometre to maintain than the other 2 groups. This is primarily a result of significant stop and go urban driving, which is hard on consumable parts such as brakes. Motor coaches tend to do more highway driving, with less stop and go traffic. However, these vehicles often contain technologically advanced equipment which may cost more to maintain than other bus types. Depending on the route, some school buses may also exhibit a significant degree of stop and go driving, especially during the collection and drop off of students, but the design of these buses may contribute to the lower maintenance costs when compared to the other bus types.

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^s 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 *Statistics Act*
- E use with caution
- F too unreliable to be published

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