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## The Canadian passenger bus and urban transit industries, 2005 (Preliminary) and 2004 (Final)

### Highlights

In 2005, the Canadian passenger bus and urban transit industries generated total revenues of about \$8.6 billion, fueled by strong growth in government operating and capital funding. This represented a 12.2% increase over the \$7.7 billion recorded for 2004.

Capital subsidies showed an increase of 56.0%, from \$780.5 million in 2004 to \$1.2 billion in 2005. Operating subsidies also rose from \$2.0 billion in 2004 to \$2.2 billion in 2005, representing an increase of 9.4%.

Total expenses rose 5.7%, reaching \$7.3 billion in 2005, with human resource expenses being the largest cost item, at \$4.3 billion. This expenditure item grew by 3.7% from 2004.

The faster rate of increase of total revenues compared to total expenses translated into a 73.3% increase in net incomes, which reached \$1.3 billion in 2005, from \$748.1 million in 2004. Over 80% of the net incomes were generated in the urban transit industry.

Ridership levels for companies offering urban transit services increased from 1.674 billion in 2004 to 1.684 billion passengers in 2005. Similarly, scheduled intercity passenger trips rose from 15.642 million to 16.455 million passenger trips, an increase of 5.2% from 2004.

Respondents reported over \$1.90 billion in capital spending in 2005, compared with \$1.34 billion in 2004. Over 73% of the total capital expenditures reported for 2005 were in the urban transit industry.

Total employment dropped 2.7%, from a little over 92,000 in 2004 to under 90,000 in 2005. However, the average expenditure per employee rose by 6.6%, from about \$45,000 to about \$48,000.

Ontario still accounted for over 45% of the total operating revenues of the urban transit industry. Following at a distant second was Quebec at about 26%, with British Columbia coming in third at 16%.

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**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.

**Financial performance**

Federal, provincial and municipal and other capital funding pushed total revenues for Canada's passenger bus and urban transit companies to a record level in 2005. Total revenues rose 12.2%, from \$7.7 billion in 2004 to \$8.6 billion in 2005. Most of the gains in total revenues were largely due to increases in capital funding, which rose 56.0%, from \$780.5 million in 2004 to \$1.2 billion in 2005. Gains were realized in every sector.

The annual growth rate in total expenses lagged behind total revenues in 2005. Total expenses increased 5.7% over 2004, from \$6.9 billion in 2004 to \$7.3 billion in 2005. Human resource expenses accounted for about 58% of total expenses. The higher rate of growth in total revenues over total expenses resulted in a huge increase in net incomes of about \$1.3 billion in 2005, an increase of 73.3% from 2004. All industries showed positive gains in net incomes, with urban transit contributing over 81% of the total.

The operational performance of the passenger bus and urban transit companies, as measured by the operating ratio (ratio of total operating expenses to total operating revenues, excluding operating subsidies), improved to 1.35 in 2005 from 1.36 in 2004. Thus, for every dollar earned in 2005, the industry spent \$1.35. This improvement was complemented by an increase in operating subsidies. As expected, most of the operating subsidies (a little over 90%) went to the urban transit industry. Operational funding from municipalities and provincial governments amounted to over \$2.1 billion in 2005, about 29.3% of total operating revenues for the industry as a whole.

In 2005, the urban transit industry received over \$1.2 billion in capital funding from federal, provincial/territorial and municipal governments. This represented a little over one-fifth of the total revenues of that industry.

Companies offering urban transit services (composed of urban transit, commuter and services for persons with disabilities and seniors) accounted for about 50.4% of the operating revenues (excluding operating subsidies) in 2005. This was followed by school bus transportation at 27.3%.

In terms of passengers carried, urban transit service operators carried over 1.684 billion passengers in 2005, a 0.6% increase over 2004. Scheduled intercity service operators carried 16.455 million intercity passengers in 2005, a 5.2% over the 2004 total.

**Table 1A Overview of the passenger bus and urban transit industries by industry (NAICS), 2004 and 2005**

	Companies	Total revenues	Total expenses	Net income
	number	thousands of dollars		
<b>2005</b>				
<b>Bus industries</b>				
Urban transit	73	5,792,922	4,737,805	1,055,116
Interurban and rural bus	26	599,640	587,560	12,080
School and employee bus	894	1,515,672	1,354,113	161,559
Charter bus	125	339,760	327,156	12,604
Other transit and ground passenger	204	172,909	163,149	9,760
<b>Sub total</b>	<b>1,322</b>	<b>8,420,904</b>	<b>7,169,783</b>	<b>1,251,120</b>
<b>Bus activity in non bus industries</b>				
Sightseeing	30	27,086	25,424	1,662
Other	12	189,492	146,152	43,340
<b>Sub total</b>	<b>42</b>	<b>216,577</b>	<b>171,576</b>	<b>45,002</b>
<b>Grand total</b>	<b>1,364</b>	<b>8,637,481</b>	<b>7,341,359</b>	<b>1,296,122</b>
<b>2004</b>				
<b>Bus industries</b>				
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
<b>Sub total</b>	<b>1,470</b>	<b>7,524,296</b>	<b>6,771,136</b>	<b>753,160</b>
<b>Bus activity in non bus industries</b>				
Sightseeing	31	21,700	21,198	502
Other	13	149,498	155,107	-5,610
<b>Sub total</b>	<b>44</b>	<b>171,197</b>	<b>176,305</b>	<b>-5,108</b>
<b>Grand total</b>	<b>1,514</b>	<b>7,695,493</b>	<b>6,947,441</b>	<b>748,052</b>
percent				
<b>Change 2005 - 2004</b>				
<b>Bus industries</b>				
Urban transit	-16.1	13.9	5.5	78.0
Interurban and rural bus	-16.1	4.2	5.9	-42.6
School and employee bus	-11.0	9.8	6.0	58.2
Charter bus	0.0	7.3	12.8	-52.6
Other transit and ground passenger	-8.5	3.5	4.4	-8.6
<b>Sub Total</b>	<b>-10.1</b>	<b>11.9</b>	<b>5.9</b>	<b>66.1</b>
<b>Bus activity in non bus industries</b>				
Sightseeing	-3.2	24.8	19.9	231.1
Other	-7.7	26.8	-5.8	-872.5
<b>Sub total</b>	<b>-4.5</b>	<b>26.5</b>	<b>-2.7</b>	<b>-981.0</b>
<b>Grand total</b>	<b>-9.9</b>	<b>12.2</b>	<b>5.7</b>	<b>73.3</b>

Note: The drop in the number of companies is due to a change in methodology between 2004 and 2005.

Human resource expenses for the five bus industries represented 61% of total operating expenses, but this varied between the industries. For example, wages, salaries and benefits in the urban transit industry accounted for 68% of its total operating expenses, whereas in the charter bus industry, this expense item covered only 38%. One explanation for the variation may be the use of contracted out maintenance and different operating procedures (Figure 1).

Figure 1 Proportion of total operating expenses by industry

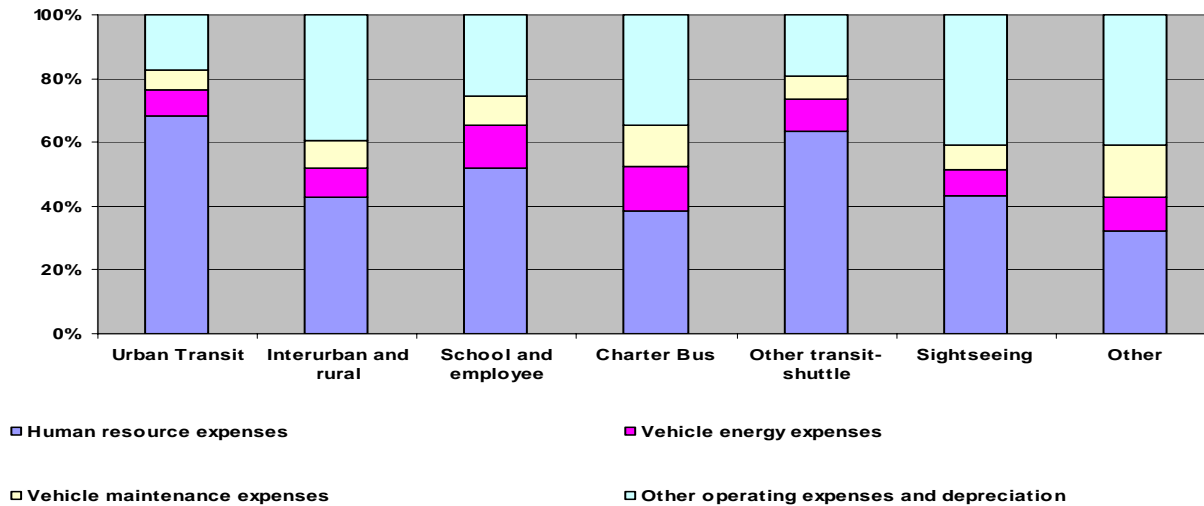


Table 1B Comparison of 2004 and 2005 revenues and expenses based on activity

	2004	2005	Difference	Change
	thousands of dollars			percent
<b>Revenues</b>				
Urban transit services	2,157,024	2,256,637	99,613	4.6
Commuter services	273,550	281,670	8,120	3.0
Urban transit services for persons with disabilities or seniors	75,988	82,197	6,209	8.2
Scheduled intercity services	368,822	393,064	24,242	6.6
School bus services	1,217,972	1,326,876	108,904	8.9
School bus charter services	78,274	95,770	17,496	22.4
Motor coach charter services	342,417	376,359	33,942	9.9
Local sightseeing services	31,858	26,064	-5,794	-18.2
Shuttle services	75,933	62,909	-13,024	-17.2
Bus parcel express	104,879	108,034	3,155	3.0
Other passenger bus services	45,637	59,134	13,497	29.6
Other operating revenues	121,838	127,708	5,870	4.8
Operating subsidies	1,966,285	2,150,691	184,406	9.4
<b>Total operating revenue</b>	<b>6,860,477</b>	<b>7,347,113</b>	<b>486,636</b>	<b>7.1</b>
Capital subsidies	780,494	1,217,320	436,826	56.0
Other non-operating revenues	54,522	73,048	18,526	34.0
<b>Total non-operating revenue</b>	<b>835,016</b>	<b>1,290,368</b>	<b>455,352</b>	<b>54.5</b>
<b>Total revenue</b>	<b>7,695,493</b>	<b>8,637,481</b>	<b>941,988</b>	<b>12.2</b>
<b>Expenses</b>				
Human resource expenses	4,120,303	4,274,571	154,268	3.7
Vehicle energy expenses	569,163	681,303	112,140	19.7
Vehicle maintenance expenses	514,336	521,330	6,994	1.4
Other operating expenses and depreciation	1,466,757	1,546,957	80,200	5.5
<b>Total operating expenses</b>	<b>6,670,560</b>	<b>7,024,160</b>	<b>353,600</b>	<b>5.3</b>
Interest and other	276,880	317,199	40,319	14.6
<b>Total expenses</b>	<b>6,947,441</b>	<b>7,341,359</b>	<b>393,918</b>	<b>5.7</b>
<b>Net income</b>	<b>748,052</b>	<b>1,296,122</b>	<b>548,070</b>	<b>73.3</b>

**Table 2 Revenue and expenses by industry - 2005**

	Bus industries					Bus activity in other industries				Grand total
	Urban Transit	Interurban and rural	School and employee	Charter Bus	Other transit-shuttle	Sub total	Sightseeing	Other	Sub total	
Companies operating in Canada - estimate	73	26	894	125	204	1,322	30	12	42	1,364
	number									
	thousands of dollars									
<b>Revenue</b>										
Urban transit services	2,180,636	26,026	12,915	x	F	2,235,072	0	21,565	21,565	2,256,637
Commuter services	231,861	x	F	5,540	1,691 <sup>E</sup>	x	0	x	x	281,670
Urban transit services for persons with disabilities or seniors	16,841	0	28,762	0	35,389	80,993	0	1,204	1,204	82,197
Scheduled intercity services	x	359,922	x	26,720	F	393,064	0	0	0	393,064
School bus services	x	29,824	1,272,463	13,818	x	x	x	0	x	1,326,876
School bus charter services	x	x	87,083	4,461	2,272	95,770	0	0	0	95,770
Motor coach charter services	3,485	56,684	59,043	248,666	944	368,822	x	x	7,537	376,359
Local sightseeing services	x	x	1,161 <sup>E</sup>	2,233 <sup>E</sup>	F	9,800	16,264	0	16,264	26,064
Shuttle services	197	941	F	2,399 <sup>E</sup>	58,809	62,909	0	0	0	62,909
Bus parcel express	0	106,310	761	337	626	108,034	0	0	0	108,034
Other passenger bus services	9,394	x	21,359 <sup>E</sup>	22,427	F	56,779	x	x	2,356	59,134
Other operating revenues	99,042	2,769	15,448	6,852 <sup>E</sup>	1,424 <sup>E</sup>	125,534	939	1,235	2,174	127,708
Operating subsidies	1,976,122	x	x	F	45,838	2,025,552	0	125,138	125,138	2,150,691
<b>Total operating revenue</b>	<b>4,524,079</b>	<b>594,355</b>	<b>1,508,052</b>	<b>337,643</b>	<b>167,645</b>	<b>7,131,774</b>	<b>x</b>	<b>x</b>	<b>215,339</b>	<b>7,347,113</b>
Capital subsidies	1,208,771	x	F	0	F	1,216,086	0	1,233	1,233	1,217,320
Other non-operating revenues	60,072	x	x	2,117	x	73,043	x	x	5	73,048
<b>Total non-operating revenue</b>	<b>1,268,843</b>	<b>5,285</b>	<b>7,620</b>	<b>2,117</b>	<b>5,264<sup>E</sup></b>	<b>1,289,129</b>	<b>x</b>	<b>x</b>	<b>1,238</b>	<b>1,290,368</b>
<b>Total revenue</b>	<b>5,792,922</b>	<b>599,640</b>	<b>1,515,672</b>	<b>339,760</b>	<b>172,909</b>	<b>8,420,904</b>	<b>27,086</b>	<b>189,492</b>	<b>216,577</b>	<b>8,637,481</b>
<b>Expenses</b>										
Human resource expenses	3,074,212	242,499	681,968	118,510	102,203	4,219,393	10,895	44,283	55,178	4,274,571
Vehicle energy expenses	376,592	53,043	175,877	42,977	16,256	664,744	2,034	14,526	16,560	681,303
Vehicle maintenance expenses	281,472	47,682	116,263	39,659	11,693	496,769	2,007	22,554	24,561	521,330
Other operating expenses and depreciation	784,238	224,631	334,058	107,171	30,721	1,480,818	10,222	55,916	66,138	1,546,957
<b>Total operating expenses</b>	<b>4,516,513</b>	<b>567,855</b>	<b>1,308,166</b>	<b>308,317</b>	<b>160,873</b>	<b>6,861,724</b>	<b>25,157</b>	<b>137,279</b>	<b>162,436</b>	<b>7,024,160</b>
Interest and other	221,292	19,705	45,947	18,839	2,276	308,059	266	8,873	9,139	317,199
<b>Total expenses</b>	<b>4,737,805</b>	<b>587,560</b>	<b>1,354,113</b>	<b>327,156</b>	<b>163,149</b>	<b>7,169,783</b>	<b>25,424</b>	<b>146,152</b>	<b>171,576</b>	<b>7,341,359</b>
<b>Net income</b>	<b>1,055,116</b>	<b>12,080</b>	<b>161,559</b>	<b>12,604</b>	<b>9,760</b>	<b>1,251,120</b>	<b>1,662</b>	<b>43,340</b>	<b>45,002</b>	<b>1,296,122</b>

### Capital investment

Capital expenditures for the passenger bus and urban transit industries amounted to \$1.9 billion in 2005, up from \$1.3 billion in 2004. The urban transit industry accounted for 73% of this total (see Table 3), propelled largely by capital funding from the various levels of government. This industry spent \$865 million on the acquisition of urban transit buses and other rolling stock, while the school bus industry invested just over \$156 million. The other transit-shuttle bus industry spent the least on the acquisition of buses and other rolling stock.

**Table 3 Capital expenditures by industry, 2004 and 2005**

	Bus industries					Bus activity in other industries			Grand total	
	Urban Transit	Interurban and rural	School and employee	Charter Bus	Other transit-shuttle	Sub total	Sightseeing	Other		Sub total
thousands of dollars										
<b>2005</b>										
Purchase of buses and other rolling stock	864,529	x	156,352	x	6,722	<b>1,085,250</b>	x	x	<b>54,156</b>	<b>1,139,406</b>
Other capital expenditures	528,858	x	8,192	x	822	<b>540,511</b>	x	x	<b>221,188</b>	<b>761,700</b>
<b>Total</b>	<b>1,393,387</b>	<b>13,552</b>	<b>164,544</b>	<b>46,734<sup>E</sup></b>	<b>7,544</b>	<b>1,625,761</b>	<b>1,854</b>	<b>273,491</b>	<b>275,345</b>	<b>1,901,106</b>
<b>2004</b>										
Purchase of buses and other rolling stock	504,792	19,613	179,513	15,241	8,624	<b>727,783</b>	188	544	<b>732</b>	<b>728,515</b>
Other capital expenditures	581,600	12,871	17,973	585	875	<b>613,904</b>	32	128	<b>161</b>	<b>614,064</b>
<b>Total</b>	<b>1,086,392</b>	<b>32,484</b>	<b>197,486</b>	<b>15,826</b>	<b>9,499</b>	<b>1,341,687</b>	<b>220</b>	<b>672</b>	<b>893</b>	<b>1,342,579</b>
percent										
<b>Change 2005 - 2004</b>										
Purchase of buses and other rolling stock	71.3	...	-12.9	...	-22.1	49.1	...	...	7,298.4	56.4
Other capital expenditures	-9.1	...	-54.4	...	-6.1	-12.0	...	...	137,283.9	24.0
<b>Total</b>	<b>28.3</b>	<b>-58.3</b>	<b>-16.7</b>	<b>195.3</b>	<b>-20.6</b>	<b>21.2</b>	<b>742.7</b>	<b>40,598.1</b>	<b>30,733.7</b>	<b>41.6</b>

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

### Employment

Overall, employment fell from over 91,000 people (part time staff have been converted into full time equivalents) in 2004 to a little over 88,000 in 2005 in the five bus and urban transit industries (see Table 4). About half of the total employees were employed in the urban transit industry. With the exception of the urban transit industry, which grew 2.2%, employment in all other bus industries dropped in 2005.

The average expenditure per employee in the five bus industries, regardless of position, was about \$48,000, although there were variations within the industries. For example, the average expenditure per employee in the urban transit industry was about \$68,000, compared with about \$21,000 in the school and employees bus industry.

**Table 4 Employment and compensation by industry, 2004 and 2005**

	Bus industries					Bus activity in other industries				Grand total
	Urban Transit	Interurban and rural	School and employee	Charter bus	Other transit-shuttle	Sub total	Sightseeing	Other	Sub total	
number of full time equivalent employees										
<b>2005</b>										
Drivers	24,544	3,501	28,282	2,369	2,112	<b>60,807</b>	306	642	<b>948</b>	<b>61,755</b>
Mechanics	3,305	356	1,349	280	57	<b>5,347</b>	28	48	<b>76</b>	<b>5,423</b>
Other employees	17,486	1,505	2,248	608	482	<b>22,329</b>	116	146	<b>262</b>	<b>22,591</b>
<b>Total employees</b>	<b>45,335</b>	<b>5,362</b>	<b>31,879</b>	<b>3,256</b>	<b>2,652</b>	<b>88,483</b>	<b>450</b>	<b>836</b>	<b>1,286</b>	<b>89,769</b>
thousands of dollars										
<b>Total compensation</b>	<b>3,074,212</b>	<b>242,499</b>	<b>681,968</b>	<b>118,510</b>	<b>102,203</b>	<b>4,219,393</b>	<b>10,895</b>	<b>44,283</b>	<b>55,178</b>	<b>4,274,571</b>
Average expenditure per employee	67,812	45,228	21,392	36,394	38,540	47,686	24,229	52,970	42,918	47,617
number of full time equivalent employees										
<b>2004</b>										
Drivers	24,330	4,274	29,431	2,645	2,344	<b>63,023</b>	199	639	<b>838</b>	<b>63,861</b>
Mechanics	3,272	465	1,539	215	80	<b>5,572</b>	7	49	<b>56</b>	<b>5,628</b>
Other employees	16,778	2,101	2,593	566	506	<b>22,544</b>	58	155	<b>212</b>	<b>22,756</b>
<b>Total employees</b>	<b>44,380</b>	<b>6,840</b>	<b>33,563</b>	<b>3,426</b>	<b>2,930</b>	<b>91,138</b>	<b>264</b>	<b>842</b>	<b>1,106</b>	<b>92,245</b>
thousands of dollars										
<b>Total compensation</b>	<b>2,970,413</b>	<b>242,255</b>	<b>647,674</b>	<b>108,867</b>	<b>98,201</b>	<b>4,067,410</b>	<b>7,528</b>	<b>45,365</b>	<b>52,893</b>	<b>4,120,303</b>
Average expenditure per employee	66,932	35,416	19,297	31,778	33,522	<b>44,629</b>	28,528	53,855	<b>47,814</b>	<b>44,667</b>
percent										
<b>Change 2005 - 2004</b>										
Drivers	0.9	-18.1	-3.9	-10.4	-9.9	<b>-3.5</b>	53.8	0.5	13.1	<b>-3.3</b>
Mechanics	1.0	-23.4	-12.3	30.2	-28.8	<b>-4.0</b>	300.0	-2.0	35.7	<b>-3.6</b>
Other employees	4.2	-28.4	-13.3	7.4	-4.7	<b>-1.0</b>	100.0	-5.8	23.6	<b>-0.7</b>
<b>Total employees</b>	<b>2.2</b>	<b>-21.6</b>	<b>-5.0</b>	<b>-5.0</b>	<b>-9.5</b>	<b>-2.9</b>	<b>70.5</b>	<b>-0.7</b>	<b>16.3</b>	<b>-2.7</b>
<b>Total compensation</b>	<b>3.5</b>	<b>0.1</b>	<b>5.3</b>	<b>8.9</b>	<b>4.1</b>	<b>3.7</b>	<b>44.7</b>	<b>-2.4</b>	<b>4.3</b>	<b>3.7</b>
Average expenditure per employee	1.3	27.7	10.9	14.5	15.0	6.8	-15.1	-1.6	-10.2	6.6

Note: Total compensation includes contracting expenses.

## The fleet

The combined fleet of the passenger bus and urban transit companies in Canada, as defined by the five industries, increased in 2005 to over 58,000 vehicles, with 60% of these belonging to the school and employee bus industry. Following at a distant second was the urban transit system industry, with about 28% of the fleet. Table 5 shows the distribution by vehicle type. It should be noted that the figure reported here 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).

**Table 5 Revenue equipment operated by industry, 2004 and 2005**

	Bus industries					Sub total	Bus activity in other industries		Sub total	Grand total
	Urban Transit	Interurban and rural	School and employee	Charter bus	Other transit-shuttle		Sightseeing	Other		
number										
<b>2005</b>										
Motor coaches	18	2,535	675	1,230	124	<b>4,583</b>	124	0	<b>124</b>	<b>4,707</b>
School buses	51	498	31,843	642	410	<b>33,445</b>	11	0	<b>11</b>	<b>33,456</b>
Urban transit buses	13,116	127	170	113	204	<b>13,730</b>	0	369	<b>369</b>	<b>14,099</b>
All other rolling stock	3,032	125	2,126	177	998	<b>6,458</b>	49	227	<b>276</b>	<b>6,734</b>
<b>Total</b>	<b>16,217</b>	<b>3,285</b>	<b>34,814</b>	<b>2,163</b>	<b>1,736</b>	<b>58,215</b>	<b>184</b>	<b>596</b>	<b>780</b>	<b>58,995</b>
<b>2004</b>										
Motor coaches	75	2,691	637	1,441	216	<b>5,060</b>	100	4	<b>104</b>	<b>5,164</b>
School buses	66	569	32,584	546	806	<b>32,629</b>	9	0	<b>9</b>	<b>34,580</b>
Urban transit buses	12,460	96	237	76	355	<b>12,948</b>	0	400	<b>400</b>	<b>13,624</b>
All other rolling stock	3,001	45	1,779	132	688	<b>5,821</b>	66	465	<b>531</b>	<b>6,176</b>
<b>Total</b>	<b>15,602</b>	<b>3,401</b>	<b>35,238</b>	<b>2,195</b>	<b>2,064</b>	<b>56,582</b>	<b>175</b>	<b>869</b>	<b>1,044</b>	<b>59,544</b>
percent										
<b>Change 2005 - 2004</b>										
Motor coaches	-76.0	-5.8	6.0	-14.6	-42.6	<b>-9.4</b>	24.0	...	<b>19.2</b>	<b>-8.8</b>
School buses	-22.7	-12.5	-2.3	17.6	-49.1	<b>2.5</b>	22.2	...	<b>22.2</b>	<b>-3.3</b>
Urban transit buses	5.3	32.3	-28.3	48.7	-42.5	<b>6.0</b>	...	-7.8	<b>-7.8</b>	<b>3.5</b>
All other rolling stock	1.0	177.8	19.5	34.1	45.1	<b>10.9</b>	-25.8	-51.2	<b>-48.0</b>	<b>9.0</b>
<b>Total</b>	<b>3.9</b>	<b>-3.4</b>	<b>-1.2</b>	<b>-1.5</b>	<b>-15.9</b>	<b>2.9</b>	<b>5.1</b>	<b>-31.4</b>	<b>-25.3</b>	<b>-0.9</b>

## Fuel used for rolling stock

Table 6 presents information on the amount of fuel reported by the passenger bus and urban transit companies. Overall, diesel fuel consumption increased by 2.8% over 2004, and electricity by 0.5%, for the five bus industries. For the Urban transit industry, diesel fuel and electricity were the two most important sources of energy consumption. Urban transit vehicles also used about 53% of the diesel fuel and 100% of electricity consumed by passenger bus and urban transit industries in 2005. School and employee buses consumed 28% of the diesel fuel.



**Table 6 Fuel consumption by industry, 2004 and 2005**

	Bus industries					Bus activity in other industries				Grand total
	Urban transit	Interurban and rural	School and employee	Charter bus	Other transit-shuttle	Sub total	Sightseeing	Other	Sub total	
<b>2005</b>										
Diesel ('000 L)	409,392	76,360	217,806	53,310	12,531	<b>769,400</b>	1,834	16,434	<b>18,269</b>	<b>787,669</b>
Gasoline ('000 L)	539	x	5,207	F	3620 <sup>E</sup>	<b>10,105</b>	102	0	<b>102</b>	<b>10,208</b>
Other fuel ('000 L)	24,978	0	F	F	4,729	<b>x</b>	x	0	<b>x</b>	<b>32,655</b>
Electricity ('000 kW)	795,220	0	0	0	0	<b>795,220</b>	0	x	<b>x</b>	<b>x</b>
<b>2004</b>										
Diesel ('000 L)	410,003	71,403	204,258	48,172	14,371	<b>748,207</b>	1,486	17,411	<b>18,897</b>	<b>767,104</b>
Gasoline ('000 L)	1,090	30	14,007	158	2,334	<b>17,620</b>	236	0	<b>236</b>	<b>17,856</b>
Other fuel ('000 L)	17,229	0	1,372	173	3,875	<b>22,650</b>	0	0	<b>0</b>	<b>22,650</b>
Electricity ('000 kW)	791,023	0	29	0	0	<b>791,052</b>	0	23,014	<b>23,014</b>	<b>814,066</b>
percent										
<b>Change 2005 - 2004</b>										
Diesel	-0.1	6.9	6.6	10.7	-12.8	2.8	23.4	-5.6	-3.3	2.7
Gasoline	-50.6	...	-62.8	...	55.1	-42.7	-56.8	...	-56.8	-42.8
Other fuel	45.0	...	...	...	22.0	...	...	...	...	44.2
Electricity	0.5	...	...	...	...	0.5	...	...	...	...

### Revenues and expenditures by province and by geographic region

Tables 7, 8 and 9 present information on the province and geographic region where the companies generated operating revenues and made expenditures. Non-operating expenses and revenues are not allocated on a geographic basis but are shown for Canada as a total.

Urban transit industries generated more revenue than the other bus industries and non-bus industries combined, in six of the thirteen provinces and territories in 2005 (Table 7). These provinces were Nova Scotia, New Brunswick, Quebec, Ontario, Manitoba and British Columbia. Ontario continued to dominate in both urban transit and other bus industries, with 45% and 40% of total operating revenues, respectively, for the two industries. This was followed by Quebec, with 26% and 27%, respectively.

Table 8 presents operating revenue information by activity and by region. Over 42% of the operating revenues from the passenger bus and urban transit industries were generated in Ontario. At a distant second was Quebec with 27%, the Prairies at 15%, British Columbia at 14% and the Atlantic region at only 2%. In 2005, Urban transit and school bus services accounted for almost half (\$3.58 billion) of the total operating revenues of the passenger bus and urban transit industries. Ontario generated the largest revenues for these two activities, with 49% of the revenue for urban transit services and 46% for school bus services.

Human resource expenditures, which constituted almost 61% of total operating expenditures, rose in every region, except for British Columbia, which saw a decline of 1.9% in 2005 (Table 9). The Atlantic region saw the largest increase in human resource expenditures at 9.7%, followed by the Prairies at 4.9%. With the exception of British Columbia, the remaining regions grew above the national average of 3.7%.

Table 7 Total operating revenues by province and territory, 2004 and 2005

	Urban transit industry	Distribution	Other bus industries <sup>1</sup>	Distribution	Bus activity in other industries	Distribution
	\$'000	%	\$'000	%	\$'000	%
<b>2005</b>						
Newfoundland and Labrador	11,504	0.3	22,858	0.9	x	x
Prince Edward Island	0	0.0	604	0.0	x	x
Nova Scotia	49,168	1.1	33,654	1.3	x	x
New Brunswick	14,530	0.3	13,874	0.5	0	0.0
Quebec	1,171,379	25.9	705,973	27.1	120,917	56.2
Ontario	2,052,198	45.4	1,051,497	40.3	6,722	3.1
Manitoba	80,877	1.8	56,566	2.2	0	0.0
Saskatchewan	30,000	0.7	58,484	2.2	x	x
Alberta	406,606	9.0	427,167	16.4	2,898	1.3
British Columbia	706,117	15.6	216,598	8.3	75,035	34.8
Yukon Territory	0	0.0	x	x	x	x
Northwest Territories	1,120	0.0	3,913	0.2	x	x
Nunavut	0	0.0	0	0.0	0	0.0
USA and other	0	0.0	x	x	0	0.0
<b>Grand total</b>	<b>4,524,079</b>	<b>100.0</b>	<b>2,607,696</b>	<b>100.0</b>	<b>215,339</b>	<b>100.0</b>
<b>2004</b>						
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
<b>Grand total</b>	<b>4,285,989</b>	<b>100.0</b>	<b>2,417,447</b>	<b>100.0</b>	<b>157,041</b>	<b>100.0</b>
percent						
<b>Change 2005 - 2004</b>						
Newfoundland and Labrador	9.5	...	6.3	...	...	...
Prince Edward Island	...	...	-18.9	...	...	...
Nova Scotia	20.4	...	28.2	...	...	...
New Brunswick	3.7	...	18.6	...	...	...
Quebec	5.3	...	8.9	...	51.5	...
Ontario	5.9	...	6.9	...	69.9	...
Manitoba	-17.0	...	11.5	...	...	...
Saskatchewan	-22.1	...	-13.8	...	...	...
Alberta	8.9	...	9.5	...	56.6	...
British Columbia	7.1	...	3.8	...	19.0	...
Yukon Territory	...	...	...	...	...	...
Northwest Territories	-30.9	...	59.9	...	...	...
Nunavut	...	...	...	...	...	...
USA and other	...	...	...	...	...	...
<b>Grand total</b>	<b>5.6</b>	<b>...</b>	<b>7.9</b>	<b>...</b>	<b>37.1</b>	<b>...</b>

1. These represent the remaining four NAICS based bus industries.

**Table 8 Revenue by region - 2005**

	Canada	Atlantic	Quebec	Ontario	Prairies <sup>1</sup>	B.C.
	thousands of dollars					
<b>Revenue</b>						
Urban transit services	2,256,637	37,540	556,925	1,096,722	243,935	321,515
Commuter services	281,670	x	42,616	218,884	2,992	x
Urban transit services for persons with disabilities or seniors	82,197	2,489	20,798	36,995	17,386	4,528
Scheduled intercity services	393,064	16,579	62,151	118,573	130,052	65,709
School bus services	1,326,876	29,494	448,606	618,013	181,061	38,032
School bus charter services	95,770	F	22,788	50,668	x	5,973
Motor coach charter services	376,359	16,782	87,158	103,022	120,947	48,393
Local sightseeing services	26,064	3,989	3,259	3,520	189	15,108
Shuttle services	62,909	472 <sup>E</sup>	1,624 <sup>E</sup>	55,198	2,376	3,059
Bus parcel express	108,034	3,255	6,281	8,447	x	x
Other passenger bus services	59,134	1,244	20,334 <sup>E</sup>	26,997	8,472	2,087
Other operating revenues and operating subsidies	2,278,399	39,521	725,730	774,372	291,989	446,788
<b>Total operating revenue</b>	<b>7,347,113</b>	<b>154,095</b>	<b>1,998,269</b>	<b>3,111,410</b>	<b>1,073,682</b>	<b>997,750</b>
Capital subsidies	1,217,320	...	...	...	...	...
Other non-operating revenues	73,048	...	...	...	...	...
<b>Total non-operating revenue</b>	<b>1,290,368</b>	...	...	...	...	...
<b>Total revenue</b>	<b>8,637,481</b>	...	...	...	...	...

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

**Table 9 Expenses by region, 2004 and 2005**

	Canada	Atlantic	Quebec	Ontario	Prairies <sup>1</sup>	B.C.
	thousands of dollars					
<b>Expenses</b>						
<b>2005</b>						
Human resource expenses	4,274,571	81,242	1,126,679	1,942,716	617,387	506,547
Vehicle energy expenses	681,303	20,900	171,388	301,586	112,453	74,977
Vehicle maintenance expenses	521,330	15,874	123,164	243,348	83,411	55,534
Other operating expenses	975,670	21,622	247,173	365,072	205,168	136,636
<b>Sub total</b>	<b>6,452,874</b>	<b>139,638</b>	<b>1,668,404</b>	<b>2,852,721</b>	<b>1,018,418</b>	<b>773,693</b>
Depreciation	571,286	...	...	...	...	...
<b>Total operating expenses</b>	<b>7,024,160</b>	...	...	...	...	...
Interest and other	317,199	...	...	...	...	...
<b>Total expenses</b>	<b>7,341,359</b>	...	...	...	...	...
<b>2004</b>						
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
<b>Sub total</b>	<b>6,153,368</b>	<b>123,604</b>	<b>1,587,016</b>	<b>2,707,400</b>	<b>960,735</b>	<b>774,613</b>
Depreciation	517,192	...	...	...	...	...
<b>Total operating expenses</b>	<b>6,670,561</b>	...	...	...	...	...
Interest and other	276,880	...	...	...	...	...
<b>Total expenses</b>	<b>6,947,441</b>	...	...	...	...	...
	percent					
<b>Change 2005 - 2004</b>						
Human resource expenses	3.7	9.7	4.2	4.5	4.9	-1.9
Vehicle energy expenses	19.7	41.0	17.0	20.6	20.2	16.8
Vehicle maintenance expenses	1.4	15.9	8.9	2.4	4.2	-20.7
Other operating expenses	2.7	2.7	0.6	1.5	3.2	10.1
<b>Sub total</b>	<b>4.9</b>	<b>13.0</b>	<b>5.1</b>	<b>5.4</b>	<b>6.0</b>	<b>-0.1</b>
Depreciation	10.5	...	...	...	...	...
<b>Total operating expenses</b>	<b>5.3</b>	...	...	...	...	...
Interest and other	14.6	...	...	...	...	...
<b>Total expenses</b>	<b>5.7</b>	...	...	...	...	...

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

## 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 two 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.

**Table 10 Maintenance cost per kilometre, 2001 to 2005**

	2001	2002	2003	2004	2005
	cents per kilometre				
Motor coaches	0.20	0.21	0.24	0.24	0.25
School buses	0.14	0.15	0.14	0.15	0.16
Urban transit buses	0.30	0.29	0.31	0.31	0.32

## 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
- <sup>P</sup> preliminary
- <sup>r</sup> revised
- X suppressed to meet the confidentiality requirements of the *Statistics Act*
- <sup>E</sup> use with caution
- F too unreliable to be published

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