

# Service Bulletin - Surface and Marine Transport

## The Canadian Passenger Bus and Urban Transit Industries



2006 (Preliminary) and 2005 (Final)

### Highlights

- 2006 marked a strong year for the Canadian passenger bus and urban transit industries as their combined financial performance reached record heights.
- Total revenue for the industries rose 11.3% to a record \$9.6 billion. Leading the way once again was the urban transit industry, which saw its total revenue climb 14.5% to \$6.6 billion. The school and employee bus industry followed suit with a 12.4% gain to \$1.7 billion.
- The strong growth in revenue is in large part due to increased capital contributions from each level of government, which increased 43% to \$1.7 billion in 2006. Other factors contributing to the growth were operational funding, rising fares and a growing number of urban transit passenger trips on buses, commuter trains, streetcars and subways.
- Total expenses increased at a slower pace than its revenue counterpart in 2006, rising 7.8% to \$7.9 billion. Human resource expenses continued to be the main expenditure incurred, accounting for 58.1% of total expenses.
- As a result of the strong growth in revenues, net income rose 31.2% to \$1.7 billion.
- The number of urban transit passenger trips increased 2.2% to 1.6 billion. The increase is the result of several rising demand factors – a growing urban population, traffic congestion caused from road motor vehicles, and the affordability of travel that urban transit provides over private vehicles.
- The industries also made significant capital related investments in 2006, spending a billion dollars on the acquisition of buses and other rolling stock, while more than doubling their spending to \$1.1 billion on other capital expenditures. The urban transit industry carried out the largest overall capital investments, spending a total of \$1.9 billion – a 39% increase over 2005 levels.
- Total Employment rose 5.5% to a little over 94,000 in 2006. The average employee in the five bus industries also found themselves to have a little more income in 2006, as the average expenditure per employee rose to \$48,601 from \$47,754 the year before.

### 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

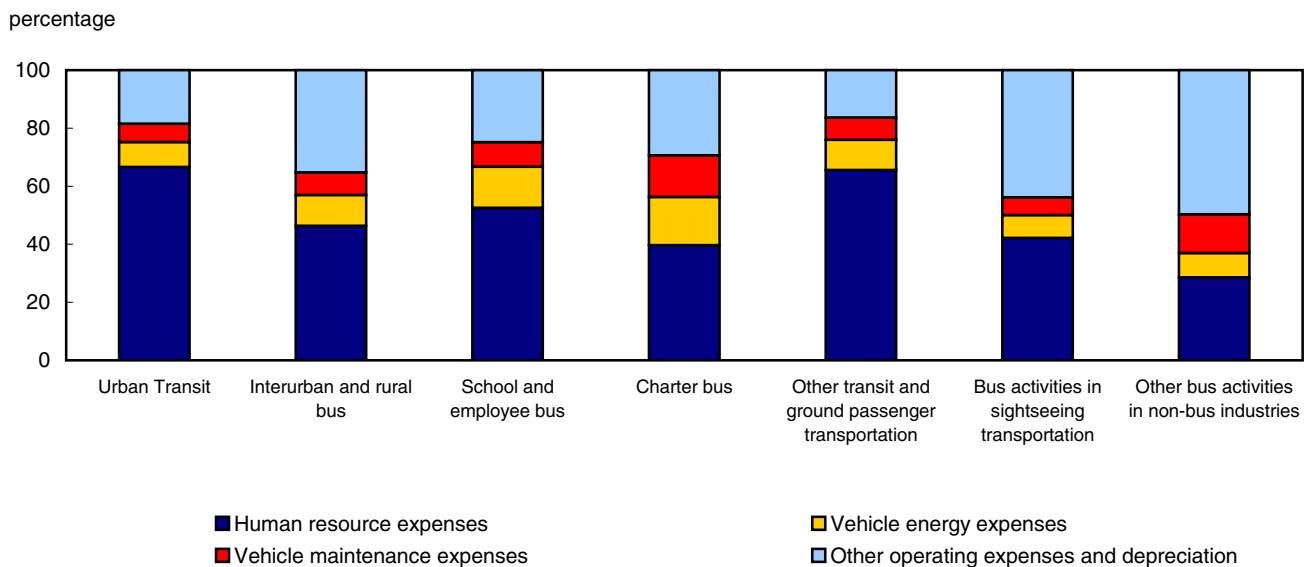
The Canadian passenger bus and urban transit industries saw their combined financial performance reach record heights in 2006. Leading the way once again was the urban transit industry, which saw its total revenue climb 14.5% to \$6.6 billion. The school and employee bus industry continued its runner up role with a 12.4% rise to \$1.7 billion. The combined impact of these two industries pushed total revenue up 11.3% to a record \$9.6 billion.

The strong growth in revenue is the by-product of increased operating and capital contributions from each level of government, rising fares, and a growing number of urban transit passenger trips on buses, commuter trains, streetcars and subways.

Of these factors, capital funding from federal, provincial/territorial and municipal governments had the largest impact on total revenue as funding increased 43% to \$1.7 billion. This amount was almost one fifth of the revenue of the five bus industries.

In contrast to the strong rise in revenue, expenses increased at a slower pace for the year, rising 7.8% to \$7.9 billion. Within the five bus industries, human resource expenses continued to be the main expenditure incurred, comprising 58.9% of total expenses, though this figure varied across the industries. The reasons for the variation could be due to the contracting out of employment services, as well as incorporating different operating procedures and varying compensation levels. Chart 1 below illustrates the variation of the major types of expenses across the bus industries.

**Chart 1**  
Proportion of total operating expenses by industry



As a result of the strong growth in revenue over expenses, overall net income increased 31.2% to \$1.7 billion.

The financial performance of the passenger bus and urban transit industries can also be examined by looking at the overall operating ratio of the industries. This ratio allows for the comparison of operating expenses as a percentage of operating revenue, excluding operating subsidies. The ratio is also commonly used in examining industries that require a large amount of revenue for their operations. For the year, the operating ratio rose to 1.38 from 1.35 in 2005. Thus, for every \$1 earned in 2006, the industries spent \$1.38 in order to cover costs related to overhead, maintaining or expanding operations, and/or paying off debts. The rise marks the first time an increase has occurred since 2003.

The increase in the operating ratio is in large part due to the rise in total operating expenses incurred by the urban transit industry, which rose 9.4% to \$4.9 billion, while total operating revenue, excluding operating subsidies, rose 6% to \$2.7 billion. As a result, the operating ratio for the industry increased to 1.83 in 2006 from 1.77 in 2005.

Within the urban transit industry, the number of passenger trips taken by commuters can also be used, albeit in an indirect manner, as a means to examine financial performance. This is because of its ability to provide strong indications of both industry usage and viability, which ultimately affects financial performance. For the year, passenger trips rose 2.2% to 1.6 billion trips. This increase is the result of rising demand factors, such as a growing urban population, traffic congestion caused from road motor vehicles, and the affordability of travel that urban transit provides more easily over private vehicles.

In examining the performance measures, two encouraging signs can be observed. First, despite increased operating costs, operating revenue, excluding operating subsidies, continues to rise. Secondly, the number of urban transit passenger trips also continues to rise, effectively signalling the importance of urban transit systems in providing the necessary capacity and service levels to move passengers in major urban areas and in peak time periods.

### **Capital investment**

The Canadian passenger bus and urban transit industries made significant capital related investments in 2006, spending a little over one billion dollars on the acquisition of buses and other rolling stock, a slight drop from the previous year, while more than doubling their spending to \$1.1 billion on other capital expenditures. The increase in investments is mainly the result of receiving larger capital subsidies from various levels of government.

As shown in Table 3, the urban transit industry continued to make the largest capital investments, spending a total of \$1.9 billion – a 39% increase over 2005 levels. The majority of the purchases centred on other capital expenditures, which increased to \$1.1 billion and was more than twice the amount spent in 2005.

### **Employment**

Employment in the five bus industries, based on full-time equivalents, rose 5.6% to a little over 93,000 in 2006. As shown in Table 4, the growth in employment is attributed solely to the school and employee bus industry as the remaining four industries each experienced small declines. For the year, employment in the school and employee bus industry grew by 18.1% to a little over 37,000.

Within the five bus industries, the urban transit industry continued to be the largest employer in 2006, employing almost half of the workforce. The school and employee bus industry followed closely behind at 39.7%.

The average employee also found themselves to have a little more income in 2006 as the average expenditure in the five bus industries rose to \$48,601 from \$47,754 the year before. With the exception of the school and employee bus industry, which saw a 6.1% drop, the remaining four bus industries each saw a rise in their average employee expenditures. The interurban and rural bus industry led the way with a 20.5% gain, followed by the urban transit industry at 7.2%.

### **The fleet**

In 2006, the number of revenue generating vehicles in the combined fleet of the five bus industries in Canada rose by 5.5% to 60,900. Although less than the registered number of buses in the country, this number precludes buses owned by private organizations or companies who move people and goods for private purposes (e.g., churches).

As presented in Table 5, the distribution of the fleet varies across bus industries. The school and employee bus industry accounted for the vast majority of the fleet at 61.6%, while the urban transit industry followed with 26.1%. These two industries also saw an increase in fleet for each of their core business lines. For the school and employee bus industry, the number of school buses increased 9.5% to a little over 35,000, while the number of urban transit buses increased 3.3% to over 13,000 for the urban transit industry.

### Fuel used for rolling stock

In 2006, the five bus industries consumed increasing amounts of diesel fuel as a means to power their fleet.

For the year, diesel fuel increased 4.0% to 797.7 million litres and continued to be the primary source of energy used. The urban transit and school and employee bus industries were the primary consumers of the fuel, accounting for 53.3% and 28.6% of its total consumption, respectively. The urban transit industry also accounted for virtually all of the electricity consumption for the year, which grew 1.3% to 805.6 million kilowatts. Table 6 presents a detailed breakdown of energy consumption by industry type.

The growth in energy consumption is likely attributable to an increase in the number of fleet operated by the industries, which itself is likely due to increased demand for services.

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

From a provincial and geographic regional perspective, the operating revenue and expenses of the passenger bus and urban transit industries varied considerably in 2006.

On the operating revenue side, the majority of the revenue was generated in the urban transit industries; specifically, in the provinces of Ontario and Quebec as shown in Table 7. Ontario accounted for 46.2% of the operating revenue, while Quebec accounted for 24.9%. To gauge the magnitude of the size of the revenue share of these two provinces, consider that their combined operating revenue in the urban transit industries is almost 1.2 times the total operating revenue of the other bus and non-bus industries.

From an activity and regional basis, as highlighted in Table 8, the majority of the operating revenue resulted from activities related to urban transit and school bus services. For urban transit services, Ontario accounted for 48.6% of the revenue, while Quebec and British Columbia accounted for 24.1% and 13.8%, respectively. For school bus services, Ontario and Quebec again comprised the majority of the revenue, combining for 81.8%, while the Prairies rounded out the top three at 13.4%.

On the operating expenditure side, human resource expenses remained the major expense item within the industries, accounting for 60.3% of total operating expenses. As shown in Table 9, human resource expenses rose across every region in 2006, with the largest increases occurring in British Columbia and the Prairies, with gains of 13.5% and 9.1%, respectively.

### Maintenance cost by vehicle type

Vehicle maintenance expenses also rose across all regions in 2006. As illustrated in Table 9, British Columbia and the Prairies incurred the largest gains at 16.1% and 11.8%, respectively.

Maintenance expenditures for buses, regardless of model type, vehicle lengths and passenger carrying capacities, typically involve vehicle parts, shop supplies, tires, tubes, and purchased repairs. Direct labour costs incurred by respondents are excluded from these expenditures, although labour costs stemming from repairs by a third party are included.

Vehicle maintenance expenditures can also be examined on a cost per kilometre basis for the three main bus types – motor coaches, school buses and urban transit buses. As shown in Table 10, the maintenance cost per kilometre, regardless of model variations, for motor coaches and urban transit buses rose by a cent in 2006 to \$0.26 and \$0.33, respectively, while the cost for school buses decreased by a cent to \$0.15. Despite the year-over-year variations, the growth in costs for the three bus types has been moderate over the last four years. During this time, maintenance costs for motor coaches and urban transit buses have increased two cents per kilometre, while school buses have increased only one cent.

A number of factors contribute to the disparity between the maintenance costs for the three bus types. For urban transit buses, the higher cost is primarily the result of significant stop and go driving, which is hard on consumable

parts, such as brakes. Motor coaches, for their part, tend to do more highway driving, which has less stop and go traffic. However, these vehicles often contain technologically advanced equipment which may cost more to maintain than other bus types. School buses may also exhibit a significant degree of stop and go driving, depending on the route and the collection and drop off to students, but the design of these buses may contribute to the lower maintenance costs.

## Statistical Tables

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

	Companies	Total revenue	Total expenses	Net income
	number	thousands of dollars		
<b>2006</b>				
<b>Bus industries</b>				
Urban transit	67	6,637,980	5,109,354	1,528,626
Interurban and rural bus	19	589,358	569,576	19,781
School and employee bus	955	1,663,149	1,497,922	165,227
Charter bus	136	400,846	360,131	40,714
Other transit and ground passenger transportation	194	168,629	160,149	8,479
<b>Sub total</b>	<b>1,371</b>	<b>9,459,960</b>	<b>7,697,133</b>	<b>1,762,827</b>
<b>Bus activity in non bus industries</b>				
Sightseeing	34	26,338	x	x
Other	8	124,205	x	x
<b>Sub total</b>	<b>42</b>	<b>150,543</b>	<b>204,333</b>	<b>-53,790</b>
<b>Grand total</b>	<b>1,413</b>	<b>9,610,503</b>	<b>7,901,466</b>	<b>1,709,037</b>
<b>2005</b>				
<b>Bus industries</b>				
Urban transit	71	5,799,023	4,735,848	1,063,175
Interurban and rural bus	25	595,133	583,651	11,482
School and employee bus	883	1,479,679	1,324,967	154,712
Charter bus	131	378,518	359,785	18,733
Other transit and ground passenger transportation	202	171,377	161,420	9,957
<b>Sub total</b>	<b>1,313</b>	<b>8,423,730</b>	<b>7,165,671</b>	<b>1,258,059</b>
<b>Bus activity in non bus industries</b>				
Sightseeing	31	26,746	x	x
Other	11	180,792	x	x
<b>Sub total</b>	<b>42</b>	<b>207,538</b>	<b>162,926</b>	<b>44,612</b>
<b>Grand total</b>	<b>1,355</b>	<b>8,631,268</b>	<b>7,328,597</b>	<b>1,302,671</b>
percentage				
<b>Change 2006/2005</b>				
<b>Bus industries</b>				
Urban transit	-5.6	14.5	7.9	43.8
Interurban and rural bus	-24.0	-1.0	-2.4	72.3
School and employee bus	8.2	12.4	13.1	6.8
Charter bus	3.8	5.9	0.1	117.3
Other transit and ground passenger transportation	-4.0	-1.6	-0.8	-14.8
<b>Sub total</b>	<b>4.4</b>	<b>12.3</b>	<b>7.4</b>	<b>40.1</b>
<b>Bus activity in non bus industries</b>				
Sightseeing	9.7	-1.5	x	x
Other	-27.3	-31.3	x	x
<b>Sub total</b>	<b>0.0</b>	<b>-27.5</b>	<b>25.4</b>	<b>-220.6</b>
<b>Grand total</b>	<b>4.3</b>	<b>11.3</b>	<b>7.8</b>	<b>31.2</b>

**Note(s):** North American Industry Classification System.

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

	2005	2006	Difference	Change
	thousands of dollars			percentage
<b>Revenues</b>				
Urban transit services	2,253,426	2,356,270	102,844	4.6
Commuter services	282,015	297,594	15,579	5.5
Urban transit services for persons with disabilities or seniors	82,290	85,752	3,462	4.2
Scheduled intercity services	393,531	390,712	-2,819	-0.7
School bus services	1,326,012	1,427,738	101,726	7.7
School bus charter services	94,574	146,730	52,156	55.1
Motor coach charter services	375,649	386,500	10,851	2.9
Local sightseeing services	25,366	34,318	8,952	35.3
Shuttle services	62,741	36,904	-25,837	-41.2
Bus parcel express	107,911	113,320	5,409	5.0
Other passenger bus services	58,482	107,625	49,143	84.0
Other operating revenue	127,859	137,914	10,055	7.9
Operating subsidies	2,151,123	2,259,855	108,732	5.1
<b>Total operating revenue</b>	<b>7,340,979</b>	<b>7,781,233</b>	<b>440,254</b>	<b>6.0</b>
Capital subsidies	1,217,293	1,743,267	525,974	43.2
Other non-operating revenue	72,996	86,003	13,007	17.8
<b>Total non-operating revenue</b>	<b>1,290,289</b>	<b>1,829,270</b>	<b>538,981</b>	<b>41.8</b>
<b>Total revenue</b>	<b>8,631,268</b>	<b>9,610,503</b>	<b>979,235</b>	<b>11.3</b>
<b>Expenses</b>				
Human resource expenses	4,265,583	4,593,097	327,514	7.7
Vehicle energy expenses	680,138	774,432	94,294	13.9
Vehicle maintenance expenses	520,352	557,816	37,464	7.2
Other operating expenses and depreciation	1,545,498	1,686,444	140,946	9.1
<b>Total operating expenses</b>	<b>7,009,962</b>	<b>7,611,789</b>	<b>601,827</b>	<b>8.6</b>
<b>Total expenses</b>	<b>7,328,597</b>	<b>7,901,466</b>	<b>572,869</b>	<b>7.8</b>
<b>Net income</b>	<b>1,302,671</b>	<b>1,709,037</b>	<b>406,366</b>	<b>31.2</b>



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

	Bus industries					Sub total	Bus activity in non bus industries			Grand total
	Urban transit	Interurban and rural bus	School and employee bus	Charter bus	Other transit and ground passenger		Sight-seeing	Other	Sub total	
	number									
Estimate of the number of companies operating in Canada	67	19	955	136	194	1,371	34	8	42	1,413
	thousands of dollars									
<b>Revenue</b>										
Urban transit services	2,306,501	x	14,055	x	0	2,345,926	x	x	10,344	2,356,270
Commuter services	250,205	0	F	2,480	0	x	0	x	x	297,594
Urban transit services for persons with disabilities or seniors	18,666	x	24,453	0	39,412	x	0	x	x	85,752
Scheduled intercity services	x	355,051	x	28,781	x	390,712	0	0	0	390,712
School bus services	x	33,179	1,364,307	19,625	5,577	x	x	0	x	1,427,738
School bus charter services	753	x	130,870	F	x	x	x	0	x	146,730
Motor coach charter services	3,362	47,845	37,788	279,048	17,451	385,494	x	x	1,006	386,500
Local sightseeing services	317	x	2,972	3,574	x	13,296	x	x	21,022	34,318
Shuttle services	x	x	808	1,539	33,450	36,904	0	0	0	36,904
Bus parcel express	x	110,462	1,537	881	x	113,320	0	0	0	113,320
Other passenger bus services	x	x	46,001 <sup>E</sup>	37,840	13,331	105,013	2,488	125	2,612	107,625
Other operating revenue	104,770	5,319	18,943	6,775	706	136,514	722	678	1,400	137,914
Operating subsidies	2,134,832	x	F	x	50,917	2,190,477	x	x	69,379	2,259,855
<b>Total operating revenue</b>	<b>4,832,311</b>	<b>584,951</b>	<b>1,650,177</b>	<b>398,647</b>	<b>165,846</b>	<b>7,631,932</b>	<b>26,317</b>	<b>122,984</b>	<b>149,301</b>	<b>7,781,233</b>
Capital subsidies	1,737,617	x	x	0	2,050	1,742,047	x	x	1,220	1,743,267
Other non-operating revenue	68,051	x	x	2,199	733	85,982	x	x	22	86,003
<b>Total non-operating revenue</b>	<b>1,805,668</b>	<b>4,406</b>	<b>12,972</b>	<b>2,199</b>	<b>2,783</b>	<b>1,828,028</b>	<b>21</b>	<b>1,221</b>	<b>1,242</b>	<b>1,829,270</b>
<b>Total revenue</b>	<b>6,637,980</b>	<b>589,358</b>	<b>1,663,149</b>	<b>400,846</b>	<b>168,629</b>	<b>9,459,960</b>	<b>26,338</b>	<b>124,205</b>	<b>150,543</b>	<b>9,610,503</b>
<b>Expenses</b>										
Human resource expenses	3,291,429	259,333	746,471	132,800	103,385	4,533,418	10,102	49,578	59,679	4,593,097
Vehicle energy expenses	424,591	59,344	201,888	55,718	16,465	758,006	1,878	14,549	16,426	774,432
Vehicle maintenance expenses	309,852	43,364	119,807	48,120	12,120	533,263	1,467	23,086	24,553	557,816
Other operating expenses and depreciation	914,548	197,488	353,484	98,393	25,766	1,589,678	10,505	86,261	96,765	1,686,444
<b>Total operating expenses</b>	<b>4,940,420</b>	<b>559,528</b>	<b>1,421,649</b>	<b>335,031</b>	<b>157,737</b>	<b>7,414,365</b>	<b>23,951</b>	<b>173,473</b>	<b>197,424</b>	<b>7,611,789</b>
Interest and other	168,934	10,048	76,273	25,100	2,413	282,768	x	x	6,909	289,677
<b>Total expenses</b>	<b>5,109,354</b>	<b>569,576</b>	<b>1,497,922</b>	<b>360,131</b>	<b>160,149</b>	<b>7,697,133</b>	<b>x</b>	<b>x</b>	<b>204,333</b>	<b>7,901,466</b>
<b>Net income</b>	<b>1,528,626</b>	<b>19,781</b>	<b>165,227</b>	<b>40,714</b>	<b>8,479</b>	<b>1,762,827</b>	<b>x</b>	<b>x</b>	<b>-53,790</b>	<b>1,709,037</b>

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

	Bus industries					Bus activity in non bus industries			Grand total	
	Urban transit	Interurban and rural bus	School and employee bus	Charter bus	Other transit and ground passenger	Sub total	Sight-seeing	Other		Sub total
thousands of dollars										
<b>2006</b>										
Purchase of buses and other rolling stock	835,073	22,085	184,685 <sup>E</sup>	15,292	5,436	1,062,571	544	2,735	3,279	1,065,850
Other capital expenditures	1,105,312	7,179	3,960	572	525	1,117,548	5	0	5	1,117,553
<b>Total</b>	<b>1,940,385</b>	<b>29,264</b>	<b>188,644</b>	<b>15,864</b>	<b>5,961</b>	<b>2,180,118</b>	<b>549</b>	<b>2,735</b>	<b>3,284</b>	<b>2,183,402</b>
<b>2005</b>										
Purchase of buses and other rolling stock	864,529	x	141,778	x	6,622	1,083,569	x	x	53,956	1,137,525
Other capital expenditures	528,858	x	6,888	x	822	540,454	x	x	221,188	761,643
<b>Total</b>	<b>1,393,387</b>	<b>13,017</b>	<b>148,665</b>	<b>61,511</b>	<b>7,443</b>	<b>1,624,023</b>	<b>1,654</b>	<b>273,491</b>	<b>275,145</b>	<b>1,899,168</b>
percent										
<b>Change 2006/2005</b>										
Purchase of buses and other rolling stock	-3.4	x	30.3	x	-17.9	-1.9	x	x	-93.9	-6.3
Other capital expenditures	109.0	x	-42.5	x	-36.1	106.8	x	x	-100.0	46.7
<b>Total</b>	<b>39.3</b>	<b>124.8</b>	<b>26.9</b>	<b>-74.2</b>	<b>-19.9</b>	<b>34.2</b>	<b>-66.8</b>	<b>-99.0</b>	<b>-98.8</b>	<b>15.0</b>

**Note(s):** The information presented in the table is based solely on responses from respondents. As the information provided can vary considerably from one year to the next, there is no basis for imputation measures for these respondents. As such, 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**

	Bus industries					Bus activity in non bus industries			Grand total	
	Urban transit	Interurban and rural bus	School and employee bus	Charter bus	Other transit and ground passenger	Sub total	Sight-seeing	Other		Sub total
	number									
<b>Full-time equivalents 2006</b>										
Drivers	24,379	3,048	32,299	2,715	1,967	64,408	230	542	772	65,180
Mechanics	3,382	263	1,962	275	72	5,954	24	67	91	6,044
Other employees	17,528	1,412	2,793	604	580	22,917	138	125	262	23,180
<b>Total employees</b>	<b>45,289</b>	<b>4,722</b>	<b>37,054</b>	<b>3,594</b>	<b>2,619</b>	<b>93,279</b>	<b>391</b>	<b>734</b>	<b>1,125</b>	<b>94,404</b>
	thousands of dollars									
<b>Total compensation</b>	<b>3,291,429</b>	<b>259,333</b>	<b>746,471</b>	<b>132,800</b>	<b>103,385</b>	<b>4,533,418</b>	<b>10,102</b>	<b>49,578</b>	<b>59,679</b>	<b>4,593,097</b>
	dollars									
Average expenditure per employee	72,675	54,914	20,145	36,948	39,480	48,601	25,817	67,567	53,047	48,654
	number									
<b>Full-time equivalents 2005</b>										
Drivers	24,542	3,443	27,861	2,683	2,099	60,628	293	569	862	61,489
Mechanics	3,305	352	1,324	309	55	5,345	30	40	70	5,415
Other employees	17,486	1,495	2,177	693	478	22,329	116	133	249	22,578
<b>Total employees</b>	<b>45,333</b>	<b>5,290</b>	<b>31,362</b>	<b>3,685</b>	<b>2,632</b>	<b>88,302</b>	<b>438</b>	<b>742</b>	<b>1,180</b>	<b>89,482</b>
	thousands of dollars									
<b>Total compensation</b>	<b>3,073,044</b>	<b>240,984</b>	<b>672,662</b>	<b>128,699</b>	<b>101,410</b>	<b>4,216,799</b>	<b>10,961</b>	<b>37,823</b>	<b>48,784</b>	<b>4,265,583</b>
	dollars									
Average expenditure per employee	67,789	45,559	21,448	34,922	38,524	47,754	25,010	50,974	41,333	47,670
	percent									
<b>Change 2006/2005</b>										
Drivers	-0.7	-11.5	15.9	1.2	-6.3	6.2	-21.5	-4.7	-10.4	6.0
Mechanics	2.3	-25.3	48.2	-11.0	30.9	11.4	-20.0	67.5	30.0	11.6
Other employees	0.2	-5.6	28.3	-12.8	21.3	2.6	19.0	-6.0	5.2	2.7
<b>Total employees</b>	<b>-0.1</b>	<b>-10.7</b>	<b>18.1</b>	<b>-2.5</b>	<b>-0.5</b>	<b>5.6</b>	<b>-10.7</b>	<b>-1.1</b>	<b>-4.7</b>	<b>5.5</b>
<b>Total compensation</b>	<b>7.1</b>	<b>7.6</b>	<b>11.0</b>	<b>3.2</b>	<b>1.9</b>	<b>7.5</b>	<b>-7.8</b>	<b>31.1</b>	<b>22.3</b>	<b>7.7</b>
Average expenditure per employee	7.2	20.5	-6.1	5.8	2.5	1.8	3.2	32.6	28.3	2.1

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

	Bus industries					Bus activity in non bus industries			Grand total	
	Urban transit	Interurban and rural bus	School and employee bus	Charter bus	Other transit and ground passenger	Sub total	Sight-seeing	Other		Sub total
number										
<b>2006</b>										
Motor coaches	21	2,333	446	1,567	134 <sup>E</sup>	4,501	39	0	39	4,540
School buses	x	x	35,092	544 <sup>E</sup>	275	36,560	7	0	7	36,568
Urban transit buses	13,184	149	152	69	317	13,871	x	x	487	14,358
Other rolling stock	x	x	1,843	274	1,042	5,967	x	x	441	6,408
<b>Total</b>	<b>15,871</b>	<b>3,274</b>	<b>37,533</b>	<b>2,454</b>	<b>1,768</b>	<b>60,900</b>	<b>235</b>	<b>738</b>	<b>973</b>	<b>61,874</b>
<b>2005</b>										
Motor coaches	18	2,520	450	1,388	113	4,490	140	0	140	4,629
School buses	51	x	32,061	866	x	33,865	x	0	x	33,877
Urban transit buses	12,764	x	169	117	x	13,380	0	x	x	13,709
Other rolling stock	3,028	121	1,622	241	972	5,984	x	x	268	6,252
<b>Total</b>	<b>15,861</b>	<b>3,246</b>	<b>34,303</b>	<b>2,613</b>	<b>1,696</b>	<b>57,719</b>	<b>198</b>	<b>551</b>	<b>749</b>	<b>58,468</b>
percent										
<b>Change 2006/2005</b>										
Motor coaches	16.7	-7.4	-0.9	12.9	18.6	0.2	-72.1	...	-72.1	-1.9
School buses	x	x	9.5	-37.2	x	8.0	x	...	x	7.9
Urban transit buses	3.3	x	-10.1	-41.0	x	3.7	x	x	x	4.7
Other rolling stock	x	x	13.6	13.7	7.2	-0.3	x	x	x	64.6
<b>Total</b>	<b>0.1</b>	<b>0.9</b>	<b>9.4</b>	<b>-6.1</b>	<b>4.2</b>	<b>5.5</b>	<b>18.7</b>	<b>33.9</b>	<b>29.9</b>	<b>5.8</b>

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

	Bus industries					Bus activity in non bus industries			Grand total	
	Urban transit	Interurban and rural bus	School and employee bus	Charter bus	Other transit and ground passenger	Sub total	Sight-seeing	Other		Sub total
thousands										
<b>2006</b>										
Diesel, litres	425,259	70,488	228,347	59,477	14,155	797,726	859	14,126	14,985	812,711
Gasoline, litres	424	x	F	925	2,767	F	349	0	349	F
Other fuels, litres	64,792	0	F	x	3,030	73,157	420	0	420	73,577
Electricity, kilowatts	805,605	0	x	0	0	x	0	x	x	827,894
<b>2005</b>										
Diesel, litres	409,248	75,612	211,258	58,543	12,299	766,960	1,712	15,087	16,800	783,760
Gasoline, litres	x	x	4,697	827 <sup>E</sup>	3,547 <sup>E</sup>	9,944	109	0	109	10,052
Other fuels, litres	24,978	0	F	F	4,726	x	x	0	x	32,622
Electricity, kilowatts	795,220	0	0	0	0	795,220	0	x	x	x
percent										
<b>Change 2006/2005</b>										
Diesel	3.9	-6.8	8.1	1.6	15.1	4.0	-49.8	-6.4	-10.8	3.7
Gasoline	x	x	F	11.9	-22.0	F	220.2	...	220.2	F
Other fuels	159.4	...	F	x	-35.9	x	x	...	x	125.5
Electricity	1.3	...	x	...	...	x	...	x	x	x

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

	Urban transit	Other bus industries <sup>1</sup>	Bus activities in non-bus industries
thousands of dollars			
<b>2006</b>			
Newfoundland and Labrador	12,746	24,925	x
Prince Edward Island	0	681	x
Nova Scotia	47,652	37,278	x
New Brunswick	15,708	15,895	0
Quebec	1,204,331	740,056	96,871
Ontario	2,230,261	1,174,717	3,838
Manitoba	86,794	57,597	x
Saskatchewan	42,169	63,021	x
Alberta	448,017	458,390	x
British Columbia	744,634	218,603	33,278
Yukon Territory	0	x	x
Northwest Territories	0	2,818	x
Nunavut	0	0	0
United States and Mexico	0	x	0
<b>Grand total</b>	<b>4,832,311</b>	<b>2,799,621</b>	<b>149,301</b>
<b>2005</b>			
Newfoundland and Labrador	11,504	22,640	x
Prince Edward Island	0	685	x
Nova Scotia	49,168	33,722	x
New Brunswick	14,530	13,874	0
Quebec	1,171,379	701,563	120,917
Ontario	2,050,079	1,053,197	5,022
Manitoba	81,167	56,627	0
Saskatchewan	39,692	69,731	x
Alberta	405,430	428,294	2,565
British Columbia	706,117	215,070	67,864
Yukon Territory	0	x	x
Northwest Territories	1,120	3,913	x
Nunavut	0	0	0
United States and Mexico	0	x	0
<b>Grand total</b>	<b>4,530,185</b>	<b>2,604,494</b>	<b>206,299</b>
percent			
<b>Change 2006/2005</b>			
Newfoundland and Labrador	10.8	10.1	x
Prince Edward Island	...	-0.6	x
Nova Scotia	-3.1	10.5	x
New Brunswick	8.1	14.6	...
Quebec	2.8	5.5	-19.9
Ontario	8.8	11.5	-23.6
Manitoba	6.9	1.7	x
Saskatchewan	6.2	-9.6	x
Alberta	10.5	7.0	x
British Columbia	5.5	1.6	-51.0
Yukon Territory	...	x	x
Northwest Territories	-100.0	-28.0	x
Nunavut	...	...	...
United States and Mexico	...	x	...
<b>Grand total</b>	<b>6.7</b>	<b>7.5</b>	<b>-27.6</b>

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

**Table 8**  
**Canadian passenger bus and urban transit industries, revenue and expenses, by selected provinces and regions, 2006**

	Canada	Atlantic Provinces	Quebec	Ontario	Prairie Provinces <sup>1</sup>	British Columbia
	thousands of dollars					
<b>Revenue</b>						
Urban transit services	2,356,270	40,129	566,775	1,146,223	278,542	324,600
Commuter services	297,594	621	x	x	2,154	x
Urban transit services for persons with disabilities or seniors	85,752	2,666	23,025	36,280	16,840	6,941
Scheduled intercity services	390,712	17,291	63,128	123,827	118,930	67,536
School bus services	1,427,738	38,057	457,502	710,514	191,398	30,267
School bus charter services	146,730	1,353	44,087	76,889	21,256	3,144
Motor coach charter services	386,500	12,065	75,079	107,866	125,399	66,091
Local sightseeing services	34,318	2,653	5,269	10,861	4,447	11,088
Shuttle services	36,904	1,286	x	27,064	x	3,024
Bus parcel express	113,320	3,177	7,355	x	x	x
Other passenger bus services	107,625	4,150	44,020 <sup>E</sup>	39,632	17,905	1,918
Other operating revenues and operating subsidies	2,397,769	41,678	705,082	887,858	326,052	437,100
<b>Total operating revenue</b>	<b>7,781,233</b>	<b>165,125</b>	<b>2,041,257</b>	<b>3,410,084</b>	<b>1,168,252</b>	<b>996,515</b>
Capital subsidies	1,743,267	.	.	.	.	.
Other non-operating revenues	86,003	.	.	.	.	.
<b>Total non-operating revenue</b>	<b>1,829,270</b>	.	.	.	.	.
<b>Total revenue</b>	<b>9,610,503</b>	.	.	.	.	.

1. Yukon Territory, Northwest Territories and Nunavut are combined with the Prairie Provinces.

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

	Canada	Atlantic Provinces	Quebec	Ontario	Prairie Provinces <sup>1</sup>	British Columbia
thousands of dollars						
<b>2006</b>						
Human resource expenses	4,593,097	85,117	1,168,373	2,097,996	674,239	567,373
Vehicle energy expenses	774,432	23,026	190,150	348,998	128,074	84,184
Vehicle maintenance expenses	557,816	16,454	128,677	255,969	93,005	63,711
Other operating expenses	1,099,165	17,680	307,557	398,167	199,596	176,165
<b>Sub total</b>	<b>7,024,510</b>	<b>142,277</b>	<b>1,794,757</b>	<b>3,101,130</b>	<b>1,094,913</b>	<b>891,434</b>
Depreciation	587,279	.	.	.	.	.
<b>Total operating expenses</b>	<b>7,611,789</b>	.	.	.	.	.
Interest and other	289,677	.	.	.	.	.
<b>Total expenses</b>	<b>7,901,466</b>	.	.	.	.	.
<b>2005</b>						
Human resource expenses	4,265,583	81,187	1,124,890	1,941,617	617,802	500,087
Vehicle energy expenses	680,138	20,970	171,363	301,457	112,438	73,909
Vehicle maintenance expenses	520,352	15,843	123,212	243,252	83,172	54,873
Other operating expenses	974,391	21,674	246,462	364,897	205,234	136,124
<b>Sub total</b>	<b>6,440,464</b>	<b>139,675</b>	<b>1,665,928</b>	<b>2,851,222</b>	<b>1,018,646</b>	<b>764,993</b>
Depreciation	571,106	.	.	.	.	.
<b>Total operating expenses</b>	<b>7,009,962</b>	.	.	.	.	.
Interest and other	317,026	.	.	.	.	.
<b>Total expenses</b>	<b>7,328,597</b>	.	.	.	.	.
percent						
<b>Change 2006/2005</b>						
Human resource expenses	7.7	4.8	3.9	8.1	9.1	13.5
Vehicle energy expenses	13.9	9.8	11.0	15.8	13.9	13.9
Vehicle maintenance expenses	7.2	3.9	4.4	5.2	11.8	16.1
Other operating expenses	12.8	-18.4	24.8	9.1	-2.7	29.4
<b>Sub total</b>	<b>9.1</b>	<b>1.9</b>	<b>7.7</b>	<b>8.8</b>	<b>7.5</b>	<b>16.5</b>
Depreciation	2.8	.	.	.	.	.
<b>Total operating expenses</b>	<b>8.6</b>	.	.	.	.	.
Interest and other	-8.6	.	.	.	.	.
<b>Total expenses</b>	<b>7.8</b>	.	.	.	.	.

1. Yukon Territory, Northwest Territories and Nunavut are combined with the Prairie Provinces.

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

	2005	2006
dollars per kilometers		
Motor coaches	0.25	0.26
School buses	0.16	0.15
Urban transit buses	0.32	0.33



## 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 2006 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 revenue (Coefficient of variation)
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

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