

Service Bulletin - Surface and Marine Transport

The Canadian Passenger Bus and Urban Transit Industries



2007 (Preliminary) and 2006 (Final)

Highlights

- The financial performance of the Canadian passenger bus and urban transit industries continued its upward trend in 2007, fuelled by strong growth in government operating and capital funding.
- Total revenue for the industries (comprised of five bus industries and bus-related activities in two non-bus industries), rose to \$10.2 billion in 2007, up 6.2% from 2006. Gains were realized in all industries, with the exception of the school and employee bus industry and the category called 'other' under bus activity in non-bus industries.
- Total expenses rose 3.9% to \$8.2 billion in 2007. As a result of the strong growth in revenue in comparison to expenses, net income for the bus and non-bus industries climbed 16.4% to \$2.1 billion.
- Both operating and capital subsidies from various levels of government rose in 2007, with operating subsidies rising to \$2.6 billion in 2007, representing an increase of 13.6%. Capital subsidies also increased by 10.0%, from \$1.7 billion in 2006 to \$1.9 billion in 2007.
- Human resource expenses continued to account for more than 60% of operating expenses for all bus and non-bus industries.
- Ridership levels for companies offering urban transit services increased to 1.7 billion passengers in 2007, up 4.9% from the 2006 level.
- The passenger bus and urban transit industries continued to make significant capital-related investments in 2007, spending more than \$2.4 billion on the purchase of buses and other rolling stock as well as on other capital related expenditures. The largest investments occurred within the urban transit industry, which saw its overall capital expenditures rise by 15.4% to \$2.2 billion. Slightly less than half (48.0%) of the urban transit capital expenditures were spent on rolling stock.
- Total employment in the bus and non-bus industries fell 1.9% in 2007 to 92,819. However, the average expenditure per employee rose by 8.3%, from about \$48,306 to about \$52,322.
- Ontario still accounted for over 44.0% of the total operating revenues of the urban transit industry. Quebec followed at 26.4%.

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

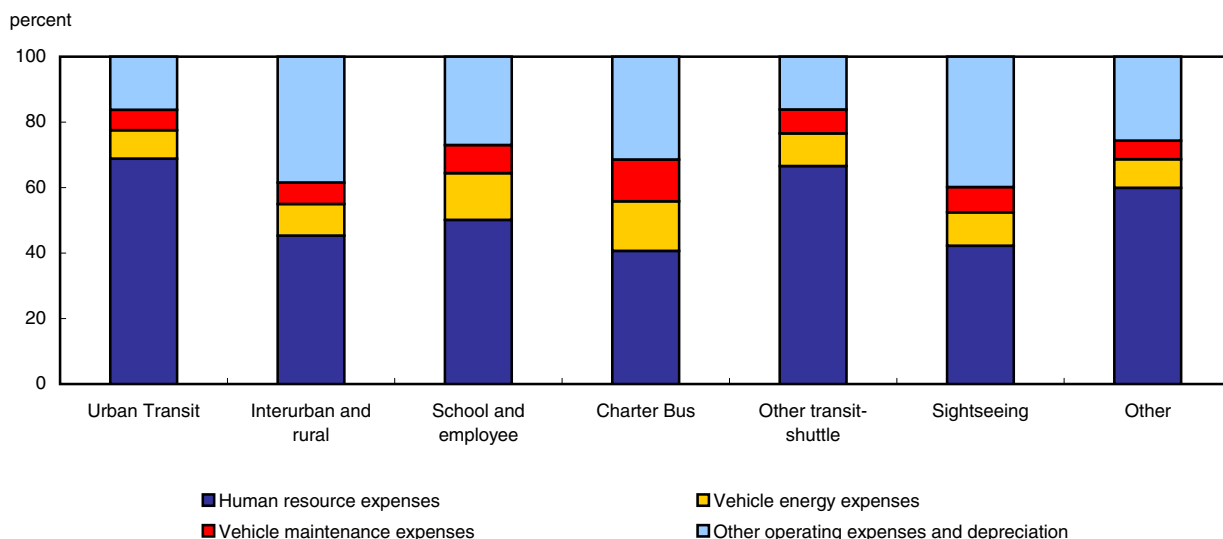
The financial performance of the Canadian passenger bus and urban transit companies, in terms of total revenue, continued its upward trend in 2007. During the year, total revenue rose to \$10.2 billion, up 6.2% from 2006. Gains were realized in all industries, with the exception of the school and employee bus industry and bus activity in the non-bus industry classified as "other".

Overall, the annual growth rate in total expenses lagged behind total revenue in 2007. Total expenses for all the industries rose 3.9% to \$8.2 billion. As a result of the strong growth in total revenue over total expenses, net income for the bus and non-bus industries climbed 16.4% to \$2.1 billion. The higher gain in net income was attributed mainly to two industries: urban transit and other transit and ground passenger transportation (Table 1-1).

The urban transit industry continued to be the dominant industry in 2007, representing 70.2% of the total revenue of all the industries. For 2007, total revenue for the urban transit industry rose 7.9%, to \$7.2 billion in 2007. Of this total, 61.2% came from operating and capital subsidies. The school and employee bus industry followed at a distant second, with 15.7%. The overall increase in total revenue for the urban transit industry may be attributed to a number of factors. These included increases in both operating and capital subsidies from various levels of government, a rise in the number of companies, increased ridership, and increased costs of tickets and transit passes. Of these factors, operating and capital funding from federal, provincial/territorial and municipal governments had the largest impact on total revenue. Despite its heavy reliance on these subsidies, the industry continued to show strength in 2007 as revenues from its transit operations (composed of urban transit, commuter and services for persons with disabilities and seniors) rose 0.7% to \$2.8 billion.

Human resource expenses continued to be the main expense incurred by all bus and non-bus industries, representing 61.7% of total operating expenses in 2007. However, this figure varied between the industries. For example, wages, salaries and benefits in the urban transit industry accounted for 68.8% of its total operating expenses, whereas in the charter bus industry, these expense items covered only 40.6%. Explanations for the variation may be due to the incorporation of different operating procedures and varying compensation levels. A breakdown of the major types of expenses incurred by the industries is provided in Chart 1 below.

Chart 1
Proportion of total operating expenses by industry



Companies offering urban transit services accounted for about 49.1% of the operating revenues (excluding operating subsidies) in 2007. This was followed by companies offering school bus transportation services at 24.0%.

In terms of passengers carried, urban transit service operators carried over 1.7 billion passengers in 2007, a 4.9% increase from 2006.

Capital investment

The Canadian passenger bus and urban transit industries continued to make capital-related investments in 2007 in an effort to acquire and/or upgrade their physical assets. For the year, the industries spent more than \$2.4 billion on the purchase of buses and other rolling stock and other capital related expenditures, up 11.9% over 2006 levels. The distribution of the investments between the two asset types was fairly close, with fleet purchases having a slight edge at 51.1%.

The urban transit industry accounted for 91.7% of total capital expenditures (see Table 3), propelled largely by capital funding from the various levels of government. This industry spent about \$1.1 billion on the acquisition of urban transit buses and other rolling stock while the school bus industry invested just over \$115 million. The other transit-shuttle bus industry spent the least amount on the acquisition of buses and other rolling stock.

Employment

Employment in the bus and non-bus industries, based on the number of full-time equivalents, fell 1.9% in 2007 to 92,819 (see Table 4). More than half (51.1%) of the total employees were employed in the urban transit industry. With the exception of the school and employee bus industry, which fell 12.9%, employment in all other bus industries increased in 2007. The drop in employment for the school bus industry coincides with a decrease in the number of enrolments of primary and secondary school students. For the 2006-2007 school year, enrolment fell by 1.0%.¹

From a compensation perspective, total compensation in the bus and non-bus industries rose 6.3% to \$4.9 billion in 2007. As a result of the increase in compensation, the average expenditure per employee rose to \$48,306, up 8.3% from 2006, although there were variations within the industries. For example, the average expenditure per employee in the urban transit industry was over \$72,000, compared with about \$20,000 in the school and employee bus industry.

The fleet

The number of revenue equipment operated by the five bus industries, edged up 0.8% to 61,492 in 2007. About 59.0% of the fleet belonged to the school and employee bus industry, with the urban transit industry following at a distant second with about 28%. Table 5 shows the distribution of fleet 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).

Fuel used for rolling stock

The five bus industries consumed varying amounts of fuel in 2007 in order to power their fleet. As can be seen in Table 6, diesel fuel continued to be the primary fuel source consumed, rising 7.3% to 858.6 million litres. More than half of the fuel was used by the urban transit industry, which saw its consumption increase by 13.1% to 481.0 million litres.

1. Centre for Education Statistics. Statistics Canada. Special tabulation 1997-2007.

The school and employee bus industry also consumed a sizable quantity of diesel fuel in 2007, though less than half the amount consumed by the urban transit industry. For the year, the school and employee bus industry consumed 226.6 million litres of diesel in 2007, a 2.5% drop from its 2006 level.

Revenues and expenditures by province and by geographic region

In addition to the revenue and expenditure findings at the national level, revenue and expenditures can also be observed at provincial/territorial and geographic region levels. 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.

The urban transit industry generated more revenue than the other bus industries and non-bus industries combined (Table 7). Ontario continued to dominate in both urban transit and other bus industries, with 44.0% and 40.6% of total operating revenues, respectively, for the two industries. This was followed by Quebec, with 26.4% and 25.4%, respectively. Both provinces also saw year-over-year operating revenue increases surrounding the urban transit industries, with Ontario rising 2.5% to \$2.3 billion and Quebec rising 14.9% to \$1.4 billion in 2007.

Table 8 presents operating revenue information by activity and by region. Over 33% of the operating revenue in the regions was generated from urban transit services. Ontario accounted for 48.5% of the operating revenues from urban transit services in 2007, followed by Quebec at 24.6%. These two regions accounted for the majority of the \$2.8 billion in other operating revenues and operating subsidies as well, with Ontario comprising 37.4% and Quebec with 27.7%.

School bus services also accounted for a sizeable portion of the operating revenue within each of the regions, typically ranking as the third largest revenue source. The only exception was British Columbia which saw a stronger reliance on revenues from scheduled intercity and motor coach charter services over school bus services.

Human resource expenditures, which constituted over 60% of total operating expenditures, rose in every region (Table 9). However, there were variations across the regions. The Prairies region saw the largest increase in human resource expenditures at 11.0%, followed by British Columbia and Atlantic at 9.5% and 7.5%, respectively. Both Quebec and Ontario regions grew below the national average of 6.3%.

Maintenance cost by vehicle type

Maintenance expenses decreased to \$556.7 million in 2007, a marginal drop of 0.1% from 2006 (Table 9). From a geographic region perspective, maintenance expenses rose in the Atlantic, Quebec and British Columbia regions, while falling in Ontario and in the Prairies.

Another way in which vehicle maintenance expenditures can be examined involves observing costs on a per kilometre basis for the three main bus types – motor coaches, school buses and urban transit buses. 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 costs include parts, shop supplies, tires, and tubes. Direct labour costs are excluded from the maintenance cost figure, although labour costs stemming from repairs by third parties are included.

As illustrated in Table 10, maintenance costs per kilometre rose from \$0.25 to \$0.26 for motor coaches, remained unchanged at \$0.15 for school buses and fell to \$0.30 from \$0.33 for urban transit buses. Over the five year period from 2003 to 2007, maintenance costs per kilometre for motor coaches and school buses have remained relatively stable. For motor coaches, costs per kilometre have risen by only two cents, while increasing one cent for school buses and even decreasing one cent for urban transit buses.

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		
2007				
Bus industries				
Urban transit	67	7,184,581	5,292,079	1,892,502
Interurban and rural bus	25	664,546	658,736	5,810
School and employee bus	965	1,602,954	1,472,103	130,851
Charter bus	144	499,487	461,005	38,482
Other transit and ground passenger	205	160,082	150,416	9,667
Sub total	1,405	10,111,650	8,034,339	2,077,311
Bus activity in non bus industries				
Sightseeing	31	33,741	x	x
Other	10	86,647	x	x
Sub total	41	120,388	140,166	-19,777
Grand total	1,446	10,232,039	8,174,505	2,057,533
2006				
Bus industries				
Urban transit	66	6,660,028	5,106,819	1,553,210
Interurban and rural bus	21	590,471	570,396	20,076
School and employee bus	937	1,637,199	1,472,377	164,822
Charter bus	135	417,008	376,288	40,721
Other transit and ground passenger	189	150,299	141,808	8,491
Sub total	1,348	9,455,005	7,667,687	1,787,318
Bus activity in non bus industries				
Sightseeing	27	24,632	22,274	2,358
Other	8	158,355	180,181	-21,825
Sub total	35	182,988	202,455	-19,467
Grand total	1,383	9,637,993	7,870,142	1,767,851
percentage				
Change 2007/2006				
Bus industries				
Urban transit	1.5	7.9	3.6	21.8
Interurban and rural bus	19.0	12.5	15.5	-71.1
School and employee bus	3.0	-2.1	0.0	-20.6
Charter bus	6.7	19.8	22.5	-5.5
Other transit and ground passenger	8.5	6.5	6.1	13.8
Sub total	4.2	6.9	4.8	16.2
Bus activity in non bus industries				
Sightseeing	14.8	37.0	x	x
Other	25.0	-45.3	x	x
Sub total	17.1	-34.2	-30.8	-1.6
Grand total	4.6	6.2	3.9	16.4

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

	2006	2007	Difference	Change
	thousands of dollars			percentage
Revenues				
Urban transit services	2,368,776	2,544,014	175,238	7.4
Commuter services	303,148	137,627	-165,521	-54.6
Urban transit services for persons with disabilities or seniors	84,830	95,445	10,615	12.5
Scheduled intercity services	393,648	457,511	63,863	16.2
School bus services	1,402,331	1,355,761	-46,570	-3.3
School bus charter services	147,738	173,536	25,798	17.5
Motor coach charter services	393,932	441,345	47,413	12.0
Local sightseeing services	27,957	36,696	8,739	31.3
Shuttle services	39,066	42,276	3,210	8.2
Bus parcel express	113,670	114,647	977	0.9
Other passenger bus services	99,177	102,468	3,291	3.3
Other operating revenue	136,907	152,291	15,384	11.2
Operating subsidies	2,295,887	2,607,998	312,111	13.6
Total operating revenue	7,807,067	8,261,614	454,547	5.8
Capital subsidies	1,744,868	1,920,183	175,315	10.0
Other non-operating revenue	86,057	50,241	-35,816	-41.6
Total non-operating revenue	1,830,926	1,970,424	139,498	7.6
Total revenue	9,637,993	10,232,039	594,046	6.2
Expenses				
Human resource expenses	4,570,222	4,856,467	286,245	6.3
Vehicle energy expenses	769,696	797,137	27,441	3.6
Vehicle maintenance expenses	557,526	556,721	-805	-0.1
Other operating expenses and depreciation	1,683,433	1,656,587	-26,846	-1.6
Total operating expenses	7,580,877	7,866,911	286,034	3.8
Interest and other	289,265	307,594	18,329	6.3
Total expenses	7,870,142	8,174,505	304,363	3.9
Net income	1,767,851	2,057,533	289,682	16.4

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

	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	Sightseeing	Other		Sub total
	number									
Estimate of the number of companies operating in Canada	67	25	965	144	205	1,405	31	10	41	1,446
	thousands of dollars									
Revenue										
Urban transit services	2,462,920	x	F	x	F	2,519,307	x	x	24,707	2,544,014
Commuter services	127,775	0	x	8,839	x	137,627	0	0	0	137,627
Urban transit services for persons with disabilities or seniors	21,375	x	x	0	40,287	93,675	0	1,770	1,770	95,445
Scheduled intercity services	x	399,427	F	38,408	F	457,511	0	0	0	457,511
School bus services	x	x	1,263,779	33,327	6,597	1,355,633	128	0	128	1,355,761
School bus charter services	858	x	160,781	10,139	x	x	x	0	x	173,536
Motor coach charter services	3,778	49,123	37,146	348,838	1,202	440,086	x	x	1,259	441,345
Local sightseeing services	138	4,475	x	1,567	x	7,104	29,592	0	29,592	36,696
Shuttle services	0	0	x	x	40,607	42,276	0	0	0	42,276
Bus parcel express	x	109,057	x	4,386	x	114,647	0	0	0	114,647
Other passenger bus services	7,659	3,881	42,920	36,965	8,822	100,248	x	x	2,220	102,468
Other operating revenue	119,767	x	18,138 ^E	6,500	F	x	470	x	x	152,291
Operating subsidies	2,492,003	x	F	0	54,061	2,556,625	x	x	51,373	2,607,998
Total operating revenue	5,243,158	660,556	1,594,025	496,382	155,760	8,149,880	33,603	78,131	111,734	8,261,614
Capital subsidies	1,906,263	x	0	0	2,783	x	0	x	x	1,920,183
Other non-operating revenue	35,160	x	8,929	3,105	1,539	x	138	x	x	50,241
Total non-operating revenue	1,941,423	3,991	8,929	3,105	4,322	1,961,770	138	8,516	8,655	1,970,424
Total revenue	7,184,581	664,546	1,602,954	499,487	160,082	10,111,650	33,741	86,647	120,388	10,232,039
Expenses										
Human resource expenses	3,505,897	289,432	707,384	177,544	98,718	4,778,974	13,444	64,049	77,493	4,856,467
Vehicle energy expenses	440,672	61,622	201,094	66,351	14,759	784,499	3,261	9,378	12,639	797,137
Vehicle maintenance expenses	318,647	42,021	121,002	55,667	10,856	548,192	2,446	6,082	8,528	556,721
Other operating expenses and depreciation	827,792	245,781	381,413	137,477	23,975	1,616,438	12,704	27,444	40,148	1,656,587
Total operating expenses	5,093,007	638,856	1,410,892	437,039	148,308	7,728,103	31,855	106,954	138,808	7,866,911
Interest and other	199,072	19,880	61,211	23,966	2,107	306,236	x	x	1,358	307,594
Total expenses	5,292,079	658,736	1,472,103	461,005	150,416	8,034,339	x	x	140,166	8,174,505
Net income	1,892,502	5,810	130,851	38,482	9,667	2,077,311	x	x	-19,777	2,057,533

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

	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	Sightseeing	Other		Sub total
thousands of dollars										
2007										
Purchase of buses and other rolling stock	1,076,113	8,327	115,331	32,454	6,881	1,239,107	6,985	2,290	9,275	1,248,382
Other capital expenditures	1,165,988	19,747	8,770	624	657	1,195,786	117	99	216	1,196,002
Total	2,242,101	28,074	124,101	33,078	7,538	2,434,893	7,102	2,389	9,491	2,444,384
2006										
Purchase of buses and other rolling stock	836,840	22,085	184,685 ^E	15,292	5,436	1,064,337	544	2,735	3,279	1,067,616
Other capital expenditures	1,105,307	7,179	3,946	572	525	1,117,529	5	0	5	1,117,534
Total	1,942,147	29,264	188,630	15,864	5,961	2,181,866	549	2,735	3,284	2,185,150
percent										
Change 2007/2006										
Purchase of buses and other rolling stock	28.6	-62.3	-37.6	112.2	26.6	16.4	1,184.0	-16.3	182.9	16.9
Other capital expenditures	5.5	175.1	122.3	9.1	25.1	7.0	2,240.0	...	4,220.0	7.0
Total	15.4	-4.1	-34.2	108.5	26.5	11.6	1,193.6	-12.7	189.0	11.9

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

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

	Bus industries					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		Sightseeing	Other	Sub total	
number										
Full-time equivalents										
2007										
Drivers	26,239	3,254	27,420	3,295	1,851	62,059	247	609	856	62,915
Mechanics	3,403	308	1,727	461	61	5,959	23	76	99	6,058
Other employees	17,800	1,782	2,548	835	533	23,498	207	141	347	23,845
Total employees	47,443	5,344	31,695	4,590	2,445	91,516	477	826	1,303	92,819
thousands of dollars										
Total compensation	3,505,897	289,432	707,384	177,544	98,718	4,778,974	13,444	64,049	77,493	4,856,467
dollars										
Average expenditure per employee	73,898	54,165	22,318	38,681	40,379	52,220	28,211	77,533	59,489	52,322
Full-time equivalents										
2006										
Drivers	24,417	3,025	31,892	3,282	1,716	64,333	219	542	761	65,094
Mechanics	3,348	263	1,856	361	57	5,884	21	67	88	5,973
Other employees	17,674	1,659	2,660	770	541	23,304	115	125	239	23,543
Total employees	45,438	4,946	36,408	4,414	2,314	93,521	355	734	1,089	94,609
thousands of dollars										
Total compensation	3,291,252	260,163	726,091	144,537	89,353	4,511,397	9,248	49,578	58,825	4,570,222
dollars										
Average expenditure per employee	72,433	52,595	19,943	32,746	38,620	48,240	26,044	67,567	54,027	48,306
percent										
Change 2007/2006										
Drivers	7.5	7.6	-14.0	0.4	7.9	-3.5	12.8	12.4	12.5	-3.3
Mechanics	1.6	17.1	-7.0	27.7	7.0	1.3	9.5	13.4	12.5	1.4
Other employees	0.7	7.4	-4.2	8.4	-1.5	0.8	80.0	12.8	45.2	1.3
Total employees	4.4	8.0	-12.9	4.0	5.7	-2.1	34.4	12.5	19.7	-1.9
Total compensation	6.5	11.3	-2.6	22.8	10.5	5.9	45.4	29.2	31.7	6.3
Average expenditure per employee	2.0	3.0	11.9	18.1	4.6	8.3	8.3	14.7	10.1	8.3

Table 5
Canadian passenger bus and urban transit industries, equipment operated, by North American Industry Classification System (NAICS) 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	Sightseeing	Other	Sub total	
number										
2007										
Motor coaches	30	2,554	264	1,940	146	4,935	173	0	173	5,107
School buses	x	x	34,324	668	301	35,833	17	0	17	35,850
Urban transit buses	13,951	x	x	163	316	14,870	13	534	547	15,417
Other rolling stock	x	x	x	357	868	5,854	85	75	160	6,014
Total	17,002	3,401	36,329	3,128	1,632	61,492	287	609	896	62,389
2006										
Motor coaches	21	2,351	412	1,668	182	4,633	52	0	52	4,686
School buses	x	x	34,945	654	275	x	x	0	x	36,528
Urban transit buses	13,187	149	152	143	250	13,881	x	x	487	14,367
Other rolling stock	x	x	1,820	491	877	x	139	x	x	6,373
Total	15,854	3,293	37,328	2,956	1,584	61,016	201	738	939	61,955
percent										
Change 2007/2006										
Motor coaches	42.9	8.6	-35.9	16.3	-19.8	6.5	232.7	...	232.7	9.0
School buses	x	x	-1.8	2.1	9.5	x	x	...	x	-1.9
Urban transit buses	5.8	x	x	14.0	26.4	7.1	x	x	12.3	7.3
Other rolling stock	x	x	x	-27.3	-1.0	x	-38.8	x	x	-5.6
Total	7.2	3.3	-2.7	5.8	3.0	0.8	42.8	-17.5	-4.6	0.7

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

	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	Sightseeing	Other	Sub total	
thousands										
2007										
Diesel, litres	480,988	68,551	226,648	71,710	10,698	858,595	2,535	9,381	11,916	870,511
Gasoline, litres	5,194	x	15,323	681	x	24,513	238	13	251	24,764
Other fuels, litres	x	0	F	x	2,430	58,719	x	x	793	59,512
Electricity, kilowatt	840,148	0	0	0	x	x	0	0	0	x
2006										
Diesel, litres	425,235	68,400	232,367	62,515	11,599	800,114	886	14,126	15,012	815,127
Gasoline, litres	368	x	F	1,337	2,293	F	349	0	349	F
Other fuels, litres	x	0	F	x	3,030	81,395	386	0	386	81,781
Electricity, kilowatt	805,605	0	0	0	0	805,605	0	x	x	x
percent										
Change 2007/2006										
Diesel	13.1	0.2	-2.5	14.7	-7.8	7.3	186.1	-33.6	-20.6	6.8
Gasoline	1,311.4	x	F	-49.1	x	F	-31.8	...	-28.1	F
Other fuels	x	...	F	x	-19.8	-27.9	x	x	105.4	-27.2
Electricity	4.3	...	...	...	x	x	...	x	x	x

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

	Urban transit	Other ¹ bus industries	Bus activities in non-bus industries
thousands of dollars			
2007			
Newfoundland and Labrador	x	24,527	318
Prince Edward Island	0	1,315	x
Nova Scotia	x	37,291	x
New Brunswick	18,392	14,158	x
Quebec	1,383,927	737,867	5,458
Ontario	2,307,361	1,180,879	4,576
Manitoba	x	57,885	x
Saskatchewan	x	70,144	0
Alberta	498,025	510,778	15,017
British Columbia	x	230,669	75,644
Yukon	0	x	x
Northwest Territories	0	2,382	x
Nunavut	0	0	0
United States and Mexico	0	x	x
Grand total	5,243,158	2,906,723	111,734
2006			
Newfoundland and Labrador	x	24,607	x
Prince Edward Island	0	681	x
Nova Scotia	x	37,278	x
New Brunswick	15,708	15,592	0
Quebec	1,204,331	739,011	x
Ontario	2,250,811	1,157,992	3,316
Manitoba	x	57,597	x
Saskatchewan	x	66,349	0
Alberta	448,017	441,978	x
British Columbia	x	223,239	66,280
Yukon	0	4,373	x
Northwest Territories	0	x	x
Nunavut	0	0	0
United States and Mexico	0	x	0
Grand total	4,852,615	2,772,705	181,747
percent			
Change 2007/2006			
Newfoundland and Labrador	x	-0.3	x
Prince Edward Island	...	93.1	x
Nova Scotia	x	0.0	x
New Brunswick	17.1	-9.2	x
Quebec	14.9	-0.2	x
Ontario	2.5	2.0	38.0
Manitoba	x	0.5	x
Saskatchewan	x	5.7	...
Alberta	11.2	15.6	x
British Columbia	x	3.3	14.1
Yukon	...	x	x
Northwest Territories	...	x	x
Nunavut	...	...	...
United States and Mexico	...	x	x
Grand total	8.0	4.8	-38.5

1. This combines North American Industry Classification System, 2002 (NAICS) codes 485210, 485410, 485510, 485990.

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

	Canada	Atlantic provinces	Quebec	Ontario	Prairie ¹ provinces	British Columbia
	thousands of dollars					
Revenue						
Urban transit services	2,544,014	40,637	605,944	1,240,260	295,584	361,588
Commuter services	137,627	x	48,931	66,979	7,079	x
Urban transit services for persons with disabilities or seniors	95,445	2,927	27,833	40,242	21,872	2,571
Scheduled intercity services	457,511	15,362	79,266	142,967	152,011	67,905
School bus services	1,355,761	36,985	395,696	680,875	202,036	40,168
School bus charter services	173,536	1,618	63,298	77,405	28,161	3,054
Motor coach charter services	441,345	12,736	93,049	128,765	139,984	66,811
Local sightseeing services	36,696	5,719	6,736	4,099	5,402	14,741
Shuttle services	42,276	1,535	0	30,123	4,550	6,068
Bus parcel express	114,647	x	10,324	8,640	63,064	x
Other passenger bus services	102,468	2,618	30,416	41,455	12,647	2,642
Other operating revenues and operating subsidies	2,760,289	46,500	765,759	1,032,325	410,142	505,562
Total operating revenue	8,261,614	170,870	2,127,253	3,494,135	1,342,533	1,114,134
Capital subsidies	1,920,183	.	.	.	.	.
Other non-operating revenues	50,241	.	.	.	.	.
Total non-operating revenue	1,970,424	.	.	.	.	.
Total revenue	10,232,039	.	.	.	.	.

1. Yukon, 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 ¹ provinces	British Columbia
thousands of dollars						
2007						
Human resource expenses	4,856,467	91,414	1,224,124	2,177,637	744,353	618,938
Vehicle energy expenses	797,137	25,405	187,619	357,680	138,739	87,696
Vehicle maintenance expenses	556,721	17,418	129,891	246,534	90,567	72,311
Other operating expenses	1,143,619	19,259	309,412	381,425	239,047	194,476
Sub total	7,353,943	153,495	1,851,045	3,163,276	1,212,706	973,421
Depreciation	512,968	.	.	.	.	.
Total operating expenses	7,866,911	.	.	.	.	.
Interest and other	307,594	.	.	.	.	.
Total expenses	8,174,505	.	.	.	.	.
2006						
Human resource expenses	4,570,222	85,030	1,168,139	2,081,003	670,582	565,469
Vehicle energy expenses	769,696	22,866	190,199	345,598	127,007	84,025
Vehicle maintenance expenses	557,526	16,356	128,708	255,917	92,229	64,316
Other operating expenses	1,099,327	17,508	307,070	398,814	198,437	177,498
Sub total	6,996,771	141,761	1,794,115	3,081,333	1,088,254	891,307
Depreciation	584,106	.	.	.	.	.
Total operating expenses	7,580,877	.	.	.	.	.
Interest and other	289,265	.	.	.	.	.
Total expenses	7,870,142	.	.	.	.	.
percent						
Change 2007/2006						
Human resource expenses	6.3	7.5	4.8	4.6	11.0	9.5
Vehicle energy expenses	3.6	11.1	-1.4	3.5	9.2	4.4
Vehicle maintenance expenses	-0.1	6.5	0.9	-3.7	-1.8	12.4
Other operating expenses	4.0	10.0	0.8	-4.4	20.5	9.6
Sub total	5.1	8.3	3.2	2.7	11.4	9.2
Depreciation	-12.2	.	.	.	.	.
Total operating expenses	3.8	.	.	.	.	.
Interest and other	6.3	.	.	.	.	.
Total expenses	3.9	.	.	.	.	.

1. Yukon, 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	2007
Cents per kilometers			
Motor coaches	0.25	0.25	0.26
School buses	0.16	0.15	0.15
Urban transit buses	0.32	0.33	0.30

Appendix

Survey Data Accuracy Measures

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

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

Industry code description	Total 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 ^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 <i>Statistics Act</i>
E	use with caution
F	too unreliable to be published

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