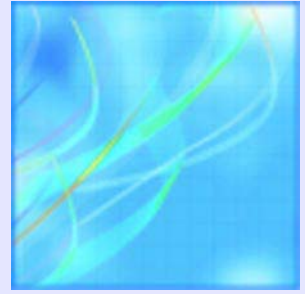


Service Bulletin - Surface and Marine Transport

The Canadian Passenger Bus and Urban Transit Industries



2008 (Preliminary) and 2007 (Final)

Highlights

- The financial performance of the Canadian passenger bus and urban transit industries continued its upward trend in 2008, fuelled by strong growth in government operating and capital funding.
- Total revenue for the industries rose to \$11.4 billion in 2008, up 11.1% from 2007. Gains were realized in all industries, with the other transit and ground passenger category leading the pack.
- Total expenses rose 9.9% to \$9.0 billion in 2008. As a result of the strong growth in revenue in comparison to expenses, net income climbed 16.0% to \$2.4 billion.
- Both operating and capital subsidies from various levels of government rose in 2008, with operating subsidies rising to \$2.8 billion in 2008, representing an increase of 9.6%. Capital subsidies also increased by 17.8%, from \$1.9 billion in 2007 to \$2.3 billion in 2008.
- Human resource expenses continued to account for more than 60% of operating expenses for the industries.
- Ridership levels for companies offering urban transit services increased to 1.8 billion passengers in 2008, up 5.8% from the 2007 level.
- The passenger bus and urban transit industries continued to make significant capital-related investments in 2008, spending more than \$2.9 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 22.0% to \$2.7 billion. About half (48.8%) of the urban transit capital expenditures were spent on the purchase of buses and other rolling stock.
- Total employment rose 7.6% in 2008 to 99,636 employees. However, the average expenditure per employee rose by 1.4%, from \$52,381 in 2007 to \$53,140.
- Ontario still accounted for about 43.0% of the total operating revenues of the urban transit industry. Quebec followed at 25.9%.

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 2008. During the year, total revenue rose to \$11.4 billion, up 11.1% from 2007. Gains were realized in all industries with the other transit and ground passenger industry leading the pack at 20.9%.

Overall, the annual growth rate in total expenses lagged behind total revenue in 2008. Total expenses for all the industries rose 9.9% to \$9.0 billion. As a result of the strong growth in total revenue over total expenses, net income climbed 16.0% to \$2.4 billion. The higher gain in net income was attributed mainly to three industries: urban transit, school and employee bus as well as charter bus and sightseeing (Table 1).

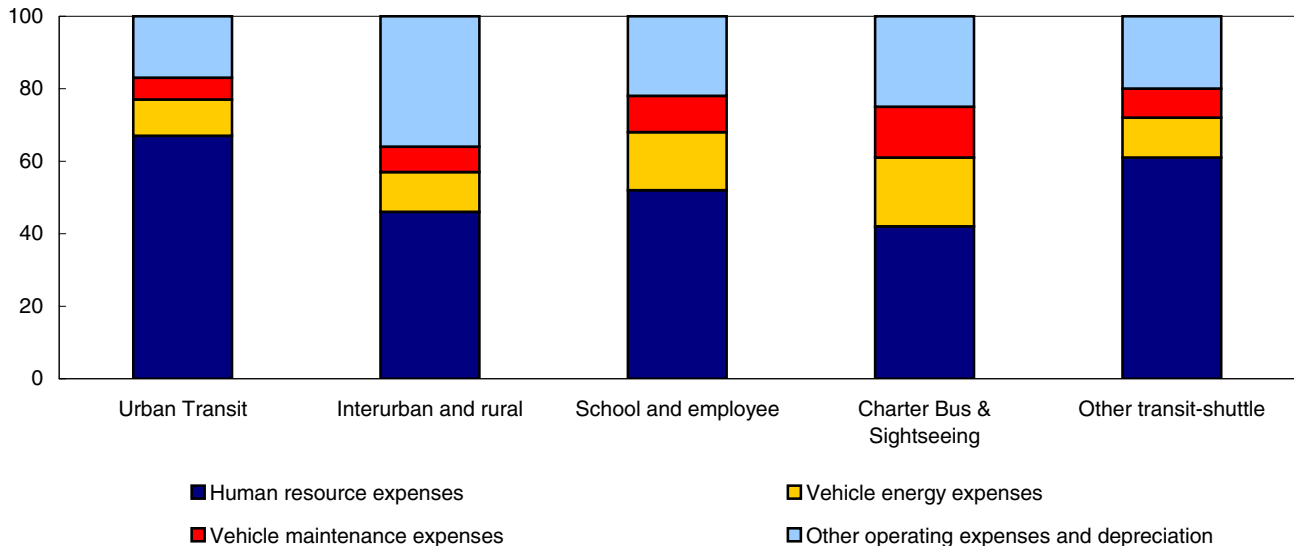
The urban transit industry continued to be the dominant industry in 2008, representing 71.5% of the total revenue of all the industries. For 2008, total revenue for the urban transit industry rose 11.9%, to \$8.1 billion. Of this total, 61.9% came from operating and capital subsidies. The school and employee bus industry followed at a distant second, with 15.3% of the total revenue.

The overall increase in total revenue for the urban transit industry was 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 2008 as revenues from its transit operations (composed of urban transit, commuter and services for persons with disabilities and seniors) rose 8.6% to \$2.9 billion.

Human resource expenses continued to be the main expense incurred, representing 61.2% of total operating expenses in 2008. However, this figure varied between the industries. For example, wages, salaries and benefits in the urban transit industry accounted for 67.2% of its total operating expenses, whereas in the charter bus and sightseeing industry, these expense items covered only 42.2%. Explanations for the variation may be due to the incorporation of different operating procedures, the degree of unionization and varying compensation levels. A breakdown of the major types of expenses incurred by the industries is provided in Chart 1 below.

Proportion of total operating expenses by industry

percentage



Companies offering urban transit services accounted for about 45.9% of the operating revenues (excluding operating subsidies) in 2008. This was followed by companies offering school bus transportation services at 15.7%.

In terms of passengers carried, urban transit service operators carried over 1.8 billion passengers in 2008, a 5.8% increase from 2007.

Capital investment

The Canadian passenger bus and urban transit industries continued to make capital-related investments in 2008 in an effort to acquire and/or upgrade their physical assets. For the year, the industries spent more than \$2.9 billion on the purchase of buses and other rolling stock and other capital related expenditures, up 18.2% over 2007 levels. The distribution of the investments between the two asset types was fairly close, with fleet purchases having a slight edge at 50.4%.

The urban transit industry accounted for 94.7% of total capital expenditures (see Table 3), propelled largely by capital funding from the various levels of government. This industry spent about \$1.3 billion on the acquisition of urban transit buses and other rolling stock while the school bus industry invested just over \$70 million. The interurban and rural bus industry spent the least amount on the acquisition of buses and other rolling stock.

Employment

Employment, based on the number of full-time equivalents, increased 7.6% in 2008 to 99,636 (see Table 4). More than half (52.4%) of the total employees were employed in the urban transit industry. With the exception of the interurban and rural bus industry, which fell 4.4%, employment in all other bus industries increased in 2008.

From a compensation perspective, total compensation rose 9.2% to \$5.3 billion in 2008. As a result of the increase in compensation, the average expenditure per employee rose to \$53,140, up 1.4% from 2007, although there were variations within the industries. For example, the average expenditure per employee in the urban transit industry was over \$73,000, compared with about \$24,000 in the school and employee bus industry.

The fleet

The number of revenue equipment operated, edged up 2.4% to 63,879 in 2008. About 57.5% of the fleet belonged to the school and employee bus industry, with the urban transit industry following at a distant second with about 29%. Table 5 shows the distribution of fleet by vehicle type. The figure reported is less than the number of buses registered in Canada, since it 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 bus industries consumed varying amounts of fuel in 2008 in order to power their fleet. Diesel fuel continued to be the primary fuel source consumed, rising 7.9% to 937.6 million litres (see Table 6). More than half of the fuel was used by the urban transit industry, which saw its consumption increase by 4.3% to 509.9 million litres. For the year, the school and employee bus industry consumed 262.4 million litres of diesel in 2008, a 15.9% increase from its 2007 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 industries combined (Table 7). Ontario continued to dominate in both categories, with 43.3% and 35.9% of total operating revenues, respectively. This was followed by Quebec, with 25.9% and 25.1%, respectively. Both provinces also saw year-over-year operating revenue increases surrounding the urban transit industries, with Ontario rising 8.6% to \$2.5 billion and Quebec rising 8.5% to \$1.5 billion in 2008.

Table 8 presents operating revenue information by activity and by region. Over 31% of the operating revenue in the regions was generated from urban transit services. Ontario accounted for 48.3% of the operating revenues from urban transit services in 2008, followed by Quebec at 23.1%. These two regions accounted for the majority of the \$3.0 billion in other operating revenues and operating subsidies, with Ontario comprising 37.4% and Quebec with 27.8%. 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, motor coach charter services and local sightseeing 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 Atlantic region saw the largest increase in human resource expenditures at 22.9%, followed by the Prairies and British Columbia at 19.1% and 10.5%, respectively. Both Quebec and Ontario regions grew below the national average of 9.2%.

Maintenance cost by vehicle type

Maintenance expenses rose to \$638.9 million in 2008, an increase of 15.0% from 2007 (Table 9). From a geographic region perspective, maintenance expenses rose in all regions.

Vehicle maintenance expenditures can be examined by 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 Table 10 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.

Maintenance costs per kilometre rose from \$0.26 in 2007 to \$0.33 in 2008 for motor coaches, increased to \$0.17 from \$0.14 in 2007 for school buses and rose to \$0.32 from \$0.30 for urban transit buses. Over the five year period from 2004 to 2008, maintenance costs per kilometre for school buses and urban transit buses have remained relatively stable. For school buses, costs per kilometre have risen by only a cent, while increasing eight cents for motor coaches and remaining unchanged for urban transit buses.

Statistical Tables

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

	Companies	Total Revenues	Total Expenses	Net Income
	number	thousands of dollars		
2008				
Bus industries				
Urban Transit	85	8,126,229	5,942,800	2,183,429
Interurban and Rural Bus	27	720,418	734,463	-14,045
School and Employee Bus	907	1,734,230	1,568,315	165,915
Charter Bus & Sightseeing	157	581,427	529,006	52,422
Other transit-shuttle	223	195,351	195,639	-288
Grand Total	1,399	11,357,655	8,970,221	2,387,434
2007				
Bus industries				
Urban Transit	78	7,261,694	5,389,961	1,871,733
Interurban and Rural Bus	25	664,546	658,736	5,810
School and Employee Bus	963	1,598,270	1,467,566	130,703
Charter Bus & Sightseeing	174	535,505	495,899	39,606
Other transit-shuttle	204	161,631	151,944	9,687
Grand Total	1,444	10,221,646	8,164,106	2,057,540
percentage				
Change 2008 - 2007				
Bus industries				
Urban Transit	9	11.9	10.3	16.7
Interurban and Rural Bus	8	8.4	11.5	-341.7
School and Employee Bus	-5.8	8.5	6.9	26.9
Charter Bus & Sightseeing	-9.8	8.6	6.7	32.4
Other transit-shuttle	9.3	20.9	28.8	-103
Grand Total	-3.1	11.1	9.9	16

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

	2007	2008	Difference	Change
	thousands of dollars			percentage
Revenues				
Urban transit services	2,548,813	2,819,690	270,877	10.63
Commuter services	132,623	139,182	6,559	4.95
Urban transit services for persons with disabilities or seniors	73,296	77,368	4,072	5.56
Scheduled intercity services	464,388	490,008	25,620	5.52
School bus services	1,317,414	1,408,510	91,096	6.91
School bus charter services	168,769	153,338	-15,431	-9.14
Motor coach charter services	442,396	452,990	10,594	2.39
Local sightseeing services	48,689	76,714	28,025	57.56
Shuttle services	54,240	57,338	3,098	5.71
Bus parcel express	111,480	103,749	-7,731	-6.93
Other passenger bus services	141,263	189,531	48,268	34.17
Other operating revenues	155,240	174,494	19,254	12.4
Operating subsidies	2,592,326	2,840,657	248,331	9.58
Total Operating Revenue	8,250,939	8,983,569	732,630	8.88
Capital subsidies	1,920,649	2,261,664	341,015	17.76
Other non-operating revenues	50,059	112,422	62,363	124.58
Total Non-Operating Revenue	1,970,707	2,374,086	403,379	20.47
Total Revenue	10,221,646	11,357,655	1,136,009	11.11
Expenses				
Human resource expenses	4,849,033	5,294,640	445,607	9.19
Vehicle energy expenses	795,857	1,004,440	208,583	26.21
Vehicle maintenance expenses	555,652	638,859	83,207	14.97
Other operating expenses and depreciation	1,655,971	1,710,066	54,095	3.27
Total operating expenses	7,856,513	8,648,006	791,493	10.07
Interest and other	307,594	322,216	14,622	4.75
Total expenses	8,164,106	8,970,221	806,115	9.87
Net income	2,057,540	2,387,434	329,894	16.03

Table 2 Canadian passenger bus and urban transit industries, revenue and expenses, by North American Industry Classification System (NAICS) 2008

	Bus Industries					Grand Total
	Urban Transit	Interurban and rural	School and employee	Charter Bus & Sightseeing	Other transit-shuttle	
	number					
Estimate of the number of companies operating in Canada	85	27	907	157	223	1,399
	thousands of dollars					
Revenue						
Urban transit services	2,704,603	x	77,288	x	2,113	2,819,690
Commuter services	134,589	0	F	3,173	x	139,182
Urban transit services for persons with disabilities or seniors	26,901	x	12,057	x	33,501	77,368
Scheduled intercity services	x	442,001	x	36,589	589	490,008
School bus services	x	x	1,364,916	22,447	8,017	1,408,510
School bus charter services	x	x	140,669	9,744	2,033	153,338
Motor coach charter services	2,868	58,840	31,165	357,213	2,905	452,990
Local sightseeing services	171	x	x	72,082	431	76,714
Shuttle services	0	0	0	8,170	49,168	57,338
Bus parcel express	x	101,050	x	1,315	x	103,749
Other passenger bus services	10,190	57,494	51,252	40,399	30,196	189,531
Other operating revenues	126,036	6,957	29,067	10,255	2,179 ^E	174,494
Operating subsidies	2,774,283	x	x	x	58,976	2,840,657
Total Operating Revenue	5,787,471	715,619	1,717,927	571,700	190,851	8,983,569
Capital subsidies	2,253,798	4,011	0	x	x	2,261,664
Other non-operating revenues	84,960	788	16,303	x	x	112,422
Total Non-Operating Revenue	2,338,758	4,799	16,303	9,727	4,500	2,374,086
Total Revenue	8,126,229	720,418	1,734,230	581,427	195,351	11,357,655
Expenses						
Human resource expenses	3,848,408	325,625	796,104	207,886	116,617	5,294,640
Vehicle energy expenses	563,366	81,833	244,604	93,634	21,002	1,004,440
Vehicle maintenance expenses	356,568	51,812	147,684	67,422	15,372	638,859
Other operating expenses and depreciation	962,180	254,469	331,249	123,452	38,716	1,710,066
Total operating expenses	5,730,522	713,740	1,519,641	492,395	191,708	8,648,006
Interest and other	212,278	20,723	48,673	36,611	3,931	322,216
Total expenses	5,942,800	734,463	1,568,315	529,006	195,639	8,970,221
Net income	2,183,429	-14,045	165,915	52,422	-288	2,387,434

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

	Bus Industries					Grand Total
	Urban Transit	Interurban and rural	School and employee	Charter Bus & Sightseeing	Other transit-shuttle	
	thousands of dollars					
2008						
Purchase of buses and other rolling stock	1,335,154	2,560	70,161	39,560	8,732	1,456,168
Other capital expenditures	1,402,507	10,611	17,319	2,309	1,024	1,433,769
Total	2,737,661	13,171	87,480	41,869	9,756	2,889,937
2007						
Purchase of buses and other rolling stock	1,078,403	8,327	115,347	39,421	6,865	1,248,364
Other capital expenditures	1,166,087	19,747	8,773	738	657	1,196,002
Total	2,244,490	28,074	124,120	40,159	7,522	2,444,366
	percent					
Change 2008 - 2007						
Purchase of buses and other rolling stock	23.8	-69.3	-39.2	0.4	27.2	16.6
Other capital expenditures	20.3	-46.3	97.4	212.9	55.9	19.9
Total	22	-53.1	-29.5	4.3	29.7	18.2

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

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

	Bus industries					Grand Total
	Urban Transit	Interurban and rural	School and employee	Charter Bus & Sightseeing	Other transit-shuttle	
	number					
Full Time Equivalents 2008						
Drivers	29,632	3,145	29,162	3,903	2,342	68,184
Mechanics	3,779	334	1,722	450	78	6,362
Other employees	18,848	1,637	2,645	1,069	890	25,090
Total employees	52,259	5,115	33,529	5,422	3,311	99,636
	thousands of dollars					
Total compensation	3,848,408	325,625	796,104	207,886	116,617	5,294,640
	dollars					
Average expenditure per employee	73,641	63,657	23,744	38,342	35,225	53,140
Full Time Equivalents 2007						
Drivers	26,776	3,259	27,507	3,396	1,783	62,721
Mechanics	3,469	334	1,724	465	58	6,027
Other employees	17,930	1,778	2,533	1,018	565	23,824
Total employees	48,175	5,350	31,764	4,879	2,406	92,572
	thousands of dollars					
Total compensation	3,562,823	289,432	705,872	191,864	99,042	4,849,033
	dollars					
Average expenditure per employee	73,956	54,104	22,223	39,326	41,172	52,381
	percent					
Change 2008 - 2007						
Drivers	10.7	-3.5	6.0	14.9	31.4	8.7
Mechanics	8.9	0.0	-0.1	-3.2	34.5	5.6
Other employees	5.1	-7.9	4.4	5.0	57.5	5.3
Total employees	8.5	-4.4	5.6	11.1	37.6	7.6
Total compensation	8.0	12.5	12.8	8.4	17.7	9.2
Average expenditure per employee	-0.4	17.7	6.8	-2.5	-14.4	1.4

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

	Bus industries					Grand Total
	Urban Transit	Interurban and rural	School and employee	Charter Bus & Sightseeing	Other transit-shuttle	
	number					
2008						
Motor coaches	x	2,455	282	2,169	x	5,112
School buses	x	x	34,153	620	410	35,739
Urban transit buses	15,182	x	862	x	x	16,723
All other rolling stock	3,107	x	1,448	x	1,145	6,305
Total	18,377	3,361	36,745	3,323	2,074	63,879
2007						
Motor coaches	x	2,452	270	2,247	x	5,139
School buses	x	x	34,290	612	314	35,763
Urban transit buses	14,440	x	478	x	x	15,550
All other rolling stock	3,047	x	1,404	x	958	5,905
Total	17,568	3,329	36,442	3,339	1,678	62,356
	percent					
Change 2008 - 2007						
Motor coaches	...	0.1	4.4	-3.5	...	-0.5
School buses	...	...	-0.4	1.3	30.6	-0.1
Urban transit buses	5.1	...	80.3	...	...	7.5
All other rolling stock	2.0	...	3.1	...	19.5	6.8
Total	4.6	1.0	0.8	-0.5	23.6	2.4

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

	Bus industries					Grand Total
	Urban Transit	Interurban and rural	School and employee	Charter Bus & Sightseeing	Other transit-shuttle	
	thousands					
2008						
Diesel, litres	509,934	71,956	262,378	81,707	11,588	937,563
Gasoline, litres	934	x	7,091	x	4,674	13,451
Other fuel, litres	50,554	0	F	x	3,197	56,940
Electricity, kilowatt	830,237	0	0	0	0	830,237
2007						
Diesel, litres	489,016	68,551	226,368	74,348	11,015	869,298
Gasoline, litres	580	x	15,333	x	3,478	20,335
Other fuel, litres	53,700	0	F	x	2,874	59,951
Electricity, kilowatt	840,148	0	0	0	0	840,148
	percent					
Change 2008 - 2007						
Diesel	4.3	5.0	15.9	9.9	5.2	7.9
Gasoline	61.0	...	-53.8	...	34.4	-33.9
Other fuel	-5.9	...	...	...	11.2	-5.0
Electricity	-1.2	...	...	...	...	-1.2

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

	Urban Transit	Other Bus industries
thousands of dollars		
2008		
Newfoundland	x	25,651
Prince Edward Island	0	8,927
Nova Scotia	x	47,773
New Brunswick	21,734	17,361
Quebec	1,501,450	802,112
Ontario	2,507,014	1,146,332
Manitoba	x	69,409
Saskatchewan	x	70,789
Alberta	554,382	646,523
British Columbia	x	322,003
Yukon Territory	x	36,993
Northwest Territories	0	x
Nunavut	0	0
USA and other	0	x
Grand Total	5,787,471	3,196,098
2007		
Newfoundland	x	24,845
Prince Edward Island	0	5,385
Nova Scotia	x	35,360
New Brunswick	18,392	13,984
Quebec	1,383,927	750,628
Ontario	2,309,364	1,185,103
Manitoba	x	60,882
Saskatchewan	x	57,506
Alberta	498,025	526,432
British Columbia	x	249,739
Yukon Territory	x	25,716
Northwest Territories	0	x
Nunavut	0	0
USA and other	0	x
Grand Total	5,311,754	2,939,184
percent		
Change 2008 - 2007		
Newfoundland	...	3.2
Prince Edward Island	...	65.8
Nova Scotia	...	35.1
New Brunswick	18.2	24.1
Quebec	8.5	6.9
Ontario	8.6	-3.3
Manitoba	...	14.0
Saskatchewan	...	23.1
Alberta	11.3	22.8
British Columbia	...	28.9
Yukon Territory	...	43.9
Northwest Territories	...	...
Nunavut	...	...
USA and other	...	...
Grand Total	9.0	8.7

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

	Canada	Atlantic Provinces	Quebec	Ontario	Prairies ¹	British Columbia
	thousand of dollars					
Revenue						
Urban transit services	2,819,690	45,538	651,003	1,361,796	321,147	440,207
Commuter services	139,182	1,071	x	71,011	2,014	x
Urban transit services for persons with disabilities or seniors	77,368	2,926	33,846	20,898	13,422	6,276
Scheduled intercity services	490,008	19,933	95,935	118,000	185,006	71,135
School bus services	1,408,510	41,335	469,619	631,178	238,719	27,659
School bus charter services	153,338	2,490	45,232	77,557	21,364	6,695
Motor coach charter services	452,990	17,546	88,292	130,261	159,817	57,074
Local sightseeing services	76,714	7,088	3,594	3,918	19,307	42,807
Shuttle services	57,338	x	x	36,161	12,958	6,740
Bus parcel express	103,749	x	2,795	8,781	63,468	x
Other passenger bus services	189,531	2,846	26,506	67,360	75,517	17,303
Other operating revenues and operating subsidies	3,015,151	53,637	836,934	1,127,333	413,468	583,779
Total Operating Revenue	8,983,569	197,807	2,303,562	3,654,254	1,526,207	1,301,740
Capital subsidies	2,261,664					
Other non-operating revenues	112,422					
Total Non-Operating Revenue	2,374,086					
Total Revenue	11,357,655					

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

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

	Canada	Atlantic provinces	Quebec	Ontario	Prairies ¹	British Columbia
thousands of dollars						
2008						
Human resource expenses	5,294,640	112,170	1,285,941	2,333,859	886,685	675,985
Vehicle energy expenses	1,004,440	41,758	226,786	423,410	201,788	110,698
Vehicle maintenance expenses	638,859	23,340	137,788	266,797	126,580	84,354
Other operating expenses	1,182,104	19,636	322,750	357,331	255,414	226,974
Sub Total	8,120,043	196,905	1,973,265	3,381,396	1,470,467	1,098,011
Depreciation	527,962					
Total operating expenses	8,648,006					
Interest and other	322,216					
Total expenses	8,970,221					
2007						
Human resource expenses	4,849,033	91,265	1,224,273	2,177,637	744,349	611,508
Vehicle energy expenses	795,857	25,275	187,748	357,680	138,737	86,417
Vehicle maintenance expenses	555,652	17,258	130,051	246,534	90,567	71,243
Other operating expenses	1,143,004	18,989	309,682	381,425	239,045	193,863
Sub Total	7,343,545	152,786	1,851,754	3,163,276	1,212,699	963,031
Depreciation	512,968					
Total operating expenses	7,856,513					
Interest and other	307,594					
Total expenses	8,164,106					
percent						
Change 2008 - 2007						
Human resource expenses	9.2	22.9	5.0	7.2	19.1	10.5
Vehicle energy expenses	26.2	65.2	20.8	18.4	45.4	28.1
Vehicle maintenance expenses	15.0	35.2	5.9	8.2	39.8	18.4
Other operating expenses	3.4	3.4	4.2	-6.3	6.8	17.1
Sub Total	10.6	28.9	6.6	6.9	21.3	14.0
Depreciation	2.9					
Total operating expenses	10.1					
Interest and other	4.8					
Total expenses	9.9					

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	2008
cents per kilometers				
Motor Coaches	0.25	0.25	0.26	0.33
School buses	0.16	0.15	0.14	0.17
Urban transit buses	0.32	0.33	0.3	0.32

Appendix

Survey Data Accuracy Measures

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

Sampling error can be measured by the standard error (or standard deviation) of the estimate. The coefficient of variation (CV) is the estimated standard error percentage of the survey estimate. Estimates with smaller CVs are

more reliable than estimates with larger CVs. For the 2007 reference year, the CV for total revenue at the Canada level is 0.004. Generally, any estimate with a CV value of less than 1.1 is considered to be of excellent quality. The coefficients of variation for the estimates of total revenue by NAICS are provided below.

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

where:

$0 \leq CV < 0.05$ is considered an A;

$0.05 \leq CV < 0.10$ is considered an B;

$0.10 \leq CV < 0.15$ is considered an C;

$0.15 \leq CV < 0.25$ is considered an D;

$0.25 \leq CV < 0.35$ is considered an E;

$CV \geq 0.35$ is considered an F.

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Symbols

The following standard symbols are used in Statistics Canada publications:

.	not available for any reference period
..	not available for a specific reference period
...	not applicable
0	true zero or a value rounded to zero
0 ^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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