



The Daily

Statistics Canada

Tuesday, June 8, 1999

For release at 8:30 a.m.

MAJOR RELEASES

- **The passenger bus industry, 1997** 3
Scheduled intercity bus travel is staging a comeback, but passenger traffic is nowhere near the level of two decades ago. In 1997, more than 13.9 million passenger trips were taken by bus from one city to another, up 13.6% from 1995, yet far off the 30 million trips made in 1981.
- **Widows who live alone, 1996** 5
Widows aged 65 and over appear to have a much larger social support network than generally believed. This is one possible reason that about three in every four senior widowed women lived alone in 1996, according to the General Social Survey.

(continued on following page)



Canadian social trends Summer 1999

The Summer 1999 issue of *Canadian social trends* features articles on widows living alone, three generations living under one roof, finding work after graduation, having a third child, youth and crime, and melanoma.

Each quarter, *Canadian social trends* integrates data from many sources to examine emerging social trends and issues. It also features the latest social indicators, as well as information about Statistics Canada's products and services.

The Summer 1999 issue of *Canadian social trends* (11-008-XPE, \$11/\$36) is now available. The publication is also available on the Internet (11-008-XIE, \$8/\$27) at www.statcan.ca. See *How to order publications*.

For more information on this release, contact Susan Crompton (613-951-2556; cstsc@statcan.ca), Housing, Family and Social Statistics Division.



Statistics
Canada

Statistique
Canada

Canada

OTHER RELEASES

The dynamics of self-employment	7
---------------------------------	---

PUBLICATIONS RELEASED	8
------------------------------	----------

MAJOR RELEASES

The passenger bus industry

1997

Scheduled intercity bus travel is staging a comeback, but passenger traffic is nowhere near the level of two decades ago. In 1997, more than 13.9 million passenger trips were taken by bus from one city to another, up 13.6% from 1995, yet far off the 30 million trips made in 1981.

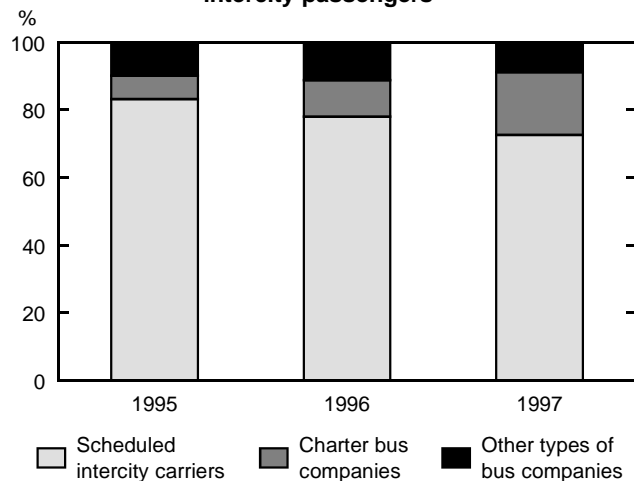
Scheduled intercity bus travel declined steadily throughout the 1980s and early 1990s, before levelling off. In the mid-1990s, it has, in fact, started to increase as bus companies identify and adapt to changing consumer demands.

Charter bus companies gaining market share

The complexion of the bus industry in the late 1990s has started to change as companies fight for a share of the highly competitive market for scheduled intercity services. The largest gains have been made by bus companies that previously had specialized in charter travel.

In 1995, companies that specialized in providing scheduled intercity passenger services carried 83% of all intercity passengers, compared with only 7% carried by charter bus companies. The remaining 10% were carried by other kinds of bus companies such as those whose primary activity is providing school bus services.

Type of bus company used by intercity passengers



Note to readers

Data on the bus industry are being released in conjunction with National Transportation Week.

The Passenger Bus and Urban Transit Survey is a census of just under 1,000 Canadian bus companies with revenues over \$200,000 per year. These companies offer scheduled intercity, urban transit, charter, school bus, shuttle and sightseeing services. This release does not include any urban transit information.

Information about the Canadian bus industry is published several times a year in service bulletins and other Statistics Canada periodicals, as well as in the publication Passenger bus and urban transit statistics (53-215-XIB).

Two years later, however, the picture had changed somewhat. The market share for carriers specializing in scheduled trips had declined to 73%, while charter companies accounted for 18% of this market.

It is primarily the charter bus companies that have begun to develop the scheduled intercity passenger market. Between 1995 and 1997, the number of scheduled passengers carried by charter bus companies more than tripled from 851,000 to 2.6 million.

Competition has forced bus companies to diversify sources of revenue

In 1997, scheduled carriers had revenues of about \$304 million, down 8.5% from 1995, while charter bus companies earned \$253 million in revenues (+3.9%).

Competition within the industry and with the automobile has forced bus companies to diversify their sources of revenue. According to the Canadian Travel Survey, the automobile accounted for about 90% of all intercity passenger trips in 1997.

Between 1995 and 1997, scheduled intercity carriers earned, on average, 62% of their revenues by providing scheduled services, as well as 23% from a parcel express service. Even though the scheduled bus carriers face competition from couriers, bus parcel express continues to be an important source of revenue in the 1990s.

Charter bus companies earned on average only 61% of their revenues from charter services between 1995 and 1997. About 9% came from scheduled intercity services, and another 7% from school bus transportation. In 1997 alone, charter services actually accounted for only 58% of revenue

for charter bus companies, down from 64% in 1995. Scheduled intercity services, on the other hand, accounted for 13% of their revenue in 1997, up from only 5% in 1995.

Other segments of the industry are also diversified. Between 1995 and 1997, school bus companies earned on average almost 80% of their revenues from busing students. However, they also earned close to 10% of revenues by providing charter services. School bus companies earned just over \$1 billion in revenues in 1997.

These data suggest that charter carriers have been the most able to diversify their revenue sources. This is not surprising, since charter carriers appear to have flexibility in terms of customer demand, fleet size and composition. Scheduled carriers, by their very nature, must operate regardless of passenger load.

This allows the charter segment of the industry to identify and capitalize on new business opportunities that may arise quickly. School bus, urban transit and scheduled intercity carriers are least able to adjust their fleet and schedules to take advantage of new business on a daily basis, without buying equipment that may have a low rate of use.

A detailed comparison of the Canadian bus industry between 1995 and 1997 is available in *Passenger bus and urban transit statistics* (53-215-XIB, \$30) on the Internet at www.statcan.ca.

To obtain data, please contact Robert Larocque (613-951-2486; laroque@statcan.ca), Transportation Division. For more information on the concepts, methods and data quality of this release, contact Harold Kohn (613-951-0162; kohnhar@statcan.ca), Transportation Division.

Sources of revenue for bus companies

Type of service	Type of carrier					
	Scheduled intercity		Charter		School bus	
	1995	1997	1995	1997	1995	1997
	%					
Scheduled intercity	62.6	62.3	5.0	13.1	2.3	1.7
Bus parcel express	22.1	22.8	0.3	0.8	0.3	0.6
Charter transportation	6.5	6.3	64.2	57.5	8.1	9.9
School bus transportation	1.0	1.2	7.2	7.1	79.4	78.1
Other	7.9	7.4	23.3	21.5	9.9	9.6
Total	100.0	100.0	100.0	100.0	100.0	100.0

Widows who live alone

1996

Widows aged 65 and over appear to have a much larger social support network than generally believed. This is one possible reason that about three in every four senior widowed women lived alone in 1996, according to the General Social Survey (GSS).

Although the majority of senior widows had at least one son or daughter, most did not live with their children — about 75%, or 661,000, lived by themselves in 1996. Another 11%, or about 95,000, lived with an unmarried adult son or daughter, while a further 11% shared a home with a married adult child and his or her family. The remainder, about 36,000, lived with siblings, other relatives or friends.

The belief that older widowed women living by themselves are isolated from supportive social relationships appears to be mistaken. The majority live on their own, perhaps because they have strong support networks. Many of them have lived in the same home for a long time and have close relationships with friends and their adult children.

Half of senior widows still lived in the home once shared with their husband

Slightly more than half (53%) of widows living alone still occupied the home they had shared with their husband, and the vast majority (92%) had been widowed for more than three years, according to the 1995 GSS.

Homeowners were particularly well established in their neighbourhood. Among widows living by themselves, those who owned the family home had resided there for an average of 29 years. Widows who lived in rental housing they once shared with their husband had lived there for about 12 years.

Supportive relationships are key to dealing with the changes brought about by widowhood. According to the GSS, about one-half of widowed senior women living on their own had a strong attachment to four or more friends. In fact, three-quarters of senior widows living alone said they felt closest emotionally to a neighbour.

This close friendship with a neighbour offers frequent social contact, help with household tasks and emotional support during stressful times. Homeowners were likely to have more close friends than widows who rented, probably reflecting the length of time most had lived in the same residence.

Children and grandchildren living nearby may also provide a stable source of support for widows on their own. According to the GSS, well over half (59%) of

Note to readers

This report is based on an article in the Summer 1999 issue of Canadian social trends, which examines some of the characteristics that appear to predispose older widows to live on their own. In particular, the article focuses on the extent of widows' contact with family and friends.

This study uses data primarily from the 1995 General Social Survey (GSS), which focused on the family, marital histories and contact with children. Analysis is based on more than 600 female respondents representing 887,000 women aged 65 and over in private households who were widows at the time of the interview.

Additional analysis was supported by data from the 1996 GSS focusing on community and social support, as well as data from the 1996 Census of Population.

The GSS, conducted since 1985, gathers data on social trends and policy issues of current or emerging interest. It covers all people aged 15 and over living in private households in the 10 provinces.

widows living by themselves in 1995 reported that at least one adult child lived within 10 kilometres. An additional one-fifth had a child within 50 kilometres.

Age, income, overall health, all major factors in likelihood of living alone

A number of factors had a significant bearing on whether a widow aged 65 and over lived alone. According to the GSS, these included age, income and the individual's overall health, as well as the number of children she had.

Many people assume that widows who live alone tend to be younger seniors. This was not the case in 1995. In fact, the odds that widows aged 80 and over would live alone were close to four times greater than those for widows aged 65 to 69, perhaps because the older group has lost other family members with whom they might have lived.

A woman's age at the time of her husband's death was also a factor. Women who were between the ages of 65 and 74 when their husbands died were three times more likely to live by themselves than women who lost their husband before they were 65. This finding supports other research which has found that women widowed younger in life may adjust to widowhood differently.

The overwhelming majority of widows who did not live alone were sharing a home with their adult sons or daughters, so there was a strong relationship between kin and living arrangement. Depending on the number of children they had, widows with children were only 10% to 20% as likely as childless widows to be living by themselves.

Not surprisingly, the odds of living alone were lowest among widows with low incomes. Widows with an income below \$10,000 were only one-fifth as likely to be living on their own, compared with those whose total annual personal income was over \$20,000.

General overall health was an important determinant. The odds were over twice as high for widows in good to excellent health to be living alone as for those whose health was fair to poor.

Widowers: men represent small share of widowed seniors

Men represent a small proportion of all widowed seniors. In 1996, only 11% of senior men, compared with about 46% of senior women, were widowed.

During this century, the gap between the number of widowed women and men aged 65 and over has

widened substantially. In 1921, there were about two widows for every widower. By 1996, the ratio had increased to about five to one.

This increase is due to a combination of factors, including longer life expectancy for women and age differences at marriage. According to the 1995 GSS, widows were about five years younger than their husbands.

The article on widows living alone is now available in the summer 1999 edition of *Canadian social trends* (11-008-XPE, \$11/\$36; 11-008-XIE, \$8/\$27). See *How to order publications*.

For more information, or to enquire about the concepts, methods and data quality of this release, contact Irwin Bess (613-951-9605). ■

For more information, or to enquire about the concepts, methods or data quality of this release, contact Garnett Picot (613-951-8214; fax: 613-951-5403) or Zhengxi Lin (613-951-0830), Business and Labour Market Analysis Division. ■

PUBLICATIONS RELEASED

Canadian social trends, summer 1999
Catalogue number 11-008-XIE
(Canada: \$8/\$27).

Canadian social trends, summer 1999
Catalogue number 11-008-XPE
(Canada: \$11/\$36; outside Canada: US\$11/US\$36).

Cereals and oilseeds review, March 1999
Catalogue number 22-007-XPB
(Canada: \$15/\$149; outside Canada: US\$15/US\$149).

Surface and marine transport: service bulletin,
vol. 15, no. 3
Catalogue number 50-002-XIB
(Canada: \$10/\$62; outside Canada: US\$10/US\$62).

All prices exclude sales tax.

Catalogue numbers with an -XIB or an -XIE extension are Internet versions; those with -XMB or -XME are microfiche; and -XPB or -XPE denote a paper version.

How to order publications

Simplify your data search with the *Statistics Canada Catalogue* (11-204-XPE, \$16; outside Canada: US\$16).

Its keyword index will guide you to statistics on Canada's social and economic activity.

Order publications by phone:

Please refer to the • Title • Catalogue number • Volume number • Issue number • Your VISA or MasterCard number.

In Canada and the United States call:

1-800-267-6677

From other countries call:

1-613-951-7277

To fax your order:

1-877-287-4369

Address changes or account inquiries:

1-800-700-1033

To order a publication by mail write: Statistics Canada, Circulation Management, Operations and Integration Division, Ottawa, K1A 0T6. Include a cheque or money order payable to **Receiver General of Canada/Publications**. Canadian customers add 7% GST and applicable PST.

To order by Internet: write to order@statcan.ca or download an electronic version by accessing Statistics Canada's Web site (www.statcan.ca), under the headings *Products and services*, *Downloadable publications*.

Authorized agents and bookstores also carry Statistics Canada's catalogued publications.

Statistics Canada's official release bulletin

Catalogue 11-001E.

Published each working day by the Communications Division, Statistics Canada, 10-H, R.H. Coats Bldg., Tunney's Pasture, Ottawa, Ontario K1A 0T6.

To access *The Daily* on the Internet, visit our site at <http://www.statcan.ca>. To receive *The Daily* each morning by E-mail, send an E-mail message to listproc@statcan.ca. Leave the subject line blank. In the body of the message, type "subscribe daily firstname lastname".

Editor: Dan Smythe (613-951-1103, smytdan@statcan.ca)

Head of Official Release: Chantal Prévost (613-951-1088), prevcha@statcan.ca

Published by authority of the Minister responsible for Statistics Canada. © Minister of Industry, 1999. Citation in newsprint, magazine, radio, and television reporting is permitted subject to the requirement that Statistics Canada is acknowledged as the source. Any other reproduction is permitted subject to the requirement that Statistics Canada is acknowledged as the source on all copies as follows: Statistics Canada, *The Daily*, catalogue 11-001E, along with date and page references.

