



The Daily

Statistics Canada

Tuesday, June 6, 2000
For release at 8:30 a.m.

MAJOR RELEASES

There are no major releases today.

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OTHER RELEASES

Urban transit

1999 (preliminary)

Revenues for urban transit authorities across Canada grew at three times the pace of ridership between 1995 and 1999, according to a new study. Annual revenues grew 4.5 % per year, whereas the number of passengers carried rose by 1.4% per year.

Transit authorities' total operating revenues reached more than \$1.9 billion in 1999, up 18.7% from 1995. However, during the same period the number of passengers increased only 5% to just over 1.4 billion, according to *Factors affecting urban transit ridership*, released today.

Between 1970 and 1990, urban transit ridership rose steadily, reaching a peak of 1.5 billion passengers carried in 1990. Since that time, however, ridership has fallen. In 1998, 1.4 billion passengers used urban transit systems.

In urban areas, 80% of people travelling to work rode in their own vehicles, 10% used urban transit, 7% walked to work, and the remainder used bicycles and other means of transportation to travel to their place of work.

One reason put forward for the ridership decline is the economic downturn of the early 1990s, since fewer jobs means fewer people taking the bus; however, a similar downturn in the 1980s did not have the same impact on ridership. Others have asserted that the decline in urban transit subsidies has hurt ridership. On a national basis, however, subsidies paid to urban transit providers rose from \$2.0 billion in 1990 to \$2.4 billion in 1998.

Another hypothesis is that ridership is lower because fares have increased. However, in real terms, the price of the average fare has fallen.

Other reasons for the decline may include increasing suburbanization, automobiles' lowered perceived costs and greater convenience, businesses moving to outlying urban areas and the work-at-home phenomenon.

Factors affecting urban transit ridership examines ridership trends between 1992 and 1998, and offers analysis of the reasons for the change in ridership levels. The study found that, on a national basis, the most significant factors were the change in average fare and the level of service provided by urban transit authorities. The level of service was defined as a revenue service hour, that is, the number of hours that urban transit vehicles are providing service.

Between 1992 and 1998, in about 80 cities, the average fare rose in current dollars from 93 cents to \$1.14 (but did not keep pace with inflation), revenue rose from \$1.2 billion to \$1.5 billion, service hours decreased from 24.6 million to 23.2 million and the number of passengers remained constant at 1.43 billion.

Nevertheless, the results of service and fare changes in eight cities that carry about 75% of all urban transit riders differ from the national average. In one city, for example, fare decreases coupled with service increases helped push up ridership and revenue more than 20%.

For most of the other seven cities, service hours were reduced and fares were increased. Generally, ridership fell but revenues rose. These results are not surprising, given the inelastic demand characteristics of urban transit.

In 1992, according to population figures based on areas served by urban transit providers, ridership was 92 trips per capita. In 1998, this had fallen to 84 trips. Cities such as Ottawa, Toronto and Montreal have per-capita ridership rates that exceed the national average.

Factors affecting urban transit ridership (53F0003XIE, free) is available on Statistics Canada's Web site. From the *Products and Services* page, choose Downloadable Research Papers (free).

To request data, contact Jean-Robert Larocque (613-951-2486; laroque@statcan.ca). For more information, or to enquire about the concepts, methods or data quality of this release, contact Harold Kohn (613-951-0162; kohnhar@statcan.ca), Transportation Division. ■

Pipeline transportation of crude oil and refined petroleum products

March 2000

Net receipts of crude oil and equivalent hydrocarbons totalled 13 231 091 cubic metres in March, up 7.3% from March 1999. Year-to-date receipts to the end of March 2000 were 38 860 658 cubic metres, an increase of 8.0% over the same period in 1999. Net receipts of liquefied petroleum gases and refined petroleum products were 7 001 701 cubic metres in March, 11.7% higher than in March 1999. Year-to-date receipts increased 5.6% to 20 567 967 cubic metres.

Pipeline exports of crude oil were 5 799 979 cubic metres, a 16.9% rise from March 1999. Pipeline

imports totalled 2 343 247 cubic metres, a 44.5% advance. Year-to-date exports were 17 454 864 cubic metres, up 15.0% from 1999. Year-to-date imports totalled 6 199 020 cubic metres, an increase of 35.5 %.

March deliveries of crude oil by pipeline to Canadian refineries totalled 5 873 912 cubic metres, a decrease of 0.7% from March 1999. Deliveries of liquefied petroleum gases and refined petroleum products were 560 266 cubic metres, down 7.1% from March 1999. At the end of March, year-to-date deliveries of crude oil to refineries totalled 17 491 578 cubic metres, up 1.4% from the same period in 1999.

Available on CANSIM: matrices 181 and 591-595.

The March 2000 issue of *Pipeline transportation of crude oil and refined petroleum products* (55-001-XIB, \$9/\$86) will be available soon. See *How to order publications*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Eleonore Harding (613-951-5708; hardele@statcan.ca), Manufacturing, Construction and Energy Division. ■

PUBLICATIONS RELEASED

Grain trade of Canada, 1998-99
Catalogue number 22-201-XPB (\$44).

Electric power statistics, March 2000
Catalogue number 57-001-XIB (\$9/\$85).

All prices are in Canadian dollars and exclude sales tax. Additional shipping charges apply for delivery outside Canada.

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Statistics Canada

Thursday, June 3, 1997
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MAJOR RELEASES

- **Urban transit, 1995** 2
Changes in the availability of taking urban transit; Canadians are riding it less and less. In 1996, each Canadian took an average of about 40 trips on some form of urban transit, the lowest level in the past 25 years.
- **Productivity, hourly compensation and unit labour cost, 1995** 4
Growth in productivity among Canadian businesses was relatively weak again in 1996, accompanied by sluggish gains in employment and slow economic growth during the year.

OTHER RELEASES

- Help-wanted Index, May 1997 3
- Short-term Expectations Survey 2
- Steel primary forms, week ending May 31, 1997 12
- Egg production, April 1997 10

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