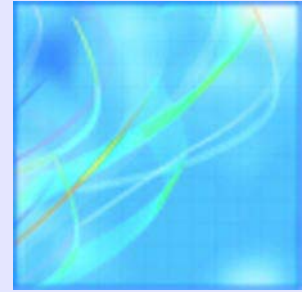


Service Bulletin - Surface and Marine Transport

The Canadian Passenger Bus and Urban Transit Industries



2010 (Preliminary) and 2009 (Final)

Highlights

- The financial performance of the Canadian passenger bus and urban transit industries, in terms of revenue, continued its upward trend in 2010 with total revenue rising 4.6% from 2009 to \$14.3 billion.
- The growth in revenue was driven primarily by the urban transit industry, which saw its revenue rise \$410.0 million to \$11.0 billion. Key to this growth was the gain in both urban transit service revenue and operating subsidies, which increased \$210.5 million and \$199.0 million, respectively. Capital subsidies, which had experienced year-over-year double digit growth since 2006 dropped 1.3% in 2010, from \$3.9 billion in 2009.
- Total expenses for the industries as a whole rose as well in 2010, rising 6.4% to \$10.4 billion.
- As a result of the strong growth in total expenses over total revenue, net income fell 0.3% to \$3.8 billion. This marks the first decrease in net income since 2006.
- Human resource expenses continued to be the main expense incurred by the bus industries, representing 61.5% of total operating expenses in 2010.
- The industries spent a combined \$4.1 billion on capital related expenditures in 2010. Purchases of buses and other rolling stock amounted to \$1.7 billion, while other capital expenditures were \$2.4 billion.
- Employment and compensation for the bus industries both advanced in 2010. The number of full-time equivalent employees increased 0.6% from 2009 to 103,672, while total compensation rose 9.0% to \$6.3 billion. As a result of these gains, the average expenditure per employee rose 8.4% from the previous year to \$60,451 in 2010.
- The bus industries reduced their fleet in 2010. For the year, overall fleet dropped 0.5% from 2009 to 66,394.
- Urban transit operators in the country's largest provinces, Ontario and Quebec, continued to see their combined total operating revenue rise, climbing 6.3% and 7.9% from 2009 to \$3.1 billion and \$1.8 billion, respectively.

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 industries, in terms of revenue, continued its upward trend in 2010 with total revenue rising 4.6% from 2009 to \$14.3 billion (see Table 1-1). The growth marks the fifth consecutive annual increase but the lowest rate since 2006. All bus industries experienced gains in total revenue.

Total expenses for the industries as a whole rose as well, rising 6.4% to \$10.4 billion. As a result of the strong growth in total expenses over total revenue, net income fell 0.3% to \$3.8 billion (see Table 1-1). This marks the first overall decrease in net income since 2006.

The urban transit industry continued to be the dominant industry in 2010, representing 77.0% of the total revenue of all the industries, slightly down from 77.5% in 2009. For 2010, total revenue for the urban transit industry was up 3.9% to \$11.0 billion, the fifth consecutive year of growth but at a slower pace compared with the double digit growth of the previous four years. Key to this growth was the gain in both urban transit service revenue and operating subsidies, which rose \$210.5 million and \$199.0 million, respectively. Capital subsidies, which had experienced year-over-year double digit growth since 2006 dropped 1.3% in 2010, from \$3.9 billion in 2009.

Total revenue for the school and employee bus industry, the second dominant industry by revenue, increased 8.6% to \$2.0 billion in 2010. The industry's main activity, school bus services, grew 3.0% to \$1.5 billion.

On the expense side, human resource expenses continued to be the main expense incurred, representing 61.5% of total operating expenses in 2010. For the year, combined human resource expenses rose 9.0% from 2009 to \$6.3 billion (see Table 1-2), due mainly to a larger employment base and higher salaries and wages (see Table 4). This was the largest year-over-year growth rate in human resource expenses since 2006.

Vehicle energy expenses, which saw a decline in 2009, realized a modest gain in 2010. Compared to 2009, overall vehicle energy expenses rose 1.9% to \$928.3 million (see Table 1-2). The growth was attributed to three bus industries: urban transit; school and employee bus; and other transit-shuttle. The other transit-shuttle industry incurred the largest gain in vehicle energy expenses, rising 9.5% to \$15.9 million.

Capital investment

For the year, the bus industries spent a combined \$4.1 billion on capital related expenditures. Purchases of buses and other rolling stock amounted to \$1.7 billion, while other capital expenditures (for example, purchase of land and buildings) were \$2.4 billion (see Table 3).

The urban transit industry continued to account for the largest share of expenditures in 2010 at 95.9%. The industry's largest expenditure involved other capital expenditures at \$2.4 billion.

Employment

Employment and compensation for the bus industries both advanced in 2010 (see Table 4). The number of full-time equivalent employees increased 0.6% from 2009 to 103,672, while total compensation rose 9.0% to \$6.3 billion, the largest increase since 2006. As a result of these gains, the average expenditure per employee rose 8.4% from the previous year to \$60,451 in 2010.

The urban transit and school and employee bus industries combined accounted for 87.3% of total employment, with drivers in the two industries alone representing almost 60%.

The urban transit industry saw the largest gain in employment levels, as the number of full-time employees rose from 54,805 in 2009 to 56,661. The largest gain, by volume, was attributed to drivers and other employees whose combined employment levels rose by the addition of more than 1,500 jobs.

Fleet

The total number of vehicles operated by the bus industries lowered slightly in 2010 (see Table 5). For the year, overall fleet fell 0.5% from 2009 to 66,394.¹ The marginal decline marks the first decrease in the number of fleet operated since 2006. The drop was attributed to the urban transit and school and employee bus industries which saw their fleet operated drop 2.1% and 0.3%, respectively. The remaining bus industries: interurban and rural bus, charter bus and sightseeing, and other transit-shuttle all saw increases in their overall fleet in 2010.

Despite the overall drop in the fleet operated by both the urban transit and school and employee bus industries, they combined to account for 87.9% of the total number of equipments operated by the bus industries.

Fuel used for rolling stock

Fuel consumption continued to vary across the bus industries in 2010, with diesel fuel remaining the largest fuel type used (see Table 6). After experiencing a decline in 2009, diesel fuel consumption rose 1.9% to 911.7 million litres. The consumption of gasoline and electricity also saw increases of 4.8% and 6.7%, respectively. Other fuel was the only exception, with consumption dropping 26.8% to 20.0 million litres in 2010, the fourth consecutive decline since 2007.

At the industry level, the majority of the diesel fuel was consumed by the urban transit and school and employee bus industries. The two industries accounted for 60.0% and 27.6% of its usage, respectively.

Revenues and Expenditures by province and by geographic region

Urban transit operators in the country's largest provinces, Ontario and Quebec, continued to see their combined total operating revenue rise, climbing 6.3% and 7.9% from 2009 to \$3.1 billion and \$1.8 billion, respectively (see Table 7). Since 2006, operating revenues for the two provinces have grown considerably, with Ontario growing 26.3% and Quebec growing 28.9%. Increased ridership, fare price increases and the implementation of transit pass programs are among the factors behind these growths.

These same two provinces also saw year-over-year increases in combined total operating revenues for the remaining bus industries. For the year, operating revenue rose 1.4% in Ontario to \$1.2 billion while rising 7.4% in Quebec to \$859.0 million.

From both a regional and activity perspective (see Table 8), most of the concentration of the operating revenues were in Ontario and Quebec with the largest revenue generating activities belonging primarily to urban transit and school bus services. Compared to all regions, Ontario accounted for 51.8% of all urban transit services revenue and 46.1% of school bus services revenue, while Quebec accounted for 21.9% and 34.2%, respectively.

Human resource expenses were the largest expense item across the regions in 2010 (see Table 9), accounting for 60.0% of total expenses. Ontario led the way with 44.3% of the human resource expenditures, followed by Quebec with 24.2% and the Prairies with 16.0%. In addition to gains across all of the regions, the increase in human

1. This figure excludes buses owned by private organizations and companies that are used for the purposes of transporting people or goods for private or non-revenue generating purposes (e.g. churches).

resource expenses in 2010 represents an overall growth of 37.1% from 2006 levels. The regions that experienced the largest rates of growth over this period were the Prairies at 49.9%, British Columbia at 48.8% and Atlantic at 48.5%.

Likewise, vehicle energy expenses increased across all of the regions in 2010. For the year, the largest rates of increase were observed in both the Atlantic Provinces and British Columbia at 4.1% each, and Quebec at 2.8%.

Maintenance cost by vehicle type

Overall maintenance expenditures related to vehicles (see Table 9), rose 0.5% from 2009 to \$700.5 million in 2010. At the regional level, the rise in maintenance expenses was pushed up by Ontario, Quebec, the Prairies and the Atlantic provinces while British Columbia saw its maintenance expenses fall for the first time since 2006.

On a per kilometre basis, maintenance costs varied by vehicle type in 2010 (see Table 10).² Maintenance costs fell from \$0.31 in 2009 to \$0.30 for motor coaches, increased from \$0.14 to \$0.15 for school buses, and remained unchanged at \$0.34 for urban transit buses.

Statistical Tables

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

Industry code description	Companies	Total revenues	Total expenses	Net income
	number	thousands of dollars		
2010				
Bus industries				
Urban transit	88	10,973,502	7,387,300	3,586,202
Interurban and rural bus	20	659,844	652,135	7,709
School and employee bus	1,023	1,967,115	1,791,593	175,522
Charter bus & sightseeing	154	479,450	440,948	38,503
Other transit-shuttle	193	176,244	176,104	140
Grand total	1,478	14,256,155	10,448,080	3,808,075
2009				
Bus industries				
Urban transit	88	10,563,509	6,887,374	3,676,134
Interurban and rural bus	20	631,055	651,799	-20,744
School and employee bus	915	1,811,828	1,686,283	125,546
Charter bus & sightseeing	140	457,882	426,020	31,862
Other transit-shuttle	206	171,124	165,423	5,701
Grand total	1,368	13,635,398	9,816,899	3,818,499
percent				
Change 2010 - 2009				
Bus industries				
Urban transit	0.0	3.9	7.3	-2.4
Interurban and rural bus	0.0	4.6	0.1	-137.2
School and employee bus	11.8	8.6	6.2	39.8
Charter bus & sightseeing	10.0	4.7	3.5	20.8
Other transit-shuttle	-6.3	3.0	6.5	-97.5
Grand total	8.0	4.6	6.4	-0.3

2. Another avenue in which maintenance expenses can be examined involves observing costs on a per kilometre basis for each vehicle type – motor coaches, school buses and urban transit buses. This perspective examines each vehicle type on an aggregate scale, regardless of model type, size, capacities and special features. As well, the cost takes into account a wide range of expenses incurred in the operation of the buses. These include parts, such as supplies, tires and tubes.

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

	2009	2010	Difference	Change
	thousands of dollars			percentage
Revenues				
Urban transit services	3,250,017	3,460,558	210,541	6.48
Commuter services	71,970	73,273	1,303	1.81
Urban transit services for persons with disabilities or seniors	74,059	74,299	240	0.32
Scheduled intercity services	433,439	441,479	8,040	1.85
School bus services	1,456,237	1,489,320	33,083	2.27
School bus charter services	147,765	161,816	14,051	9.51
Motor coach charter services	376,009	420,601	44,592	11.86
Local sightseeing services	33,843	37,033	3,190	9.43
Shuttle services	44,346	46,913	2,567	5.79
Bus parcel express	85,390	85,393	3	0.00
Other passenger bus services	205,491	301,883	96,392	46.91
Other operating revenues	169,907	214,999	45,092	26.54
Operating subsidies	3,310,756	3,509,743	198,987	6.01
Total Operating Revenue	9,659,230	10,317,310	658,080	6.81
Capital subsidies	3,919,129	3,867,775	-51,354	-1.31
Other non-operating revenues	57,019	71,070	14,051	24.64
Total Non-Operating Revenue	3,976,168	3,938,845	-37,323	-0.94
Total Revenue	13,635,398	14,256,155	620,757	4.55
Expenses				
Human resource expenses	5,750,537	6,267,076	516,539	8.98
Vehicle energy expenses	910,615	928,303	17,688	1.94
Vehicle maintenance expenses	696,850	700,470	3,620	0.52
Other operating expenses and depreciation	2,151,153	2,291,218	140,065	6.51
Total operating expenses	9,509,155	10,187,068	677,913	7.13
Interest and other	307,744	261,012	-46,732	-15.19
Total expenses	9,816,899	10,448,080	631,181	6.43
Net income	3,818,499	3,808,075	-10,424	-0.27

Table 2 Canadian passenger bus and urban transit industries, revenue and expenses, by North American Industry Classification System (NAICS) 2010

	Bus industries					Grand total
	Urban transit	Interurban and rural	School and employee	Charter bus and sightseeing	Other transit-shuttle	
Estimate of the number of companies operating in Canada	88	20	1,023	154	193	1,478
	thousands of dollars					
Revenue						
Urban transit services	3,323,093	x	98,128	9,248	F	3,460,558
Commuter services	68,038	x	F	x	x	73,273
Urban transit services for persons with disabilities or seniors	32,455	x	x	0	24,276	74,299
Scheduled intercity services	x	386,173	13,355	38,721	F	441,479
School bus services	x	x	1,450,705	16,891	9,209	1,489,320
School bus charter services	1,379	x	146,349	12,181	x	161,816
Motor coach charter services	2,690	62,981	48,558	299,516	6,855	420,601
Local sightseeing services	149	x	x	34,013	617	37,033
Shuttle services	x	x	x	10,834	35,638	46,913
Bus parcel express	0	83,125	1,524	498	244	85,393
Other passenger bus services	8,765	x	145,933	x	33,297	301,883
Other operating revenues	166,333	6,995	31,404	8,132	2,135	214,999
Operating subsidies	3,445,691	x	0	x	53,911	3,509,743
Total operating revenue	7,061,410	656,841	1,952,631	475,788	170,639	10,317,310
Capital subsidies	3,861,012	x	x	0	4,320	3,867,775
Other non-operating revenues	51,081	x	x	3,663	1,285	71,070
Total non-operating revenue	3,912,092	x	x	3,663	5,605	3,938,845
Total revenue	10,973,502	659,844	1,967,115	479,450	176,244	14,256,155
Expenses						
Human resource expenses	4,648,674	341,390	979,962	191,530	105,520	6,267,076
Vehicle energy expenses	567,135	52,268	224,237	68,776	15,887	928,303
Vehicle maintenance expenses	460,080	32,297	149,571	48,706	9,815	700,470
Other operating expenses and depreciation	1,523,145	223,246	383,256	119,660	41,911	2,291,218
Total operating expenses	7,199,034	649,201	1,737,027	428,672	173,133	10,187,068
Interest and other	188,266	2,934	54,566	12,276	2,971	261,012
Total expenses	7,387,300	652,135	1,791,593	440,948	176,104	10,448,080
Net income	3,586,202	7,709	175,522	38,503	140	3,808,075

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 and sightseeing	Other transit-shuttle	
	thousands of dollars					
2010						
Purchase of buses and other rolling stock	1,551,624	13,929	125,230	10,290	5,998	1,707,071
Other capital expenditures	2,383,384	1,923	8,987	617	1,341	2,396,252
Total	3,935,008	15,852	134,217	10,907	7,339	4,103,323
2009						
Purchase of buses and other rolling stock	1,089,676	6,064	96,391	12,559	7,805	1,212,494
Other capital expenditures	1,256,724	1,918	7,583	2,878	711	1,269,814
Total	2,346,400	7,982	103,974	15,437	8,516	2,482,308
	percent					
Change 2010 - 2009						
Purchase of buses and other rolling stock	42.4	129.7	29.9	-18.1	-23.2	40.8
Other capital expenditures	89.7	0.3	18.5	-78.6	88.6	88.7
Total	67.7	98.6	29.1	-29.3	-13.8	65.3

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 and sightseeing	Other transit-shuttle	
	number					
Full time equivalents 2010						
Drivers	30,972	3,120	29,428	3,485	2,406	69,411
Mechanics	4,434	359	1,725	392	71	6,981
Other employees	21,255	1,693	2,695	1,086	552	27,280
Total employees	56,661	5,171	33,848	4,963	3,029	103,672
	thousands of dollars					
Total compensation	4,648,674	341,390	979,962	191,530	105,520	6,267,076
	dollars					
Average expenditure per employee	82,043	66,015	28,952	38,591	34,842	60,451
	number					
Full time equivalents 2009						
Drivers	30,139	2,991	30,729	3,751	1,962	69,572
Mechanics	4,094	327	2,100	427	62	7,011
Other employees	20,572	1,648	2,687	1,002	581	26,490
Total employees	54,805	4,966	35,515	5,180	2,606	103,072
	thousands of dollars					
Total compensation	4,276,096	304,856	895,336	171,817	102,433	5,750,537
	dollars					
Average expenditure per employee	78,024	61,383	25,210	33,171	39,306	55,791
	percent					
Change 2010 - 2009						
Drivers	2.8	4.3	-4.2	-7.1	22.6	-0.2
Mechanics	8.3	9.8	-17.9	-8.2	14.5	-0.4
Other employees	3.3	2.7	0.3	8.4	-5.0	3.0
Total employees	3.4	4.1	-4.7	-4.2	16.2	0.6
Total compensation	8.7	12.0	9.5	11.5	3.0	9.0
Average expenditure per employee	5.2	7.5	14.8	16.3	-11.4	8.4

Note(s): Total compensation includes contracting expenses.

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 and sightseeing	Other transit-shuttle	
	number					
2010						
Motor coaches	29	2,528	797 ^E	2,053	148	5,554
School buses	124	519	33,706	509	300	35,157
Urban transit buses	15,930	189	805	148	271	17,344
All other rolling stock	3,818	76	3,156	329	960	8,338
Total	19,901	3,312	38,464	3,039	1,678	66,394
2009						
Motor coaches	30	2,528	740 ^E	1,917	98	5,314
School buses	118	519	34,359	543	272	35,810
Urban transit buses	16,062	190	653	140	174	17,220
All other rolling stock	4,120	72	2,817	348	1,013	8,370
Total	20,331	3,309	38,569	2,949	1,558	66,715
	percent					
Change 2010 - 2009						
Motor coaches	-3.3	0.0	7.7	7.1	51.0	4.5
School buses	5.1	0.0	-1.9	-6.3	10.3	-1.8
Urban transit buses	-0.8	-0.5	23.3	5.7	55.7	0.7
All other rolling stock	-7.3	5.6	12.0	-5.5	-5.2	-0.4
Total	-2.1	0.1	-0.3	3.1	7.7	-0.5

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 and sightseeing	Other transit-shuttle	
	thousands					
2010						
Diesel, litres	546,875	41,418	251,376	63,328	8,715	911,712
Gasoline, litres	970	56	11,044	398	3,954	16,421
Other fuel, litres	16,664	0	737	557	2,068	20,027
Electricity, kilowatt	819,432	0	0	0	0	819,432
2009						
Diesel, litres	531,443	42,418	248,131	62,761	9,570	894,323
Gasoline, litres	856	54	10,439	454	3,870	15,673
Other fuel, litres	20,944	0	3,393	580	2,460	27,377
Electricity, kilowatt	768,203	0	0	0	0	768,203
	percent					
Change 2010 - 2009						
Diesel	2.9	-2.4	1.3	0.9	-8.9	1.9
Gasoline	13.3	3.7	5.8	-12.3	2.2	4.8
Other fuel	-20.4	...	-78.3	-4.0	-15.9	-26.8
Electricity	6.7	...	...	...	...	6.7

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	
2010		
Newfoundland and Labrador	X	23,898
Prince Edward Island	0	8,003
Nova Scotia	X	43,986
New Brunswick	24,385	13,262
Quebec	1,770,308	858,988
Ontario	3,105,063	1,203,967
Manitoba	X	110,092
Saskatchewan	X	78,571
Alberta	617,300	648,494
British Columbia	X	257,969
Yukon Territory	X	X
Northwest Territories	0	3,608
Nunavut	0	0
USA and other	0	X
Grand Total	7,061,410	3,255,900
2009		
Newfoundland and Labrador	X	25,315
Prince Edward Island	0	8,759
Nova Scotia	X	38,634
New Brunswick	21,096	13,562
Quebec	1,640,630	799,733
Ontario	2,921,668	1,186,991
Manitoba	X	117,971
Saskatchewan	X	70,329
Alberta	588,025	548,285
British Columbia	X	232,843
Yukon Territory	X	X
Northwest Territories	0	3,796
Nunavut	0	0
USA and other	0	X
Grand Total	6,608,039	3,051,191
	percent	
Change 2010 - 2009		
Newfoundland and Labrador	-14.8	-5.6
Prince Edward Island	...	-8.6
Nova Scotia	1.0	13.9
New Brunswick	15.6	-2.2
Quebec	7.9	7.4
Ontario	6.3	1.4
Manitoba	4.0	-6.7
Saskatchewan	0.9	11.7
Alberta	5.0	18.3
British Columbia	9.0	10.8
Yukon Territory	-2.1	3.1
Northwest Territories	...	-5.0
Nunavut	...	...
USA and other	...	-5.0
Grand Total	6.9	6.7

Table 8 Canadian passenger bus and urban transit industries, revenue, by selected provinces and regions 2010

	Canada	Atlantic provinces	Quebec	Ontario	Prairies provinces ¹	British Columbia
	thousands of dollars					
Revenue						
Urban transit services	3,460,558	X	756,216	1,793,091	403,573	X
Commuter services	73,273	806	51,757	2835 E	X	X
Urban transit services for persons with disabilities or seniors	74 299	3,346	X	21,693	13,026	X
Scheduled intercity services	441,479	X	84,028	102,817	159,591	X
School bus services	1,489,320	39,441	509,012	686,394	222,686	31,787
School bus charter services	161,816	2,924	52,918	75,044	23,340	7,589
Motor coach charter services	420,601	17,958	91,478	129,447	119,190	62,528
Local sightseeing services	37,033	X	3,441	5,483	X	17,697
Shuttle services	46,913	X	X	34,077	6,654	5,044
Bus parcel express	85,393	X	6,207	8,058	X	X
Other passenger bus services	301,883	2,508	36,682	86,267	155,337	21,090
Other operating revenues and operating subsidies	3,724,742	66,659	1,006,820	1,364,587	504,911	781,765
Total Operating Revenue	10,317,310	199,890	2,629,296	4,309,793	1,662,085	1,516,246
Capital subsidies	3,867,775	...	...	...	...	...
Other non-operating revenues	71,070	...	...	...	...	...
Total Non-Operating Revenue	3,938,845	...	...	...	...	...
Total Revenue	14,256,155	...	...	...	...	...

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 provinces ¹	British Columbia
	thousands of dollars					
2010						
Human resource expenses	6,267,076	126,258	1,515,916	2,778,023	1,005,438	841,442
Vehicle energy expenses	928,303	37,472	215,690	415,102	169,211	90,828
Vehicle maintenance expenses	700,470	22,509	150,879	325,775	114,408	86,900
Other operating expenses	1,411,749	21,876	357,197	511,689	233,842	287,155
Sub Total	9,307,599	208,114	2,239,682	4,030,590	1,522,899	1,306,325
Depreciation	879,469	...	...	...	...	...
Total operating expenses	10,187,068	...	...	...	...	...
Interest and other	261,012	...	...	...	...	...
Total expenses	10,448,080	...	...	...	...	...
2009						
Human resource expenses	5,750,537	119,591	1,395,139	2,571,077	905,694	759,036
Vehicle energy expenses	910,615	35,994	209,868	408,913	168,553	87,288
Vehicle maintenance expenses	696,850	22,265	148,657	313,369	114,117	98,441
Other operating expenses	1,372,785	22,559	358,582	474,049	241,188	276,407
Sub Total	8,730,787	200,408	2,112,247	3,767,409	1,429,552	1,221,172
Depreciation	778,367	...	...	...	...	...
Total operating expenses	9,509,155	...	...	...	...	...
Interest and other	307,744	...	...	...	...	...
Total expenses	9,816,899	...	...	...	...	...
	percent					
Change 2010 - 2009						
Human resource expenses	9.0	5.6	8.7	8.0	11.0	10.9
Vehicle energy expenses	1.9	4.1	2.8	1.5	0.4	4.1
Vehicle maintenance expenses	0.5	1.1	1.5	4.0	0.3	-11.7
Other operating expenses	2.8	-3.0	-0.4	7.9	-3.0	3.9
Sub Total	6.6	3.8	6.0	7.0	6.5	7.0
Depreciation	13.0	...	...	...	...	...
Total operating expenses	7.1	...	...	...	...	...
Interest and other	-15.2	...	...	...	...	...
Total expenses	6.4	...	...	...	...	...

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

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

	2007	2008	2009	2010
	cents per kilometre			
Motor coaches	0.26	0.31	0.31	0.30
School buses	0.14	0.17	0.14	0.15
Urban transit buses	0.33	0.35	0.34	0.34

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 2010 reference year, the CV for total revenue at the Canada level is 0.002. 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
*	significantly different from reference category ($p < 0.05$)

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