

Canadian Bus Industry

**LABOUR MARKET INFORMATION
RESEARCH REPORT**

Prepared for
Motor Carrier Passenger Council of Canada

Prepared by
R.A. Malatest & Associates Ltd.

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858 Pandora Avenue
Victoria, BC V8W 1P4

300, 10621 – 100 Avenue
Edmonton, AB T5J 0B3

**1201, 415 Yonge St
Toronto, ON M5B 2E7**

500, 294 Albert Street
Ottawa, ON K1P 6E6

206, 255 Lacewood Drive
Halifax, NS B3M 4G2

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SECTION 1: BUS INDUSTRY OVERALL

Bus travel is one of the safest modes of transportation in Canada¹ and the industry plays a major role in the Canadian economy with 1,242 companies across the country employing 109,834 full-time equivalent positions. The total operating and non-operating revenue for this industry was \$15.5 billion in 2012.² That same year, human resources expenses made up 60% of the total operating expenses for these companies.³ In 2011, 94% of businesses in the sector were profitable,⁴ compared to 82% of all industries nation-wide.⁵

Table 1-1 provides a summary of the total number of establishments in each Canadian province and territory as of December, 2012. The data in the table was further broken down according to whether the establishments had employees or if they were owner-operated with no employees on payroll. In cases where it was not possible to discern if there were employees on payroll, the establishment was classified as “indeterminate”.

Each Canadian province and territory had at least one employer establishment and generally, the percentage of establishments present in each region was close to their percentage of the Canadian population, with the exception of:

- **Alberta:** 17% of bus industry establishments (compared to 11% of the Canadian population);
- **British Columbia:** 9% of bus industry establishments (compared to 13% of the Canadian population);
- **Ontario:** 28% of bus industry establishments (compared to 39% of the Canadian population); and
- **Quebec:** 35% of bus industry establishments (compared to 23% of the Canadian population).

¹ RONA Kinetics and Associates Ltd: Evaluation of Occupant Protection in Buses (Produced for Transport Canada)

² Statistics Canada (Table 408-007) Canadian passenger bus and urban transit industries, employment and compensation, by North American Industry Classification System (NAICS)

³ Statistics Canada (Table 408-005) Canadian passenger bus and urban transit industries, revenue and expenses, NAICS

⁴ Industry Canada: SME benchmarking: Transit and Ground Passenger Transportation (NAICS 485)

⁵ Industry Canada: SME benchmarking: Canadian Economy (NAICS 11-91)

Table 1-1: Number of Establishments by Region (December, 2012)

Province	Employers	Non- Employers/ Indeterminate	Total	Percent Distribution	Percent Canadian Population
Alberta	238	281	519	17%	11%
British Columbia	166	101	267	9%	13%
Manitoba	60	28	88	3%	4%
New Brunswick	18	14	32	1%	2%
Newfoundland and Labrador	61	20	81	3%	2%
Northwest Territories	5	0	5	>1%	>1%
Nova Scotia	37	7	44	1%	3%
Nunavut	1	1	2	>1%	>1%
Ontario	483	348	831	27%	39%
Prince Edward Island	8	4	12	>1%	>1%
Quebec	827	258	1,085	35%	23 %
Saskatchewan	48	49	97	3%	3%
Yukon Territory	2	3	5	>1%	>1%
CANADA	1,954	1,114	3,068		

Source: [Canadian Industry Statistics \(CIS\)](#) Transit and Ground Passenger Transportation - (NAICS 485) & Scenic and Sightseeing Transportation – land (NAICS 48711) (Excludes: Taxi and Limousine Service - (NAICS 4853)) and [CAN-SIM 051-0001](#)

Table 1-2 is a summary of establishments in each province and territory, by size. Only those establishments that had employees on payroll were included (i.e., the 1,954 establishments classified as employers in Table 1-1). Micro (1-4 employees) and small (5-99 employee) businesses made up 91% of all bus industry employer establishments. Nearly half of micro and small employer establishments were found in Quebec (45%). More than half of medium employer establishments were found in Ontario (63%) and all large employer establishments were found in the five most populated Canadian provinces (Alberta, British Columbia, Manitoba, Ontario, and Quebec).

Table 1-2: Number of Employer Establishments by Size and Region (December, 2012)

NAICS	Micro 1-4 employees	Small 5-99 employees	Medium 100-499 employees	Large 500+ employees
Alberta	125	97	9	7
British Columbia	51	104	8	3
Manitoba	30	27	2	1
New Brunswick	4	12	2	0
Newfoundland and Labrador	24	35	2	0
Northwest Territories	3	2	0	0
Nova Scotia	19	14	4	0
Nunavut	0	1	0	0
Ontario	96	287	95	5
Prince Edward Island	2	6	0	0
Quebec	250	547	25	5
Saskatchewan	16	28	4	0
Yukon Territory	1	1	0	0
CANADA	621	1,161	151	21
Percent Distribution	32%	59%	8%	1%

Source: [Canadian Industry Statistics \(CIS\)](#) Transit and Ground Passenger Transportation - (NAICS 485) & Scenic and Sightseeing Transportation – land (NAICS 48711) (Excludes: Taxi and Limousine Service - (NAICS 4853))

Although there were over 3,000 establishments classified in the bus industry, only 1,954 of them had employees on payroll, representing 64% of all establishments in the bus industry.

Table 1-3 breaks down the number of bus industry establishments by sub-sector. School and employee bus transportation constituted over half of the bus industry establishments at 56%. The interurban and rural bus (5%) and urban transit (6%) sub-sectors made up 11% of bus industry establishments, roughly the same proportional representation as the charter bus industry (10%). Establishments classified under NAICS 48599 (other transit and ground passenger transportation) made up 20% of the industry. As shown in Figure 2.5-3, the operating revenue for this sub-sector was comprised primarily of urban transit services for persons with disabilities and/or seniors and shuttle services.

Table 1-3: Number of Establishments by Sub-Sector (December, 2012)

NAICS	Employers	Non-Employers/ Indeterminate	Total	Percent Distribution
48511 – Urban Transit Systems	122	57	179	6%
48521 – Interurban and Rural Bus Transportation	92	51	143	5%
48541 – School and Employee Bus Transportation	1,150	577	1,727	56%
48551 – Charter Bus Industry	197	113	310	10%
48599 – Other Transit and Ground Passenger Transportation	348	265	613	20%
48711 – Scenic and Sightseeing Transportation – land	45	51	96	3%
CANADA	1,954	1,114	3,068	

Source: [Canadian Industry Statistics \(CIS\)](#) Transit and Ground Passenger Transportation - (NAICS 485) & Scenic and Sightseeing Transportation – land (NAICS 48711) (Excludes: Taxi and Limousine Service - (NAICS 4853))

Table 1-4 is a summary of establishments by size. Only those establishments that had employees on payroll were included (i.e., the 1,954 establishments classified as employers in Table 1-3).

The majority of companies in the bus industry were small (59%), ranging from as low as five, to as many as ninety-nine employees. The school and employee bus transportation sub-sector made up over half of the small (56%), micro (61%), and medium (60%) employer establishments across Canada. The urban transit sub-sector made up 62% of establishments with 500+ employees.

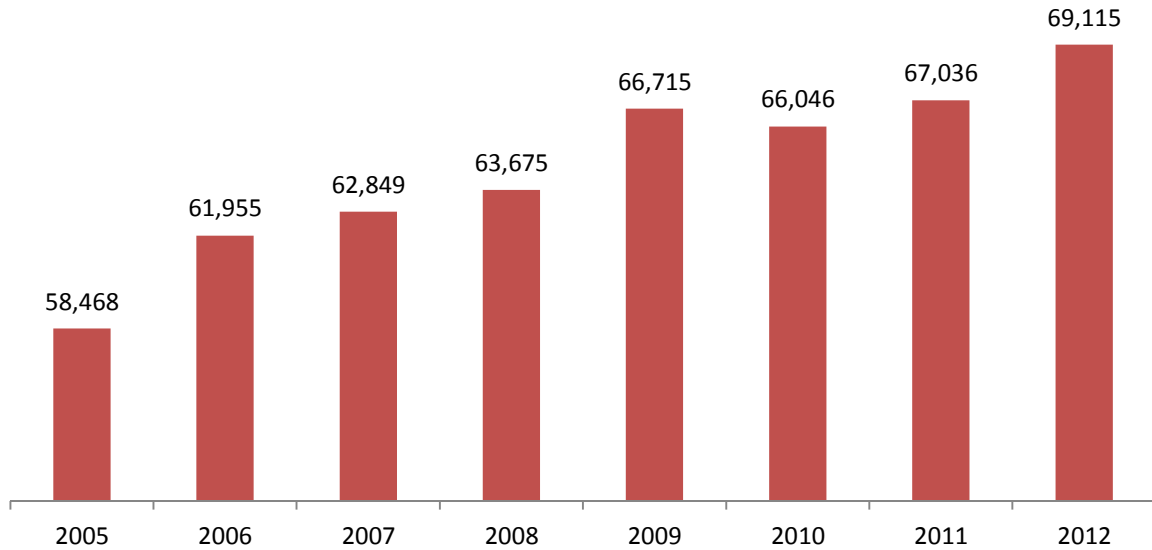
Table 1-4: Number of Employer Establishments by Size and Sub-Sector (December, 2012)

NAICS	Micro 1-4 employees	Small 5-99 employees	Medium 100-499 employees	Large 500+ employees
48511 – Urban Transit Systems	16	70	23	13
48521 – Interurban and Rural Bus Transportation	21	58	12	1
48541 – School and Employee Bus Transportation	346	707	91	6
48551 – Charter Bus Industry	56	125	16	0
48599 – Other Transit and Ground Passenger Transportation	167	171	9	1
48711 – Scenic and Sightseeing Transportation – land	15	30	0	0
Total	621	1,161	151	21
Percent Distribution	32%	59%	8%	1%

Source: [Canadian Industry Statistics \(CIS\)](#) Transit and Ground Passenger Transportation - (NAICS 485) & Scenic and Sightseeing Transportation – land (NAICS 48711) (Excludes: Taxi and Limousine Service - (NAICS 4853))

Overall, the bus industry in Canada saw its fleet increase by 18% between 2005 and 2012. In 2012, the overall fleet had 69,115 vehicles (Figure 1-1).

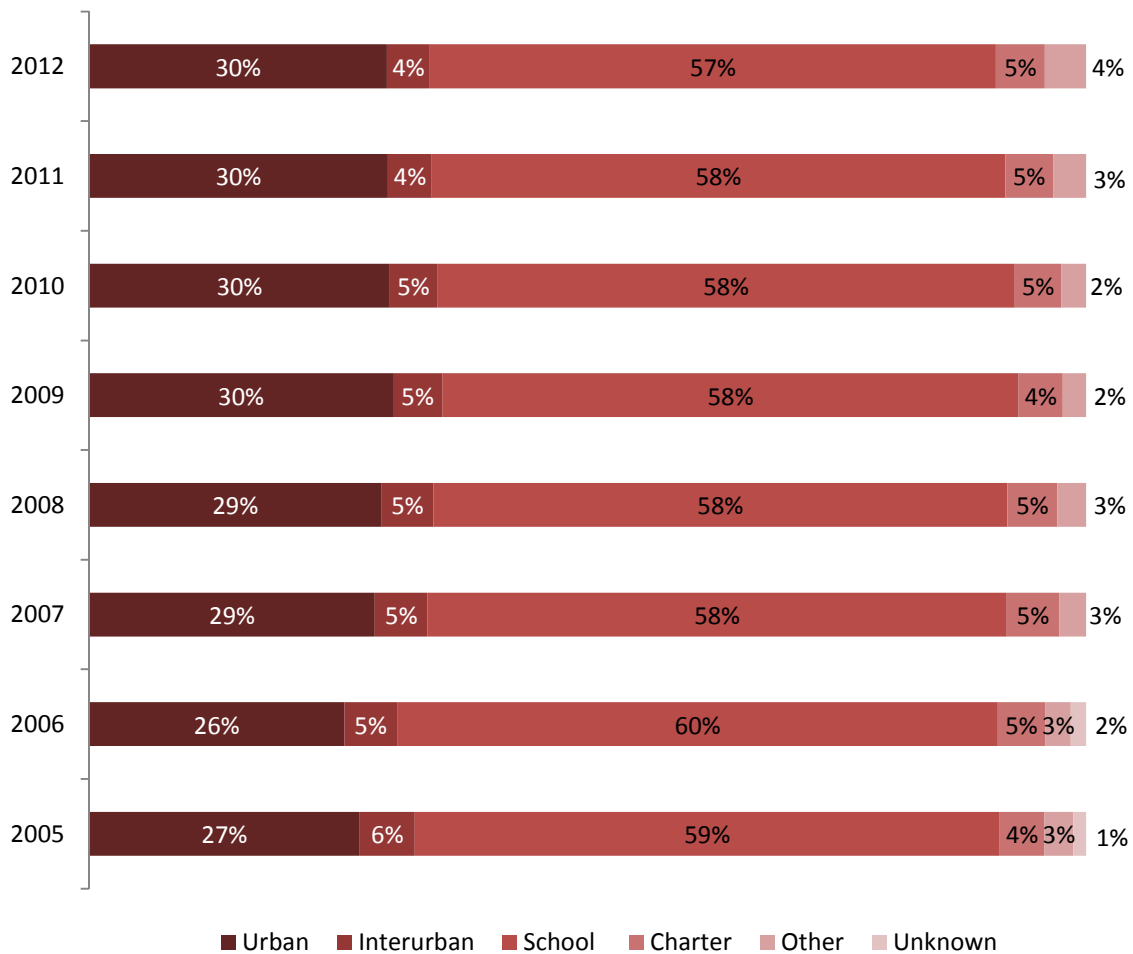
Figure 1-1: Canadian Bus Industry: Fleet Size from 2005-2012



Source: [CAN-SIM table 408-0010](#)

The majority of vehicles in the Canadian bus industry fleet were found in the school and employee bus sub-sector (57% in 2012). The urban transit sub-sector owned the second highest number of vehicles in the bus industry with 30% of the total number of vehicles. The remaining vehicles were split fairly evenly between the charter bus industry (5%), interurban and rural bus transportation sub-sector (4%), and other ground transit and passenger transportation services (4%). The percentage of the overall fleet owned by each sub-sector remained consistent between 2005 and 2012.

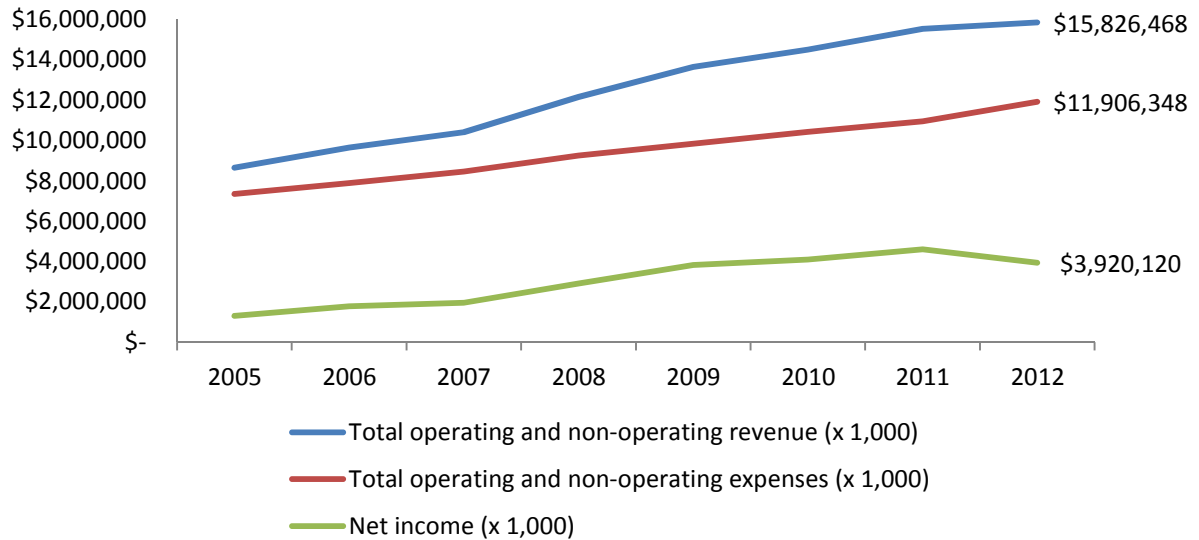
Figure 1-2: Canadian Bus Industry: Fleet Size from 2005-2012 by Sub-Sector



Source: [CAN-SIM table 408-0010](#)

Between 2005 and 2012 (Figure 1-3), bus industry total revenue increased by 83% while total operating expenses increased by only 62%. This resulted in a 201% growth in the net income, to \$3.9 billion. More than 95% of the net income generated by the industry in 2012 came from the urban transit sub-sector.

Figure 1-3: Total Operating and Non-Operating Revenue and Expenses and Net Income for the Bus Industry from 2005-2012

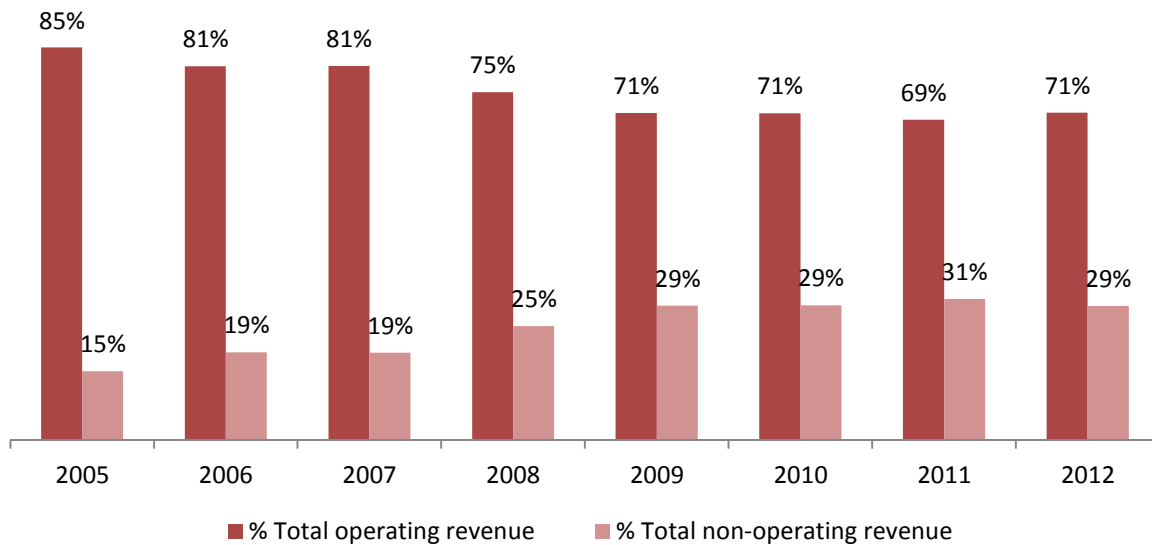


Source: [CAN-SIM table 408-0005](#)

As a percentage of the total revenue accrued by the bus industry, operating revenue decreased from 85% to 71% between 2005 and 2012 (Figure 1-4). This decrease was most notable between 2005 and 2008 and stabilized from 2009 to 2012, at an average of 71%. More than 95% of the non-operating revenue generated was in the form of capital subsidies, 99.9% of which were directed towards the urban transit sub-sector. Capital subsidies were also provided to the following other sub-sectors:

- Interurban and rural transportation (2007)
- School and employee bus services (2009)
- Other ground and passenger transportation (2006, 2007, 2009-2012)

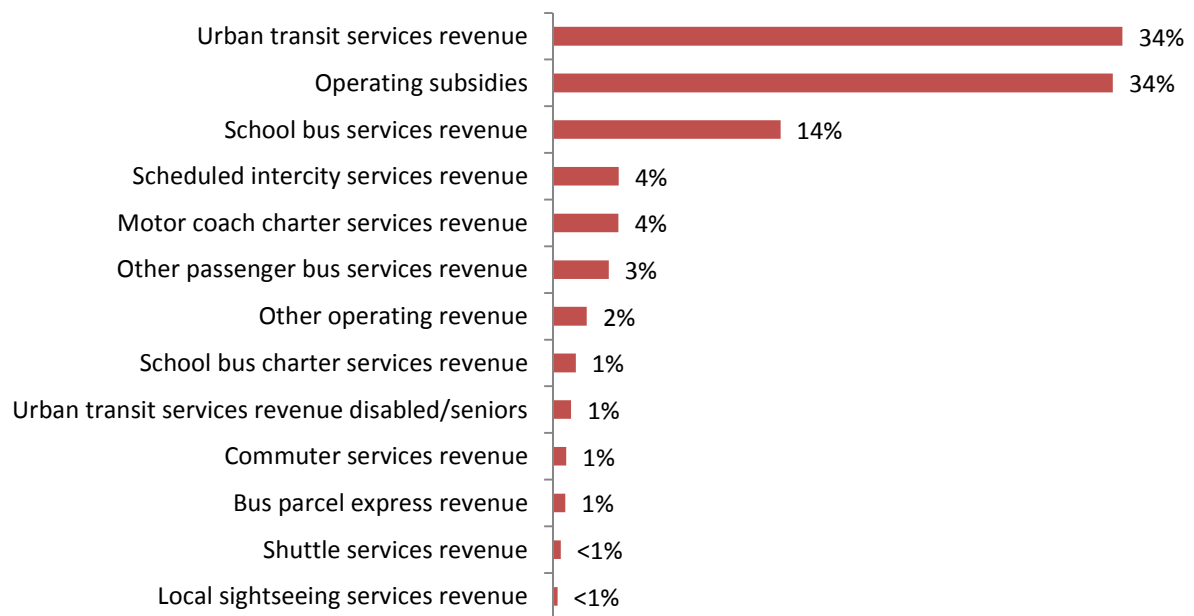
Figure 1-4: Percentage Operating and Non-Operating Revenue of Total Revenue for the Bus Industry from 2005-2012



Source: [CAN-SIM table 408-0005](#)

For the bus industry as a whole in 2012, total operating revenue was derived from three main activities: urban transit service (34%), operating subsidies (34%), and school bus services (14%) (Figure 1-5). Operating subsidies were provided to the urban transit sector. The remaining operating revenue was derived from other activities, with both intercity services and motor coach revenue accounting for 4% to the bus industries total operating revenue. The percentage of total operating revenue contributed from each service remained stable between 2005 and 2012, with the exception of school bus services, which decreased from 18% to 14%, and commuter services, which decreased from 4% to 1% of the bus industries' operating revenue since 2005.

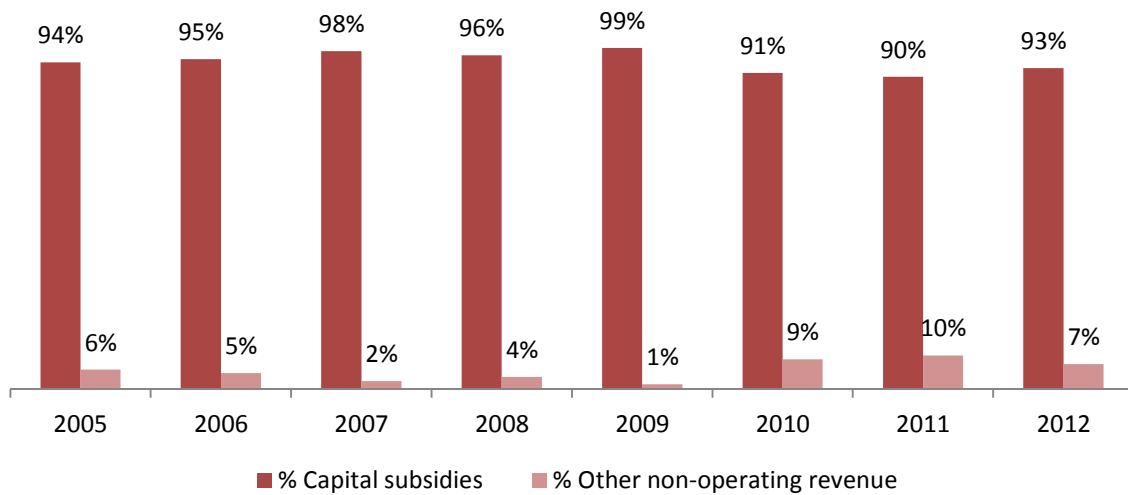
Figure 1-5: Percentage Operating Revenue of Total Operating Revenue for the Bus Industry for 2012 by Service Activity



Source: [CAN-SIM table 408-0005](#)

Of the bus industries total non-operating revenue, more than 95% was accrued through capital subsidies between 2005 and 2012 (Figure 1-6). Capital subsidies may be used to purchase rolling stock, or make other capital investments. Of the capital subsidies awarded to the bus industry, 99.9% was directed to urban transit systems. Nearly all the remaining 0.1% was awarded to ‘other transit and ground transportation companies’ for which approximately 20% of operating revenue (including operating subsidies) was generated through transit services for persons with disabilities or seniors.

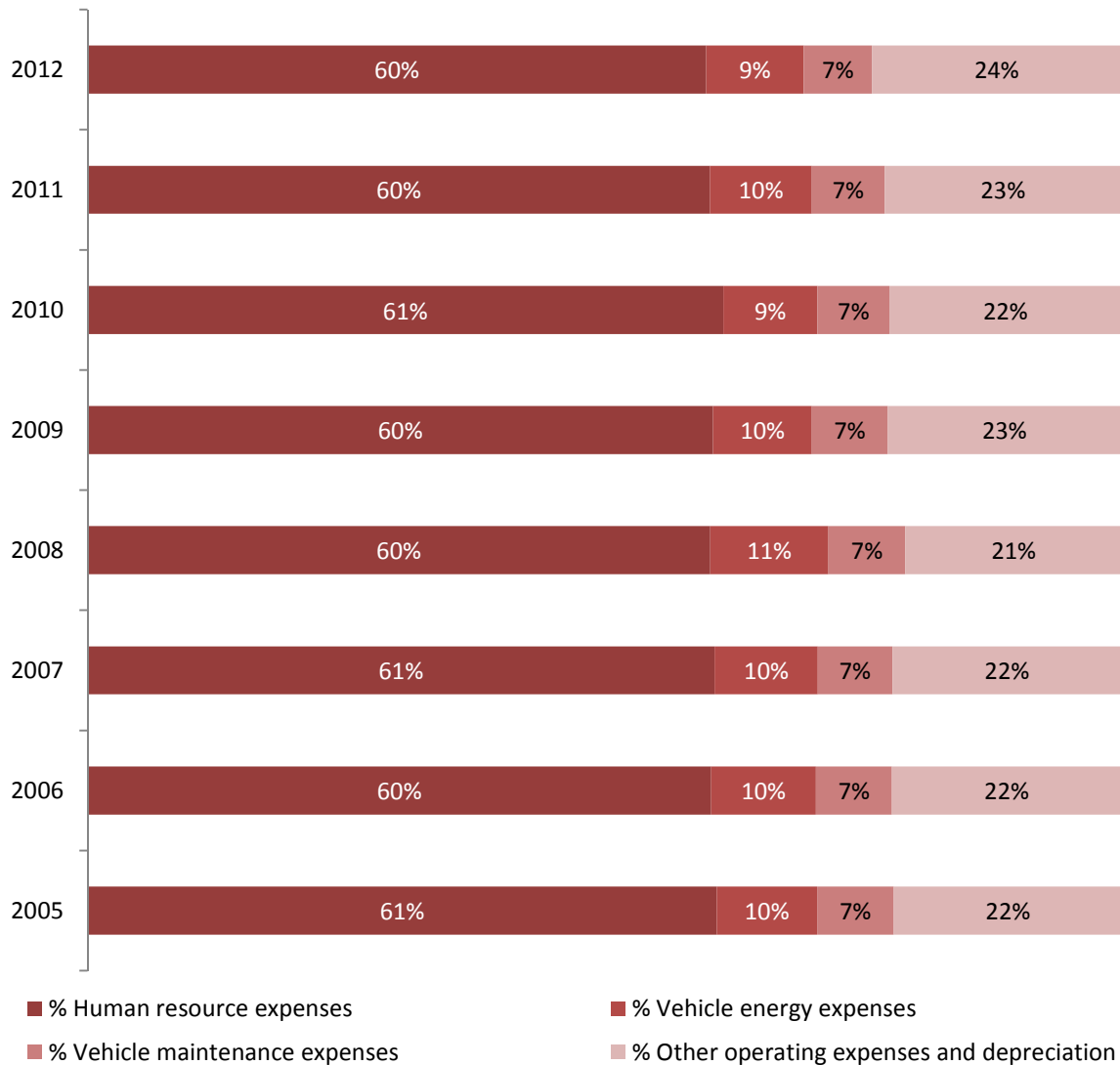
Figure 1-6: Percentage Capital Subsidy and Other Non-Operating Revenue of Total Non-Operating Revenue for the Bus Industry from 2005-2012



Source: [CAN-SIM table 408-0005](#)

Between 2005 and 2012, approximately 95% of the total expenses for the bus industry (and across all subsectors) were operating expenses, while the remaining expenses were interest and other expenses.⁶ In 2012, 60% of the industry’s operating expenses were human resource expenses, 16% were vehicle expenses (energy (9%) and maintenance (7%)), and 22% were other operating expenses and depreciation. These values remained stable from 2005 and 2012.

Figure 1-7: Breakdown of Total Operating Expenses for the Bus Industry from 2005-2012

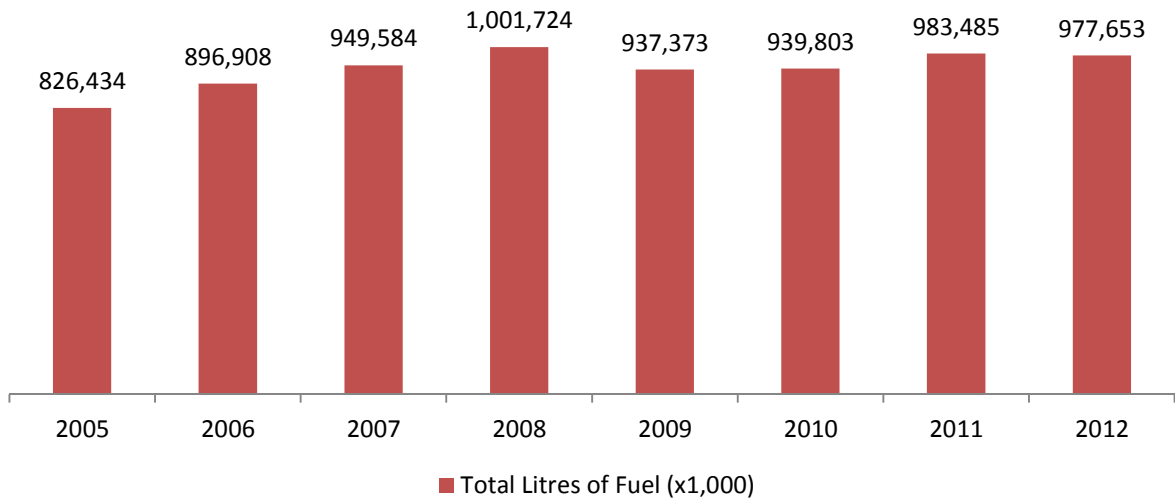


Source: [CAN-SIM table 408-0005](#)

⁶ [CAN-SIM table 408-0005](#)

In 2012, 9% of bus industry’s operating expenses went toward vehicle energy costs. The majority of vehicles that operate in the bus industry run on fossil fuels, with the exception of some vehicles in the urban transit sub-sector, such as Toronto’s street cars, which use electricity. Figure 1-8 shows the volume of fuel used by the industry increased by 18% between 2005 and 2012, peaking at over one billion litres in 2008. Incidentally, this was the same rate of increase seen in the number of vehicles owned by companies in the Canadian bus industry, over the same period (Figure 1-1).

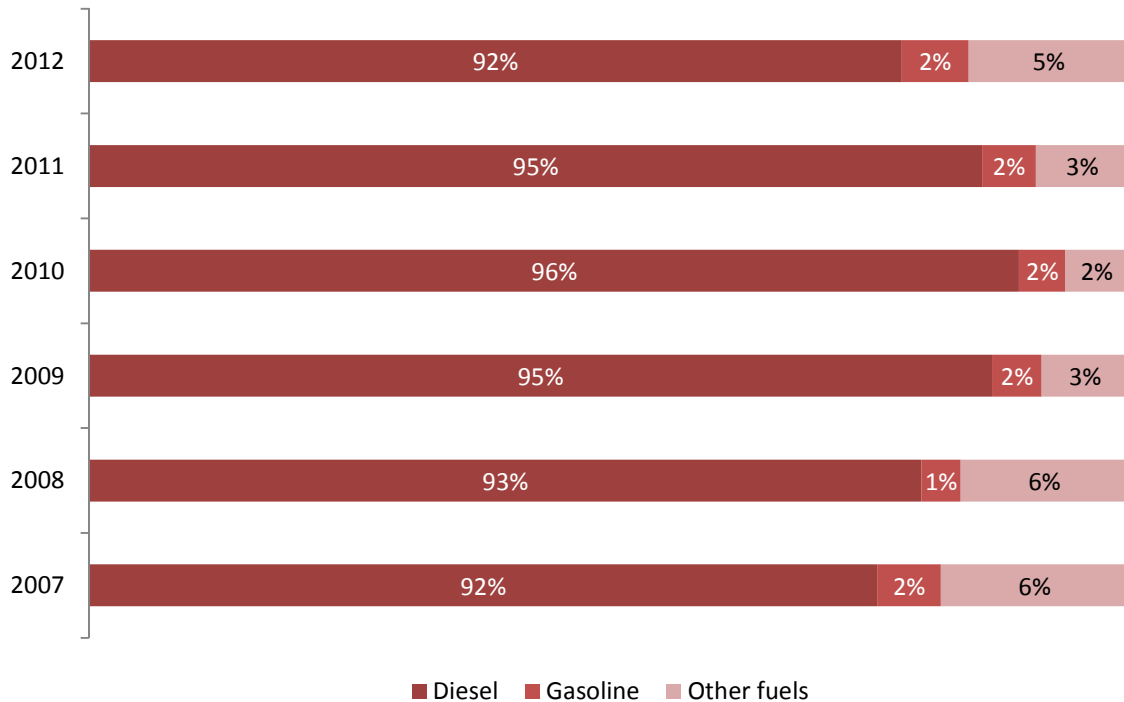
Figure 1-8: Total Litres of Fuel Consumed by the Canadian Bus Industry from 2005-2012



Source: [CAN-SIM table 408-0008](#)

Of the fossil fuels used by the bus industry, between 92% and 96% was diesel, between 2007 and 2012 (Figure 1-9). Over this same time period, between 1% and 2% of vehicles used gasoline, and 2% to 6% used another form of fuel, such as compressed natural gas. For example, Calgary Transit launched a pilot project to test the use of this alternative fuel in 2013.⁷

Figure 1-9: Breakdown by Type of Fuel Consumed by the Bus Industry from 2007-2012

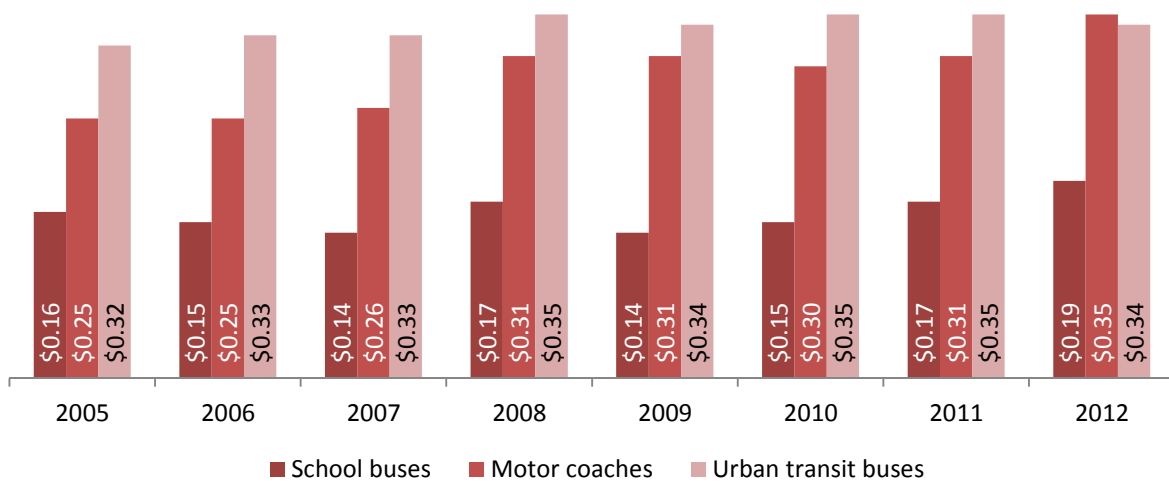


Source: [CAN-SIM table 408-0008](http://www.cansim.ca/table/408-0008)

⁷ <http://www.calgarytransit.com/html/natural-gas.html>

Of the three main types of vehicles used in the industry, motor coaches and urban transit buses were the most costly to maintain, at \$0.35/km and \$0.34/km in 2012, respectively (Figure 1-10). The cost of maintaining a motor coach increased sharply (40%) between 2005 and 2012, while the cost of maintaining an urban transit bus increased gradually (6%) since over this period. School buses cost far less to maintain in 2012, at \$0.19/km, a cost which had also increased by 19% between 2005 and 2012.

Figure 1-10: Maintenance Costs per Kilometer for School Buses, Motor Coaches and Urban Transit Buses 2005-2012



Source: [CAN-SIM table 408-0011](#)

In 2012, the bus industry employed a total of 109,834 full-time equivalent (FTE) positions, up 24% since 2005. Transit operators (NOC 7512) accounted for 68% of FTEs while mechanics (NOC 7312) accounted for 7%. The remaining FTEs included other jobs such as supervisor (NOC 7305), manager (NOC 0731), transit operator trainer, dispatcher, and scheduler/planner.

While the number of total FTE increased, the percentage of FTE going towards the three categories of jobs in Table 1-5 remained stable. However, the average expenditure per FTE had increased 33%, compared to an inflation rate of 13.5% over that period.⁸

Table 1-5: Employee and Compensation for the Bus Industry

Year	Total FTE	Transit operators (FTE)	Mechanics (FTE)	Other employees (FTE)	Total compensation (dollars x 1,000) ⁹	Average expenditure per FTE (dollars) ¹⁰
2012	109,834	68%	7%	26%	\$ 6,969,005.00	\$ 63,450.34
2011	104,999	67%	6%	27%	\$ 6,430,700.00	\$ 61,245.35
2010	102,924	67%	7%	26%	\$ 6,241,994.00	\$ 60,646.63
2009	103,072	68%	7%	26%	\$ 5,750,538.00	\$ 55,791.47
2008	98,611	68%	6%	26%	\$ 5,378,237.00	\$ 54,539.93
2007	93,205	67%	7%	26%	\$ 4,938,227.00	\$ 52,982.43
2006	93,520	69%	6%	25%	\$ 4,511,396.00	\$ 48,239.91
2005	88,302	69%	6%	25%	\$ 4,216,799.00	\$ 47,754.29

Source: [CAN-SIM 408-0007](#)

⁸ Bank of Canada – Inflation rate calculator

⁹ Total compensation includes contracting expenses

¹⁰ Includes contracting expenses

SECTION 2: SUB-SECTORS

The North American Industry Classification System (NAICS) is a standardized system that assigns a numerical code to each sector or industry group. The Motor Carrier Passenger Council of Canada (MCPCC) represents six sub-sectors in the bus industry. The following is a list of each sub-sector and its corresponding NAICS code included under the MCPCC umbrella.

2.1 Urban Transit Systems (48511):

This sub-sector comprises establishments that are primarily engaged in operating local and suburban mass passenger transit systems, and may involve the use of one or more modes of transport such as: light rail, subways and streetcars, and/or buses. These establishments operate over fixed routes and schedules, and allow passengers to pay on a per-trip basis (whether or not they also accept other payment methods such as monthly passes).¹¹

Table 2.1-1 provides a summary of the total number of urban transit system establishments in each region. The data in the table is further broken down according to whether the establishments had employees or if they were owner-operated with no employees on payroll. In cases where it was not possible to discern if there were employees on payroll, the establishment was classified as “indeterminate”.

Each Canadian province and territory, with the exception of Prince Edward Island, had at least one urban transit establishment. Generally, the percentage of these establishments present in each region was similar to the total percentage of bus industry establishments in that region. However, the following exceptions apply:

- **Ontario:** 35% of urban transit establishments (compared to 27% of all bus industry establishments);
- **British Columbia:** 20% of urban transit establishments (compared to 9% of all bus industry establishments);
- **Quebec:** 18% of urban transit establishments (compared to 35% of all bus industry establishments); and
- **Alberta:** 12% of urban transit establishments (compared to 17% of all bus industry establishments)

¹¹ [Statistics Canada description](#)

**Table 2.1-1: Urban Transit - Number of Establishments by Region (NAICS 4851)
(December, 2012)**

NAICS	Employers	Non- Employers/ Indeterminate	Total	Percent Distribution (Urban)	Percent Distribution (Total)
Alberta	12	9	21	12%	17%
British Columbia	30	6	36	20%	9%
Manitoba	4	2	6	3%	3%
New Brunswick	4	0	4	2%	1%
Newfoundland and Labrador	3	1	4	2%	3%
Northwest Territories	1	0	1	1%	>1%
Nova Scotia	4	1	5	3%	1%
Nunavut	1	0	1	1%	>1%
Ontario	34	29	63	35%	27%
Prince Edward Island	0	0	0	0%	>1%
Quebec	26	6	32	18%	35%
Saskatchewan	3	2	5	3%	3%
Yukon Territory	0	1	1	1%	>1%
CANADA	122	57	179		

Source: [Canadian Industry Statistics \(CIS\)](#) Urban transit Systems - (NAICS 4851)

Table 2.1-2 is a summary of urban transit establishments by size. Only those establishments that had employees on payroll were included (i.e., the 122 establishments classified as employers in Table 2.1-1).

The majority of urban transit establishments were small (58%), ranging from as low as five, to as many as ninety-nine employees. 11% of urban transit establishments were large. By comparison, large establishments made up 1% of the employer establishments in the bus industry, overall.

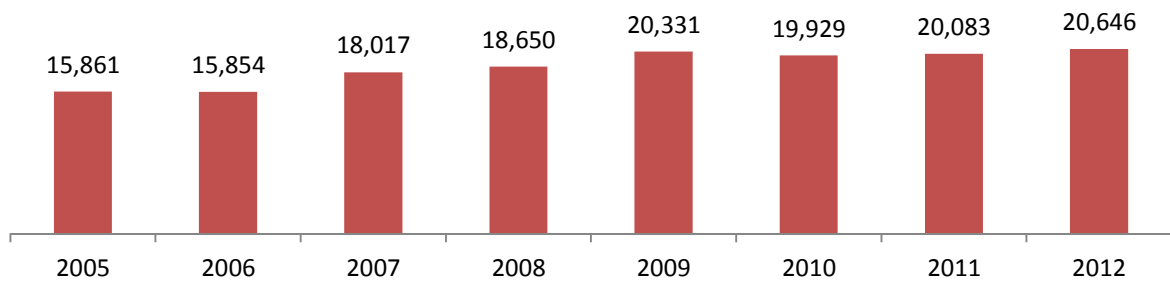
Table 2.1-2: Urban Transit - Number of Employer Establishments by Size and Region (NAICS 4851) (December, 2012)

NAICS	Micro 1-4 employees	Small 5-99 employees	Medium 100-499 employees	Large 500+ employees
Alberta	3	7	0	2
British Columbia	4	22	2	2
Manitoba	1	2	0	1
New Brunswick	0	3	1	0
Newfoundland and Labrador	0	2	1	0
Northwest Territories	1	0	0	0
Nova Scotia	2	1	1	0
Nunavut	0	1	0	0
Ontario	3	14	13	4
Prince Edward Island	0	0	0	0
Quebec	1	17	4	4
Saskatchewan	1	1	1	0
Yukon Territory	0	0	0	0
CANADA	16	70	23	13
Percent Distribution Urban Transit	13%	57%	19%	11%
Percent Distribution Bus Industry	32%	59%	8%	1%

Source: [Canadian Industry Statistics \(CIS\)](#) Urban transit Systems - (NAICS 4851)

In 2012, there were a total of 20,646 vehicles in the fleet of urban Transit operators, comprising 30% of the overall bus industry. Between 2005 and 2012, the urban transit fleet also grew by 30%, a greater rate than the bus industry as a whole (18%) (Figure 2.1-1). Of these vehicles, 80% were urban transit buses, while the remaining fleet was comprised of other rolling stock, which includes light rail vehicles.¹²

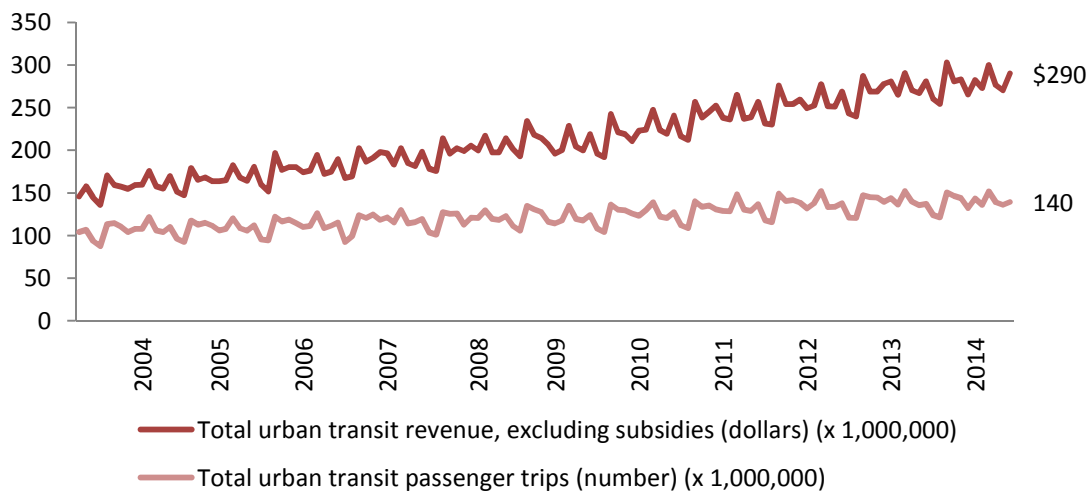
Figure 2.1-1: Fleet Size (Number of Vehicles) for Urban Transit Operators from 2005-2012



Source: [CAN-SIM table 408-0010](#)

Based on data provided to Statistics Canada by 10 major Canadian urban transit operators, the total number of trips, and the revenue generated both increased between January 2003 and June 2014. Total Revenue (excluding subsidies) grew at a greater rate (87%) than the number of passenger trips over this period (28%). The operators who provided this data account for approximately 80% of all Canadian urban transit operators.

Figure 2.1-2: Total Revenue and Total Number of Passenger Trips Based on 10 Major Canadian Urban Transit Operators from January 2003 to June 2014

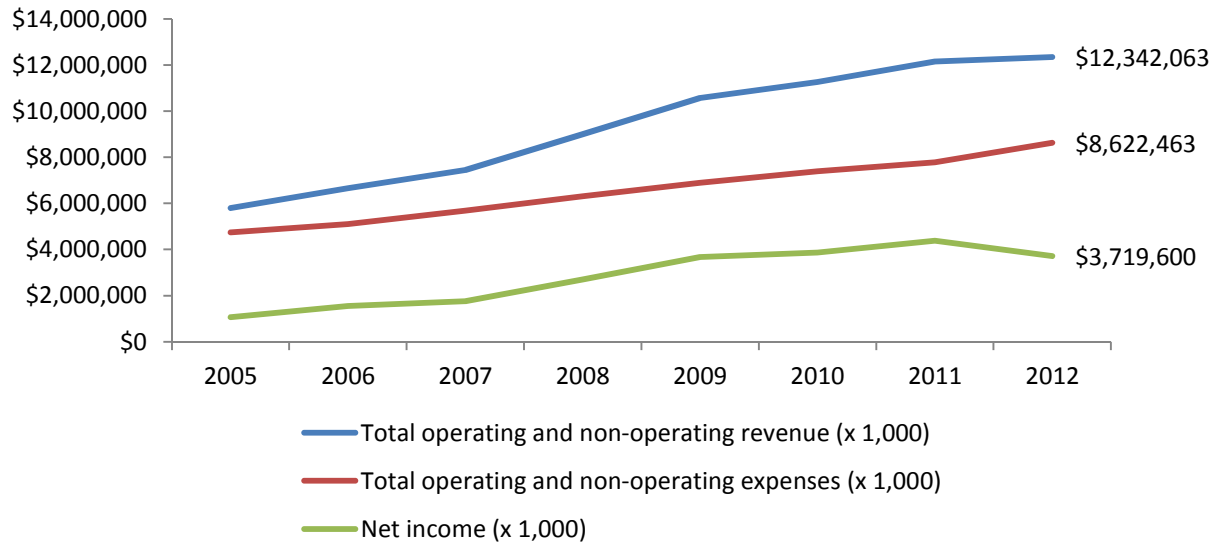


Source: [CAN-SIM Table 408-0004](#)

¹² [CAN-SIM table 408-0010](#)

Between 2005 and 2012 (Figure 2.1-3), revenue for urban transit systems increased by 113% while total operating expenses increased by only 82%. As a result, the net income increased by 250% to \$3.7 billion, between. Although urban transit operators accounted for 5.8% of the Canadian bus industry, the net income generated by this subsector accounted for nearly 95% of the total net income for the bus industry in 2012.

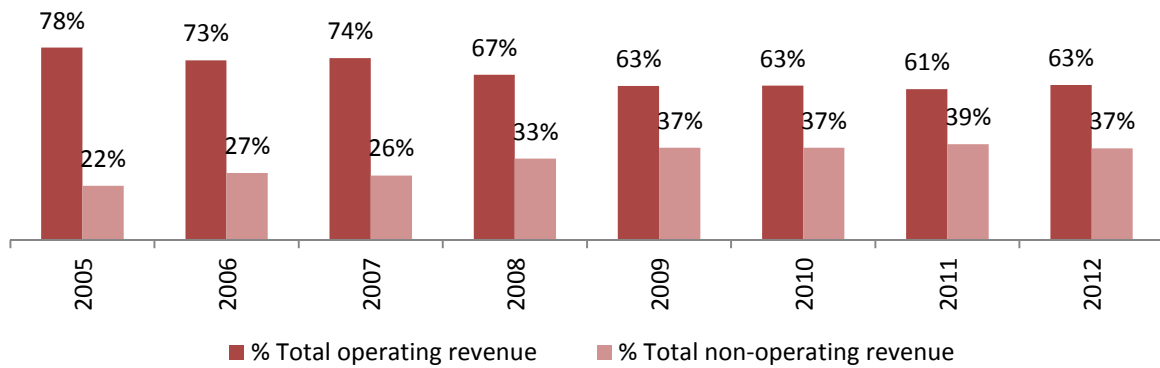
Figure 2.1-3: Total Operating and Non-Operating Revenue and Expenses and Net Income for Urban Transit Systems from 2005-2012



Source: [CAN-SIM table 408-0005](#)

As a percentage of the total revenue accrued by the urban transit sub-sector, operating revenue decreased from 78% to 63% (Figure 2.1-4). This decrease was most notable between 2005 and 2008 and stabilized from 2009 on, at an average of 62%. The urban transit industry was the only bus industry sub-sector to generate more than 8% of its total revenue through non-operating revenue.

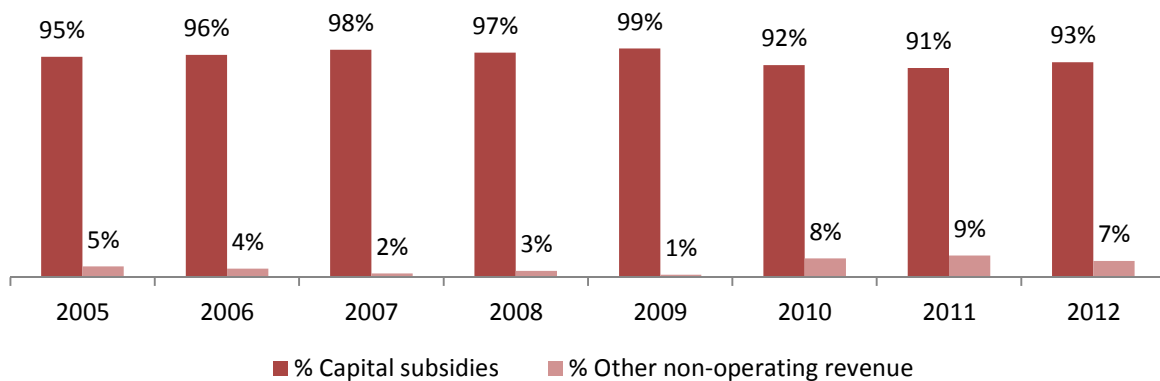
Figure 2.1-4: Percentage Operating and Non-Operating Revenue of Total Revenue for Urban Transit Systems from 2005-2012



Source: [CAN-SIM table 408-0005](#)

Between 2005 and 2012, an average of 95% of total non-operating revenue in the urban transit sub-sector came in the form of capital subsidies (Figure 2.1-5). Capital subsidies may be used to purchase rolling stock, or make other capital investments. Urban transit systems received 99.9% of all capital subsidies provided to the bus industry over this time period.

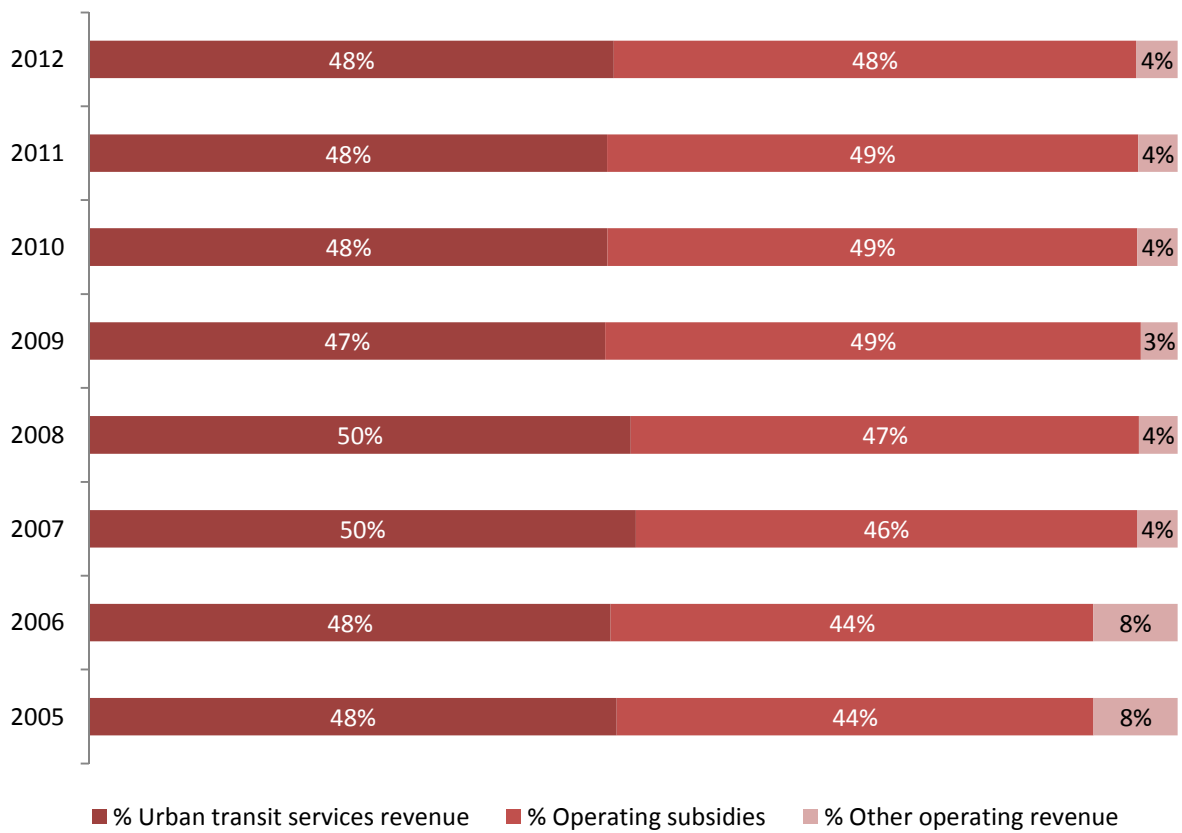
Figure 2.1-5: Percentage Capital Subsidy and Other Non-Operating Revenue of Total Non-Operating Revenue for Urban Transit Systems from 2005-2012



Source: [CAN-SIM table 408-0005](#)

Operating revenue for urban transit systems were derived from two main sources: urban transit service revenue and operating subsidies. Other operating revenue came from commuter services, scheduled intercity service, school bus, charter, local sightseeing, shuttle service, and bus parcel delivery revenue. In 2012, service revenue made up 48% of operating revenue for urban transit systems, equal to the revenue received through operating subsidies (48%). Overall, the percentage of operating revenue generated through these streams remained consistent. However, operating subsidies increased by roughly 4% while revenue generated through other services decreased by the percentage.

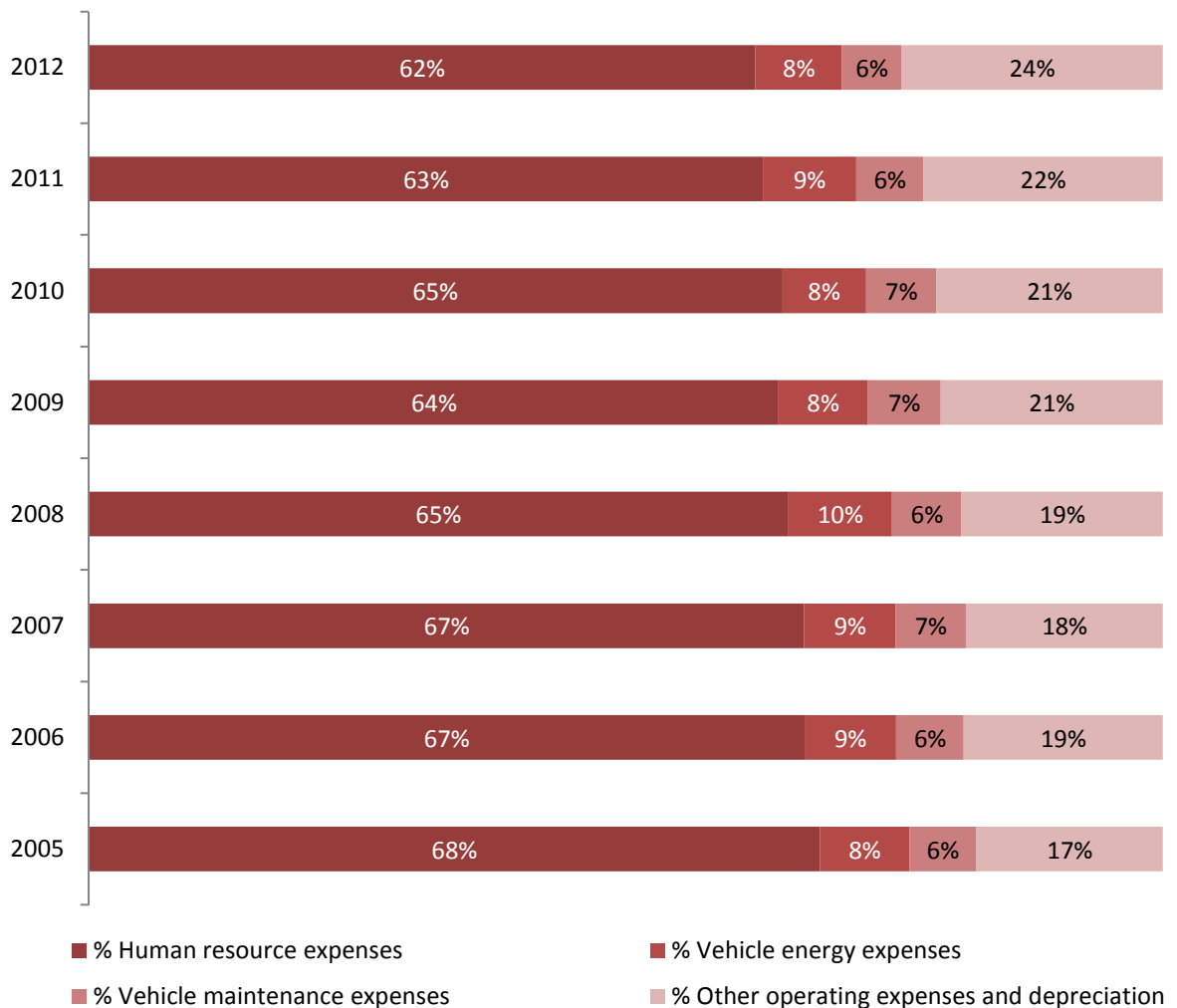
Figure 2.1-6: Percentage Operating Revenue of Total Operating Revenue for Urban Transit Systems from 2005-2012



Source: [CAN-SIM table 408-0005](#)

Of the total expenses for the urban transit systems between 2005 and 2012, over 95% were operating expenses, while the remaining were interest and other non-operating expenses.¹³ In 2012, 62% of operating expenses were human resource expenses, down from 68% in 2005. Vehicle expenses (energy and maintenance) remained stable over this time period and made up 14% of total expenses in 2012. Finally, other operating expenses, such as depreciation, increased from 17% in 2005 to 24% in 2012. Overall, the distribution of urban transit system expenses was similar to the Canadian bus industry.

Figure 2.1-7: Breakdown of Total Operating Expenses for Urban Transit Systems from 2005-2012

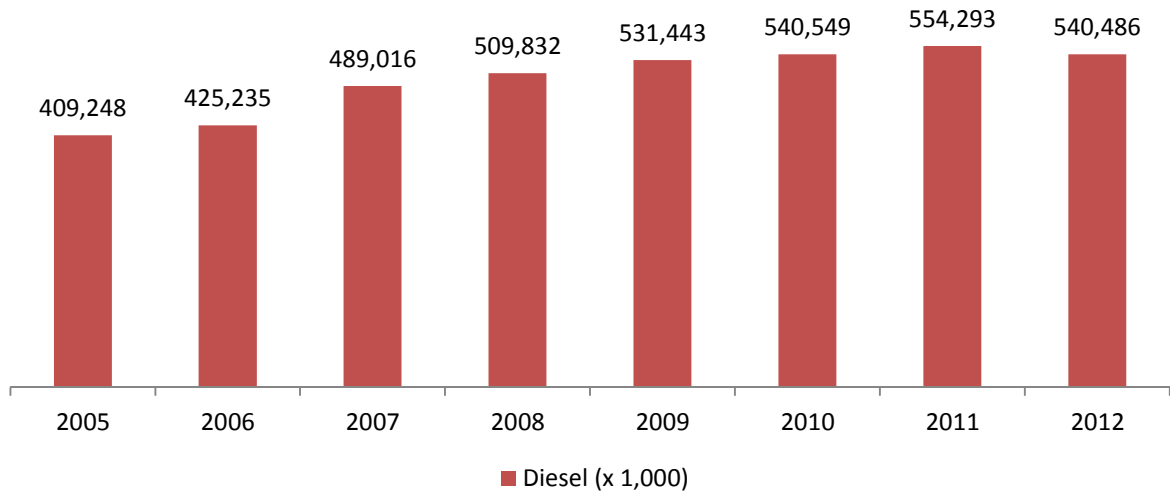


Source: [CAN-SIM table 408-0005](#)

¹³ [CAN-SIM table 408-0005](#)

As noted above, 8% of the operating expenses for the urban transit sub-sector were allocated to vehicle energy costs. Of the fossil fuels used by urban transit systems, over 90% was diesel and this was the only fuel type that was consistently reported. The volume of diesel used by this sub-sector increased by 32% between 2005 and 2012 (Figure 2.1-8), which was nearly twice the increase of fossil fuel use by the bus industry as a whole over the same period.

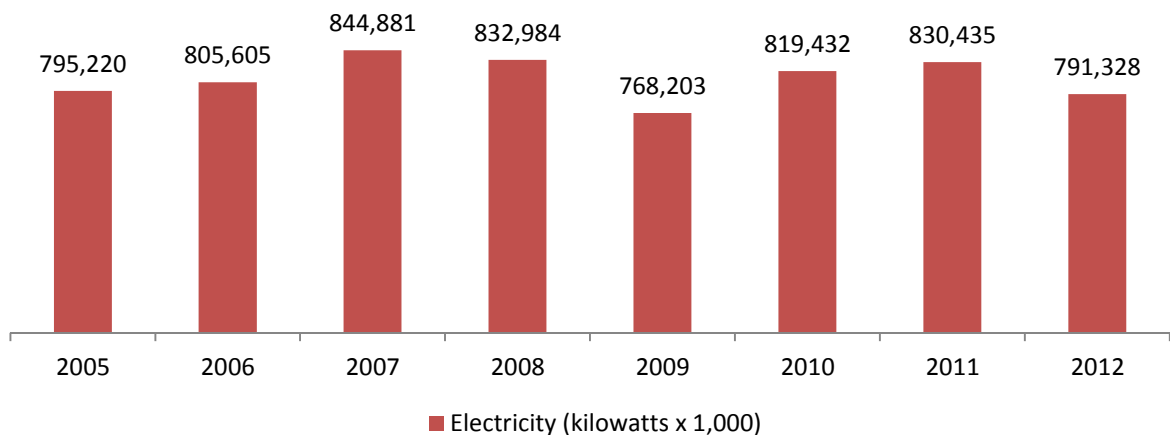
Figure 2.1-8: Total Litres of Diesel Consumed by Urban Transit Systems from 2005-2012



Source: [CAN-SIM table 408-0008](#)

Urban transit was the only sub-sector within the bus industry to use electricity as a power source for their fleet. The total number of kilowatts used by urban transit operators was variable between 2005 and 2012; however, on average, 811 million kilowatts were used each year, over this period.

Figure 2.1-9: Total Kilowatts used by the Urban Transit Vehicles from 2005-2012



Source: [CAN-SIM table 408-0008](#)

The total number of FTE positions employed by the urban transportation sub-sector increased by 28% between 2005 and 2012. In 2012, this sub-sector employed a total of 58,224 FTE positions, representing more than half of the bus industry jobs in Canada (53%). Transit operators (NOC 7512) made up 54% of FTEs while mechanics (NOC 7312) made up 8%. The remaining FTEs included other jobs such as supervisor (NOC 7305), manager (NOC 0731), transit operator trainer, dispatcher, and scheduler/planner. The percentage of FTEs as transit operators was lower for urban transit systems than the Canadian bus industry (68%) overall.

While the number of total FTEs increased between 2005 and 2012, the percentage of FTEs going towards the each of the three categories of jobs in Table 1-5 remained stable. The average expenditure per FTE in the urban transportation sector was approximately 42% higher than the bus industry overall. However, the increase in average expenditure per FTE for this sub-sector (33%) was equal to that of the bus industry, overall. The inflation rate for this period was 13.5%.¹⁴

Table 2.1-3: Employee and Compensation for the Urban Transportation Sector

Year	Total FTE	Transit operators (FTE)	Mechanics (FTE)	Other employees (FTE)	Total compensation (dollars x 1,000) ¹⁵	Average expenditure per FTE (dollars) ¹⁶
2012	58,224	54%	8%	38%	\$ 5,241,673.00	\$ 90,026.00
2011	56,727	54%	8%	38%	\$ 4,766,841.00	\$ 84,031.00
2010	56,654	55%	8%	38%	\$ 4,648,277.00	\$ 82,046.00
2009	54,805	55%	7%	38%	\$ 4,276,096.00	\$ 78,024.00
2008	52,231	55%	7%	37%	\$ 3,971,199.00	\$ 76,031.00
2007	48,830	55%	7%	38%	\$ 3,656,486.00	\$ 74,883.00
2006	45,438	54%	7%	39%	\$ 3,291,252.00	\$ 72,433.00
2005	45,333	54%	7%	39%	\$ 3,073,044.00	\$ 67,789.00

Source: [CAN-SIM 408-0007](#)

¹⁴ Bank of Canada – Inflation rate calculator

¹⁵ Total compensation includes contracting expenses

¹⁶ Includes contracting expenses

2.2 Interurban and Rural Bus Transportation (48521)

This industry comprises establishments primarily engaged in providing passenger transportation, principally outside a single municipality and its suburban areas, and primarily by bus. These establishments operate over fixed routes and schedules, and charge a per-trip fee.¹⁷

Table 2.2-1 and provides a summary of the total number of interurban and rural bus transportation establishments in each region. The data in the table is further broken down according to whether the establishments had employees or if they were owner-operated with no employees on payroll. In cases where it was not possible to discern if there were employees on payroll, the establishment was classified as “indeterminate”.

Each Canadian province and territory, with the exception of Nunavut and the Yukon Territory, had at least one interurban and rural bus transportation establishment. The percentage of these establishments present in each region was similar to the total percentage of bus industry establishments in that region, with the exception of:

- **Saskatchewan:** 8% of interurban and rural bus transportation establishments (compared to 3% of all bus industry establishments);
- **British Columbia:** 17% of interurban and rural bus transportation establishments (compared to 9% of all bus industry establishments); and
- **Quebec:** 18% of interurban and rural bus transportation establishments (compared to 35% of all bus industry establishments);

¹⁷ [Statistics Canada definition](#)

Table 2.2-1: Interurban and Rural Bus Transportation - Number of Establishments by Region (NAICS 4852) (December, 2012)

NAICS	Employers	Non-Employers/ Indeterminate	Total	Percent Distribution	Percent Distribution (Total)
Alberta	12	7	19	13%	17%
British Columbia	16	8	24	17%	9%
Manitoba	4	2	6	4%	3%
New Brunswick	5	1	6	4%	1%
Newfoundland and Labrador	2	3	5	4%	3%
Northwest Territories	1	0	1	1%	>1%
Nova Scotia	4	0	4	3%	1%
Nunavut	0	0	0	0%	>1%
Ontario	19	20	39	27%	27%
Prince Edward Island	2	0	2	1%	>1%
Quebec	17	9	26	18%	35%
Saskatchewan	10	1	11	8%	3%
Yukon Territory	0	0	0	0%	>1%
CANADA	92	51	143		

Source: [Canadian Industry Statistics \(CIS\)](#) Interurban and Rural Bus Transportation - (NAICS 4852)

Table 2.2-2 is a summary of interurban and rural bus transportation establishments by size. Only those establishments that had employees on payroll were included (i.e., the 92 establishments classified as employers in Table 2.2-1).

The majority of interurban and rural bus transportation establishments were small (63.0%), ranging from as low as five, to as many as ninety-nine employees. 23% percent of interurban and rural bus transportation establishments were micro, while 13% were medium sized. Only a single establishment, located in Alberta, was considered large.

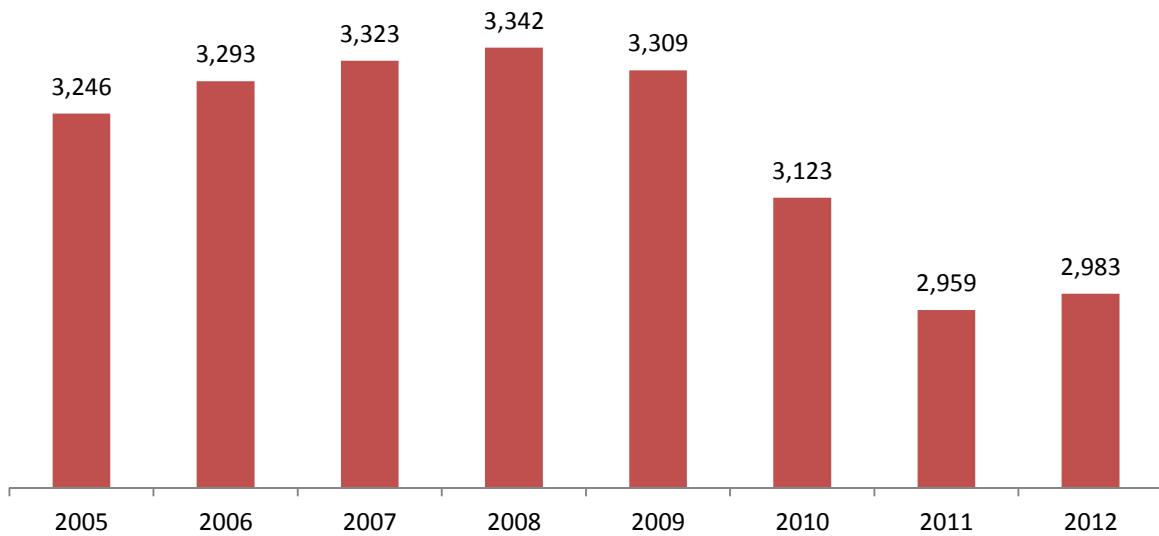
Table 2.2-2: Interurban and Rural Bus Transportation - Number of Employer Establishments by Size and Region (NAICS 4852) (December, 2012)

NAICS	Micro 1-4 employees	Small 5-99 employees	Medium 100-499 employees	Large 500+ employees
Alberta	4	4	3	1
British Columbia	1	13	2	0
Manitoba	1	2	1	0
New Brunswick	1	3	1	0
Newfoundland and Labrador	0	1	1	0
Northwest Territories	1	0	0	0
Nova Scotia	1	3	0	0
Nunavut	0	0	0	0
Ontario	4	13	2	0
Prince Edward Island	1	1	0	0
Quebec	5	10	2	0
Saskatchewan	2	8	0	0
Yukon Territory	0	0	0	0
CANADA	21	58	12	1
Percent Distribution Charter Bus	23%	63%	13%	1%
Percent Distribution Bus Industry	32%	59%	8%	1%

Source: [Canadian Industry Statistics \(CIS\)](#) Interurban and Rural Bus Transportation - (NAICS 4852)

Despite an overall growth in the bus industry fleet between 2005 and 2012, interurban and rural bus operators saw a decrease in their fleet of 8%. Nearly three quarters of the 2012 fleet was comprised of motor coaches, with the remaining comprised of other rolling stock, such as school buses and urban transit buses. These vehicles made up 16% and 6% of the interurban and rural bus operator fleet in 2009, respectively. This was the only year with reliable data for rolling stock other than motor coaches.¹⁸

Figure 2.2-1: Fleet Size for Interurban and Rural Bus Transportation from 2005-2012

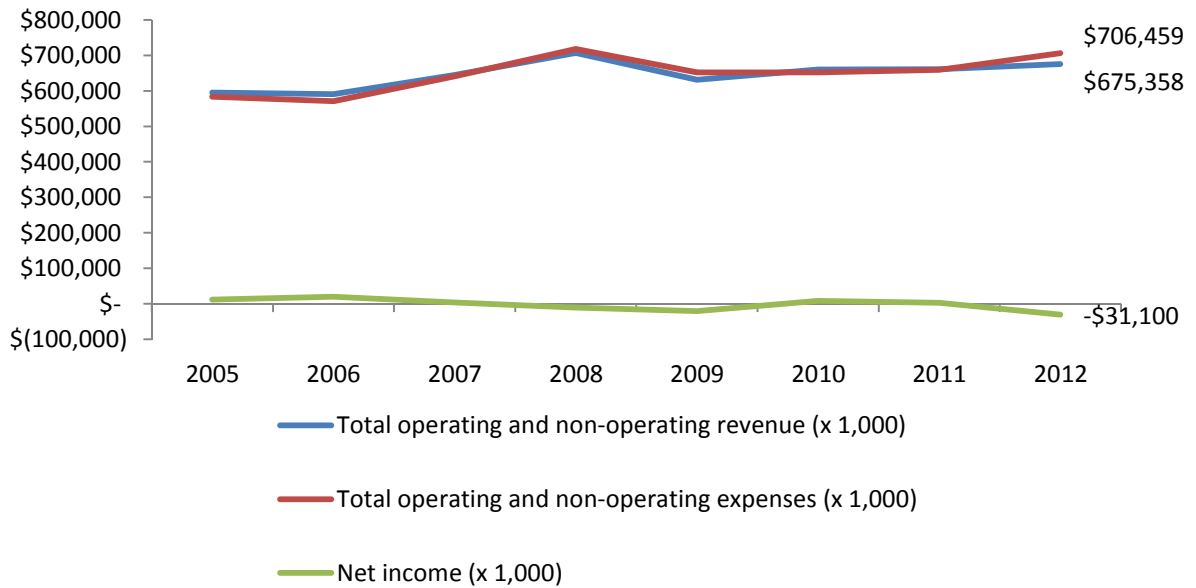


Source: [CAN-SIM table 408-0010](#)

¹⁸ [CAN-SIM table 408-0010](#)

Between 2005 and 2012 (Figure 2.2-2), revenue for interurban and rural bus transportation increased by 13% while total operating expenses increased by 21%. This led to a decrease in net income between 2005 and 2012. This sub-sector of the bus industry recorded a net profit five years out of the eight year period (2005-2007, 2010, 2011). The highest net loss was in 2012, with a reported loss of \$31.1 billion.

Figure 2.2-2: Total Operating and Non-Operating Revenue and Expenses and Net Income for Interurban and Rural Bus Transportation from 2005-2012



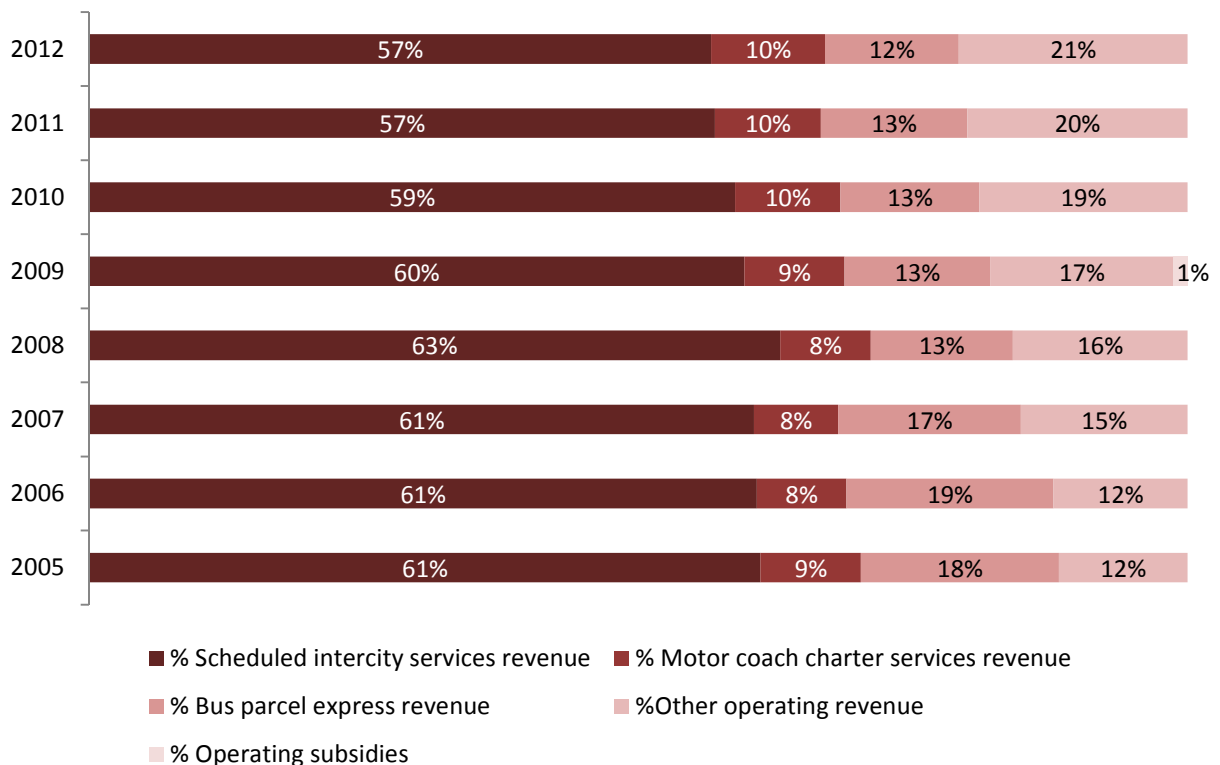
Source: [CAN-SIM table 408-0005](#)

Between 2005 and 2012, over 99% of the total revenue for the interurban and rural bus transportation was operating revenue.¹⁹ Of the non-operating revenue generated, the sub-sector received capital subsidy in 2007, which accounted for 80% of the non-operating revenue generated that year.

The total operating revenue was generated from five main sources: scheduled intercity service, motor coach charter service, bus parcel, and other operating revenue (which includes urban transit and local sightseeing services). This sub-sector also received operating subsidies in 2009, which accounted for 1% of the total operating revenue. From 2005 to 2012, the proportion of revenue from bus parcel delivery decreased from 18% to 12% while other operating revenue increased from 12% to 21%.

In 2012, over half of the total operating revenue was generated from scheduled intercity service. Motor coach charter service revenue made up 12%, bus parcel revenue made up 12%, and other operating revenue made up 21%.

Figure 2.2-3: Sources of Total Operating Revenue for Interurban and Rural Bus Transportation from 2005-2012



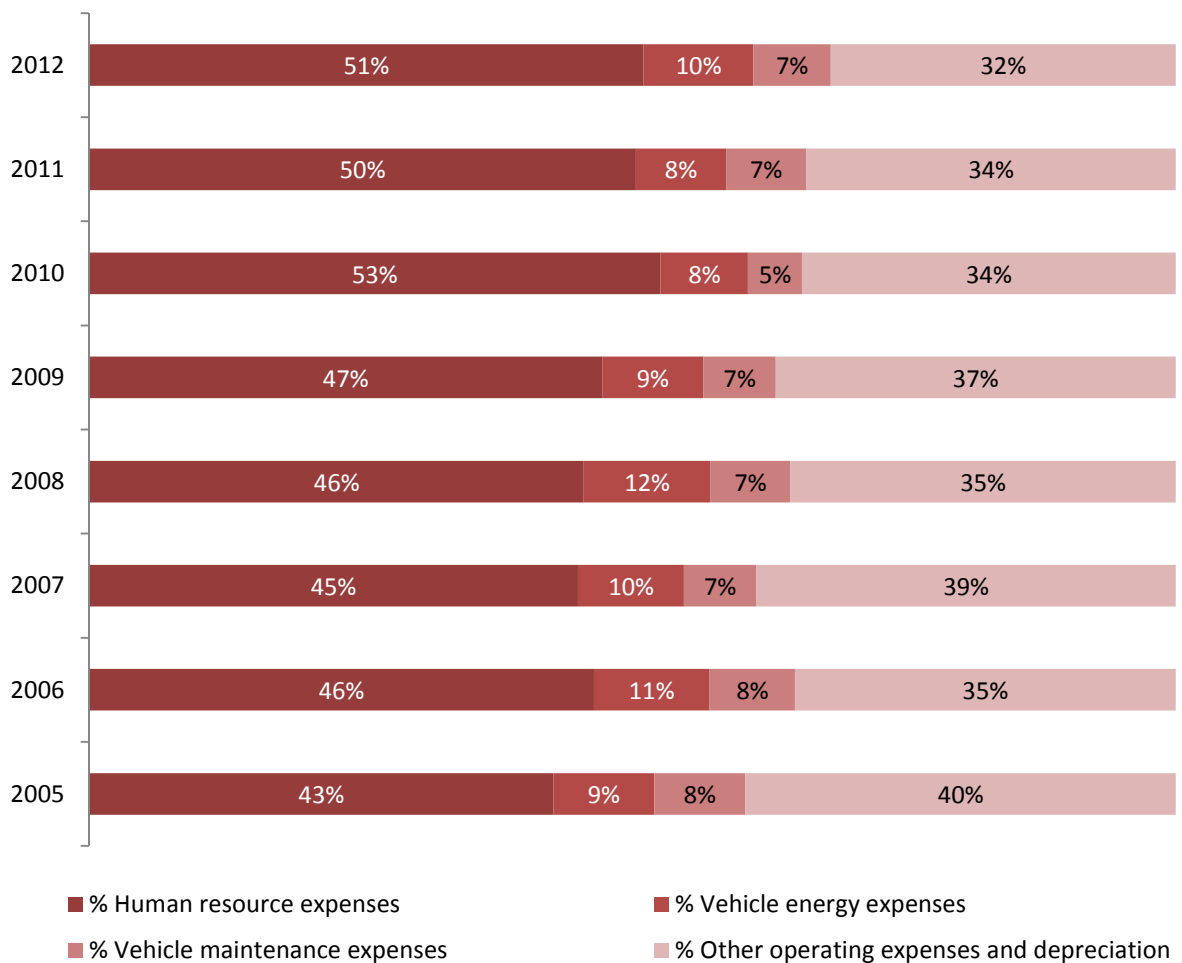
Source: [CAN-SIM table 408-0005](#)

¹⁹ [CAN-SIM table 408-0005](#)

Of the total expenses for interurban and rural transportation systems between 2005 and 2012, over 96% were operating expenses, while the remaining expenses were interest and other non-operating expenses.²⁰ In 2012, just over half (51%) of the subsector’s operating expenses were human resource expenses, up from 43% in 2005. Vehicle expenses (energy and maintenance) remained stable over this time period and made up 17% of total expenses in 2012. Finally, other operating expenses, such as depreciation, decreased by 8% from 2005 to 2012.

While the percentage of total operating expenses allocated to vehicle expenses for the interurban and rural bus companies was similar to the bus industry overall, human resources expenses were 9% lower in 2012. The percentage of other expenses was 8% larger.

Figure 2.2-4: Breakdown of Total Operating Expenses for Interurban and Rural Bus Transportation from 2005-2012

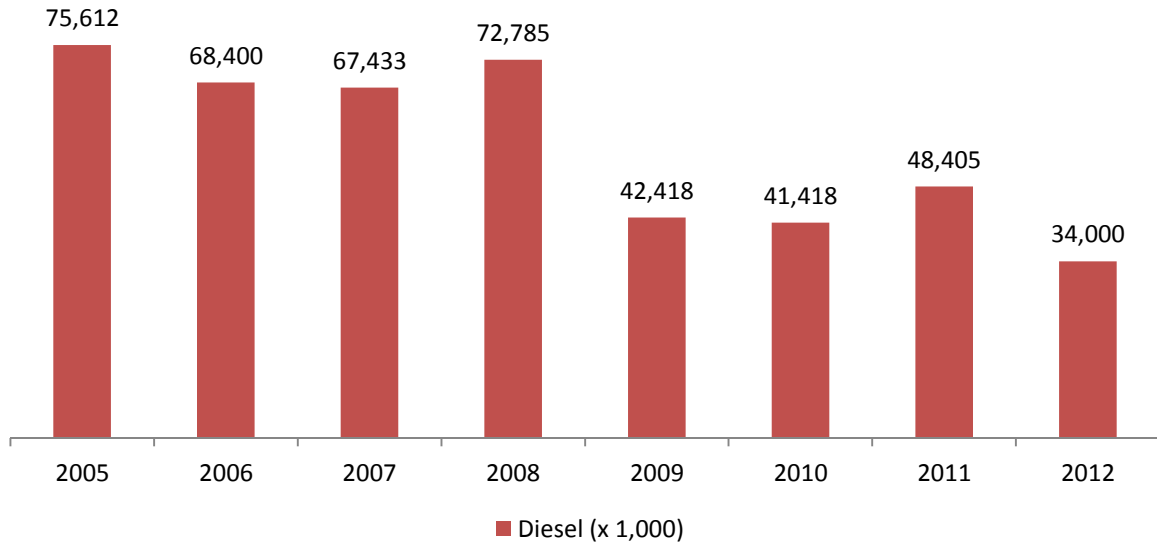


Source: [CAN-SIM table 408-0005](#)

²⁰ [CAN-SIM table 408-0005](#)

As noted above, 10% of the operating expenses for the urban transit sub-sector went toward vehicle energy costs in 2012. The only fuel reliably reported for this sub-sector was diesel. The volume of diesel used by the interurban and rural bus industry decreased by 56%, between 2005 and 2012 (Figure 2.2-5).

Figure 2.2-5: Total Litres of Diesel Consumed by Interurban and Rural Bus Transportation from 2005-2012



Source: [CAN-SIM table 408-0008](#)

In 2012, the interurban and rural bus sub-sector employed a total of 4,498 FTE positions, down 15% since 2005. Transit operators (NOC 7512) made up 64% of FTEs while mechanics (NOC 7312) made up 7%. The remaining FTEs included other jobs such as supervisor (NOC 7305), manager (NOC 0731), transit operator trainer, dispatcher, and scheduler/planner. These figures were similar to the bus industry, overall.

While the number of total FTEs decreased, the percentage of FTEs going towards the three categories of jobs in Table 2.2-3 remained stable. However, the average expenditure per FTE increased 71%, more than double the increase in average expenditure per FTE for the industry overall and significantly greater than the inflation rate of 13.5% over that period.²¹ In 2012, the average expenditure per FTE was 23% greater for this sub-sector than the bus industry as a whole.

Table 2.2-3: Employee and Compensation for the Interurban and Rural Bus Sector

Year	Total FTE	Transit operators (FTE)	Mechanics (FTE)	Other employees (FTE)	Total compensation (dollars x 1,000) ²²	Average expenditure per FTE (dollars) ²³
2012	4,498	64%	7%	30%	\$ 350,688.00	\$ 77,968.00
2011	4,559	64%	5%	31%	\$ 328,939.00	\$ 72,150.00
2010	4,736	62%	6%	32%	\$ 341,390.00	\$ 72,085.00
2009	4,966	60%	7%	33%	\$ 304,856.00	\$ 61,383.00
2008	4,935	60%	7%	33%	\$ 319,974.00	\$ 64,833.00
2007	5,260	61%	6%	33%	\$ 279,587.00	\$ 53,157.00
2006	4,946	61%	5%	34%	\$ 260,163.00	\$ 52,595.00
2005	5,290	65%	7%	28%	\$ 240,984.00	\$ 45,559.00

Source: [CAN-SIM 408-0007](#)

²¹ Bank of Canada – Inflation rate calculator

²² Total compensation includes contracting expenses

²³ Includes contracting expenses

2.3 School and Employee Bus Transportation (48541)

This industry comprises establishments primarily engaged in operating buses and other motor vehicles to transport pupils to and from school, or employees to and from work. These establishments operate over fixed routes and schedules, but do not charge a per-trip fee.²⁴

Table 2.3-1 provides a summary of the total number of school and employee bus transportation establishments in each region. The data in the table is further broken down according to whether the establishments had employees or if they were owner-operated with no employees on payroll. In cases where it was not possible to discern if there were employees on payroll, the establishment was classified as “indeterminate”.

Each Canadian province and territory had at least one school and employee bus transportation employer establishment and, generally, the percentage of these establishments present in each region was close to the total percentage of bus industry establishments in that region. The percentage of urban transit establishments for each region was similar with the exception of:

- **Quebec:** 47% of school and employee bus transportation establishments (compared to 35% of all bus industry establishments);
- **British Columbia:** 2% of school and employee bus transportation establishments (compared to 9% of all bus industry establishments); and
- **Manitoba:** 1% of school and employee bus transportation establishments (compared to 3% of all bus industry establishments);

²⁴ [Statistics Canada definition](#)

Table 2.3-1: School and Employee Bus Transportation - Number of Establishments by Region (NAICS 4854) (December, 2012)

NAICS	Employers	Non- Employers/ Indeterminate	Total	Percent Distribution	Percent Distribution (Total)
Alberta	123	183	306	18%	17%
British Columbia	22	9	31	2%	9%
Manitoba	6	9	15	1%	3%
New Brunswick	1	1	2	>1%	1%
Newfoundland and Labrador	45	14	59	3%	3%
Northwest Territories	1	0	1	>1%	>1%
Nova Scotia	7	2	9	1%	1%
Nunavut	0	1	1	>1%	>1%
Ontario	304	134	438	25%	27%
Prince Edward Island	0	0	0	0%	>1%
Quebec	627	190	817	47%	35%
Saskatchewan	13	34	47	3%	3%
Yukon Territory	1	0	1	>1%	>1%
CANADA	1,150	577	1,727		

Source: [Canadian Industry Statistics \(CIS\)](#) School and Employee Bus Transportation - (NAICS 4854)

Table 2.3-2 is a summary of school and employee bus transportation establishments by size. Only those establishments that had employees on payroll were included (i.e., the 1,150 establishments classified as employers in Table 2.3-1).

The majority of school and employee bus transportation establishments were small (62%), ranging from as low as five, to as many as ninety-nine employees, nearly half of which were located in Quebec. Overall, the percentage of school and employee bus transportation employer establishments by size was consistent with the Canadian bus industry as a whole.

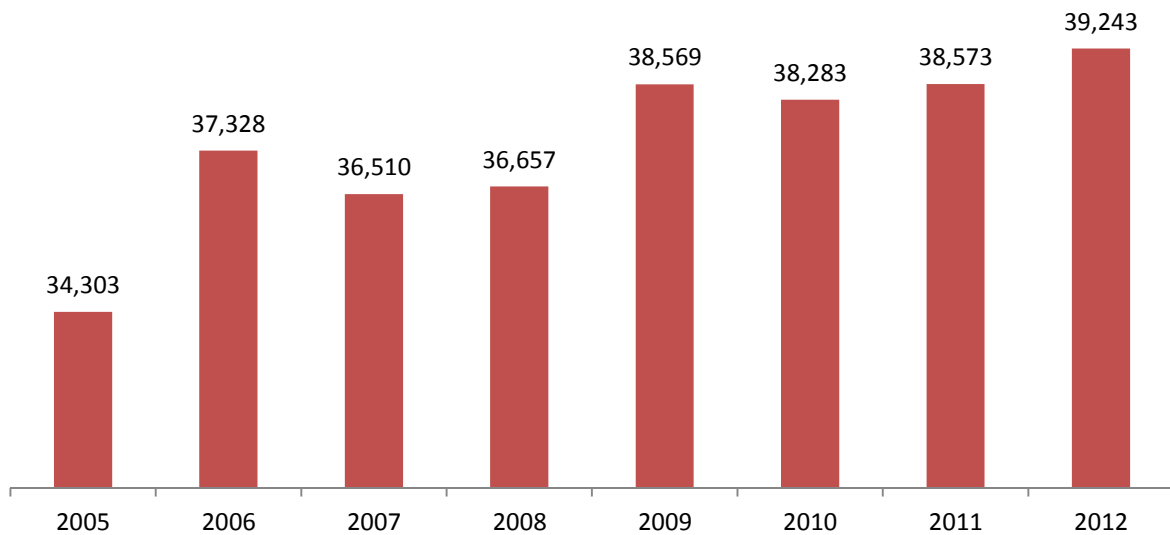
Table 2.3-2: School and Employee Bus Transportation - Number of Employer Establishments by Size and Region (NAICS 4854) (December, 2012)

NAICS	Micro 1-4 employees	Small 5-99 employees	Medium 100-499 employees	Large 500+ employees
Alberta	63	52	4	4
British Columbia	5	15	2	0
Manitoba	4	2	0	0
New Brunswick	0	1	0	0
Newfoundland and Labrador	20	25	0	0
Northwest Territories	1	0	0	0
Nova Scotia	2	3	2	0
Nunavut	0	0	0	0
Ontario	56	182	65	1
Prince Edward Island	0	0	0	0
Quebec	191	420	15	1
Saskatchewan	4	6	3	0
Yukon Territory	0	1	0	0
CANADA	346	707	91	6
Percent Distribution School/Employee Bus	30%	62%	8%	1%
Percent Distribution Bus Industry	32%	59%	8%	1%

Source: [Canadian Industry Statistics \(CIS\)](#) School and Employee Bus Transportation - (NAICS 4854)

The fleet of school and employee bus sub-sector grew by 14% between 2005 and 2012, a slightly lower rate than the bus industry as a whole (18%) (Figure 2.3-1). As of 2012, the total fleet of 39,243 buses primarily consists of urban transit buses (88%), while the remaining fleet was comprised of other rolling stock, such as urban transit buses (2%) and motor coaches (2%).²⁵

Figure 2.3-1: Fleet Size for the School and Employee Bus Transportation Sub-Sector from 2005-2012

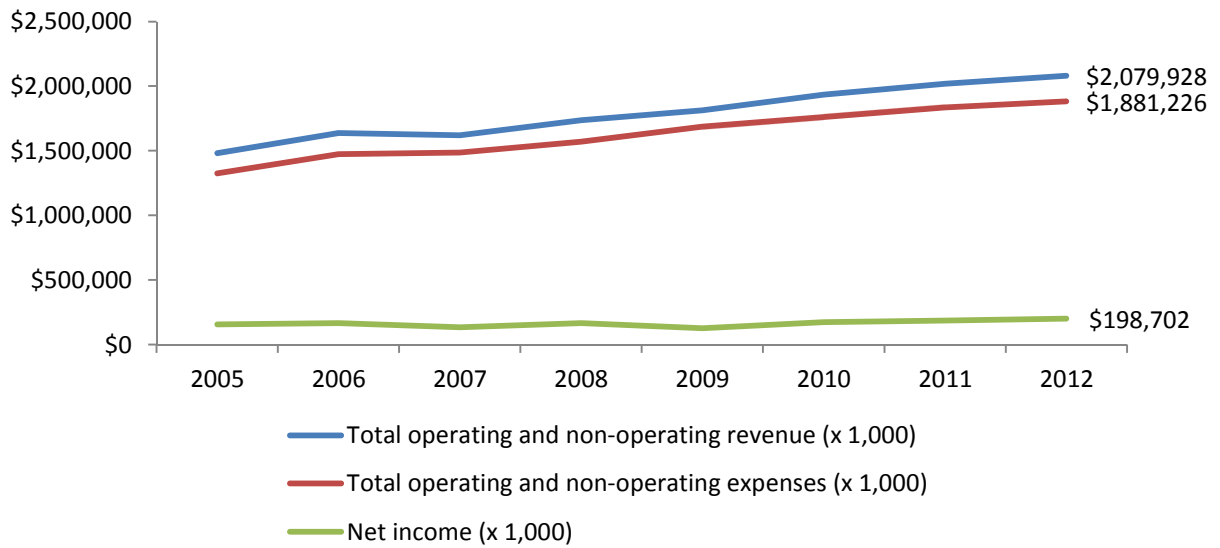


Source: [CAN-SIM table 408-0010](#)

²⁵ [CAN-SIM table 408-0010](#)

Between 2005 and 2012 Figure 2.3-2, school and employee bus transportation total revenues increased by 41% while total operating expenses increased by 42%, yielding an increase in net income of 28%, to \$199 million. While this sub-sector accounted for more than half of the Canadian bus industry, the net income generated in 2012 accounted for approximately 5% of total net income generated.

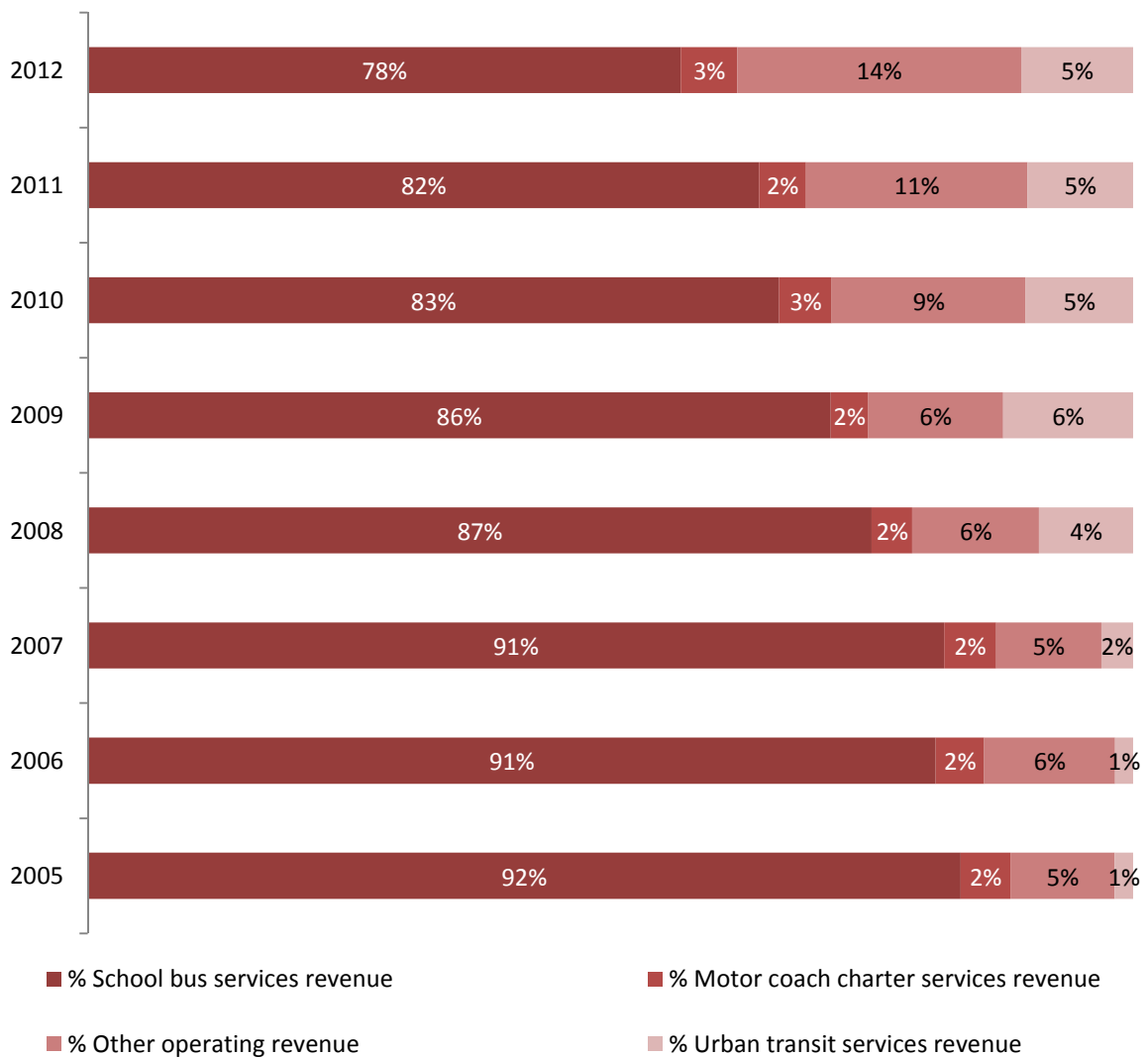
Figure 2.3-2: Total Operating and Non-Operating Revenue and Expenses and Net Income for School and Employee Bus Transportation from 2005-2012



Source: [CAN-SIM table 408-0005](#)

From 2005 to 2012, total revenue in the school and employee bus transportation sub-sector was made up almost entirely of operating revenue, at an average of 99%.²⁶ This operating revenue was derived from four main sources: school bus services, urban transit services, motor coach services, and other operating revenue, which included urban transit for persons with disabilities or seniors. In 2012, school bus service revenue made up 78% of operating revenue for school and employee transportation, down from 92% in 2005.

Figure 2.3-3: Percentage Operating Revenue of Total Operating Revenue for School and Employee Transportation from 2005-2012

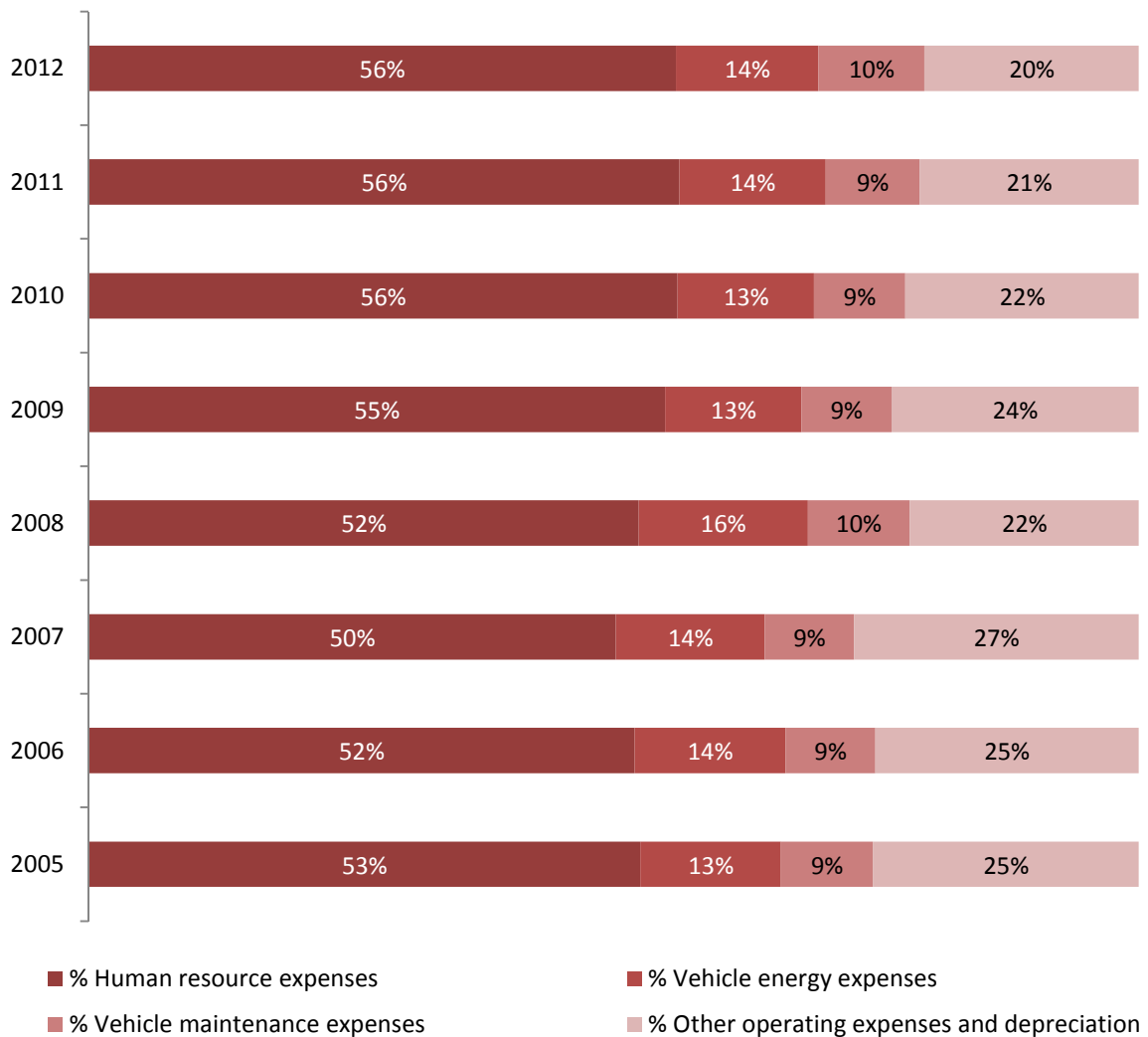


Source: [CAN-SIM table 408-0005](#)

²⁶ [CAN-SIM table 408-0005](#)

Of the total expenses for school and employee bus transportation systems between 2005 and 2012, over 94% were operating expenses, while the remaining expenses were interest and other non-operating expenses.²⁷ In 2012, 56% of operating expenses were human resource expenses, up slightly from 53% in 2005. Vehicle expenses (energy and maintenance) remained stable over this time period and made up 24% of total expenses in 2012. Finally, other operating expenses, such as depreciation, decreased from 25% in 2005 to 20% in 2012. In 2012, other operating expenses were consistent with the bus industry overall, while human resources were slightly lower and vehicle expenses were slightly higher.

Figure 2.3-4: Breakdown of Total Operating Expenses for School and Employee Bus Transportation from 2005-2012

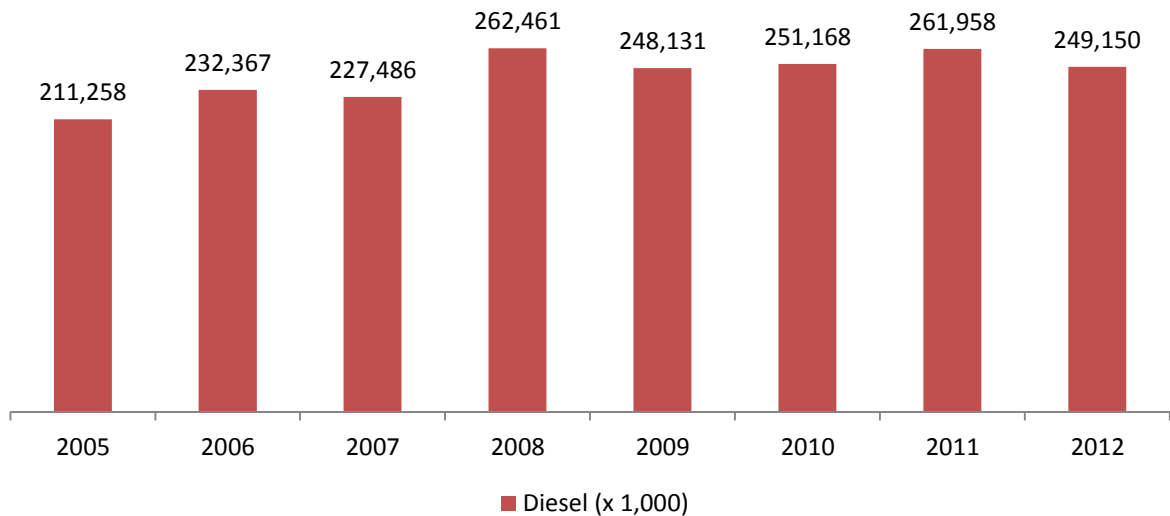


²⁷ [CAN-SIM table 408-0005](#)

Source: [CAN-SIM table 408-0005](#)

As noted above, 14% of the operating expenses for the school and employee sub-sector were allocated to vehicle energy costs. Of the fossil fuels used by this sub-sector in 2012, 94% was diesel. This was the only fuel reliably reported between 2005 and 2012. The volume of diesel used by the school and employee bus industry increased by 18%, between 2005 and 2012 (Figure 2.3-5), matching the increase of fossil fuel used by the bus industry as a whole over this period.

Figure 2.3-5: Total Litres of Diesel Consumed by School and Employee Bus Sector from 2005-2012



Source: [CAN-SIM table 408-0008](#)

The school and employee bus sub-sector employed a total of 36,997 FTE positions in 2012, 17% higher than 2005, making it the second largest employer in the Canadian bus industry, behind urban transit systems. Transit operators (NOC 7512) made up 88% of FTEs while mechanics (NOC 7312) made up 5%. The remaining FTEs included other jobs such as supervisor (NOC 7305), manager (NOC 0731), transit operator trainer, and scheduler/planner. Of the total number of FTEs, this industry employs approximately 20% more to transit operators than the bus industry as a whole.

While the number of total FTE increased, the percentage of FTE going towards the three categories of jobs in Table 2.3-3 remained stable. The average expenditure per FTE increased 30%, similar to the increase in average expenditure per FTE for the industry overall (33%), but greater than the inflation rate of 13.5% over that period.²⁸ However, in 2012 the average expenditure per FTE for this sector was 57% lower than the bus industry as a whole and marked the lowest average of any sub-sector in the industry.

Table 2.3-3: Employee and Compensation for the School and Employee Bus Sector

Year	Total FTE	Transit operators (FTE)	Mechanics (FTE)	Other employees (FTE)	Total compensation (dollars x 1,000) ²⁹	Average expenditure per FTE (dollars) ³⁰
2012	36,997	88%	5%	8%	\$ 1,032,696.00	\$ 27,913.00
2011	35,119	88%	5%	8%	\$ 1,009,660.00	\$ 28,749.00
2010	33,577	87%	5%	8%	\$ 957,663.00	\$ 28,522.00
2009	35,515	87%	6%	8%	\$ 895,336.00	\$ 25,210.00
2008	33,363	87%	5%	8%	\$ 796,656.00	\$ 23,879.00
2007	31,830	87%	5%	8%	\$ 715,717.00	\$ 22,486.00
2006	36,408	88%	5%	7%	\$ 726,091.00	\$ 19,943.00
2005	31,362	89%	4%	7%	\$ 672,662.00	\$ 21,448.00

Source: [CAN-SIM 408-0007](#)

²⁸ Bank of Canada – Inflation rate calculator

²⁹ Total compensation includes contracting expenses

³⁰ Includes contracting expenses

2.4 Charter Bus Industry (48551)

This industry comprises establishments primarily engaged in providing charter bus services. These establishments do not operate over fixed routes and schedules, and rent the entire vehicle, rather than individual seats.³¹

Table 2.4-1 provides a summary of the total number of charter bus industry establishments in each region. The data in the table is further broken down according to whether the establishments had employees or if they were owner-operated with no employees on payroll. In cases where it was not possible to discern if there were employees on payroll, the establishment was classified as “indeterminate”.

Each Canadian province and territory, with the exception of Nunavut and the Yukon Territory, had at least one charter bus industry establishment and, generally, the percentage of these establishments present in each region was close to the total percentage of bus industry establishments in that region. Exceptions apply for the following regions:

- **British Columbia:** 24% of charter bus industry establishments (compared to 9% of all bus industry establishments);
- **Ontario:** 20% of charter bus industry establishments (compared to 27% of all bus industry establishments); and
- **Quebec:** 16% of charter bus industry establishments (compared to 35% of all bus industry establishments);

³¹ [Statistics Canada definition](#)

**Table 2.4-1: Charter Bus Industry - Number of Establishments by Region (NAICS 4855)
(December, 2012)**

NAICS	Employers	Non- Employers/ Indeterminate	Total	Percent Distribution	Percent Distribution (Total)
Alberta	30	30	60	20%	17%
British Columbia	44	31	75	24%	9%
Manitoba	10	5	15	5%	3%
New Brunswick	5	6	11	4%	1%
Newfoundland and Labrador	6	1	7	2%	3%
Northwest Territories	1	0	1	>1%	>1%
Nova Scotia	5	1	6	2%	1%
Nunavut	0	0	0	0%	>1%
Ontario	40	21	61	20%	27%
Prince Edward Island	2	2	4	1%	>1%
Quebec	41	7	48	16%	35%
Saskatchewan	13	9	22	7%	3%
Yukon Territory	0	0	0	0%	>1%
CANADA	197	113	310	100%	100.0%

Source: [Canadian Industry Statistics \(CIS\)](#) Charter Bus Industry - (NAICS 4855)

Table 2.4-2 is a summary of charter bus establishments by size. Only those establishments that had employees on payroll were included (i.e., the 197 establishments classified as employers in Table 2.4-1).

The majority of charter bus establishments were small (64%), ranging from as low as five, to as many as ninety-nine employees. Twenty-eight percent of charter bus establishments were micro while 8% were medium sized. The charter bus sub-sector was the only bus industry sub-sector that did not have an establishment with 500 or more employees.

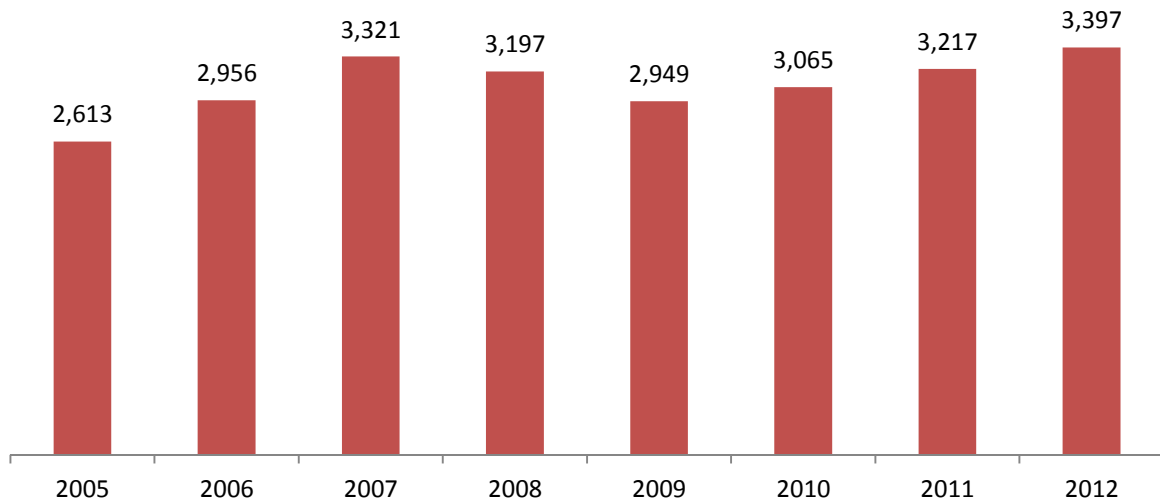
Table 2.4-2: Charter Bus Industry - Number of Employer Establishments by Region (NAICS4855) (December, 2012)

NAICS	Micro 1-4 employees	Small 5-99 employees	Medium 100-499 employees	Large 500+ employees
Alberta	13	16	1	0
British Columbia	17	26	1	0
Manitoba	4	5	1	0
New Brunswick	1	4	0	0
Newfoundland and Labrador	2	4	0	0
Northwest Territories	0	1	0	0
Nova Scotia	3	1	1	0
Nunavut	0	0	0	0
Ontario	9	23	8	0
Prince Edward Island	1	1	0	0
Quebec	2	35	4	0
Saskatchewan	4	9	0	0
Yukon Territory	0	0	0	0
CANADA	56	125	16	0
Percent Distribution Charter Bus Industry	28%	64%	8%	0%
Percent Distribution Bus Industry	31.8%	59.4%	7.7%	1.1%

Source: [Canadian Industry Statistics \(CIS\)](#) Charter Bus Industry - (NAICS4855)

At 30%, the fleet of charter bus industry grew at a greater rate than the bus industry as a whole (18%) between 2005 and 2012 (Figure 2.4-1), to a total of 3,397 vehicles in 2012. 68% of the total charter bus fleet in 2012 were motor coaches, which increased by 15% since 2005. The remaining fleet was comprised of other rolling stock, such as school buses (21%) and urban transit buses (2%).³²

Figure 2.4-1: Fleet Size for Charter Bus Industry from 2005-2012

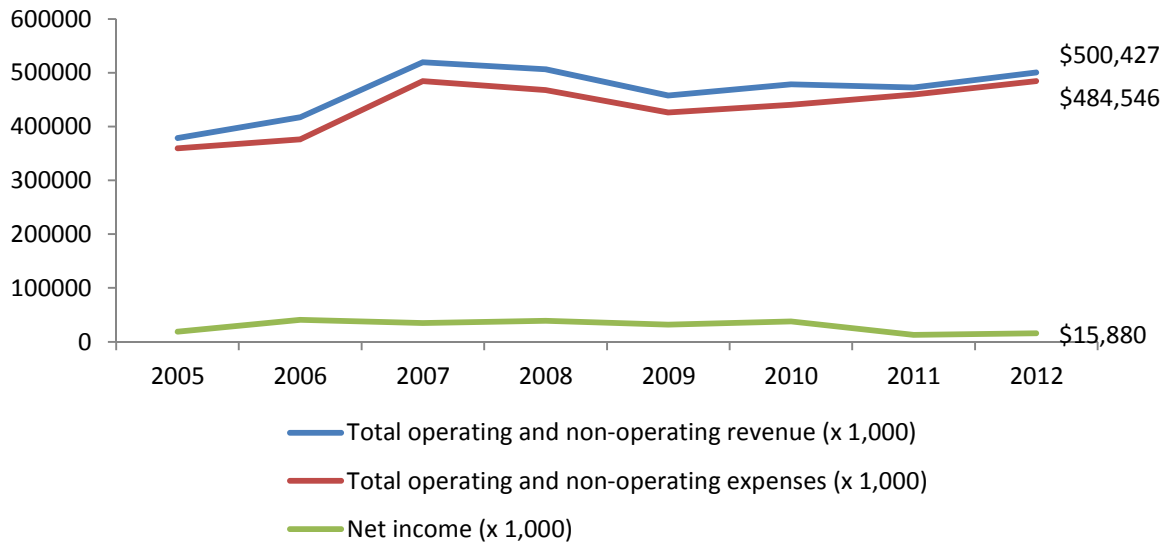


Source: [CAN-SIM table 408-0010](#)

³² [CAN-SIM table 408-0010](#)

As shown in Figure 2.4-2, charter bus industry total revenue increased by 32% while total operating expenses increased by 35%, between 2005 and 2012. While this industry as a whole was profitable over this period, net income fluctuated between \$13.1 million (2011) and \$40.7 million (2006). In 2012, the net income of the charter bus industry (\$15.8 million) made up 0.4% of the net income of the bus industry as a whole, and accounted for 10.1% of establishments.

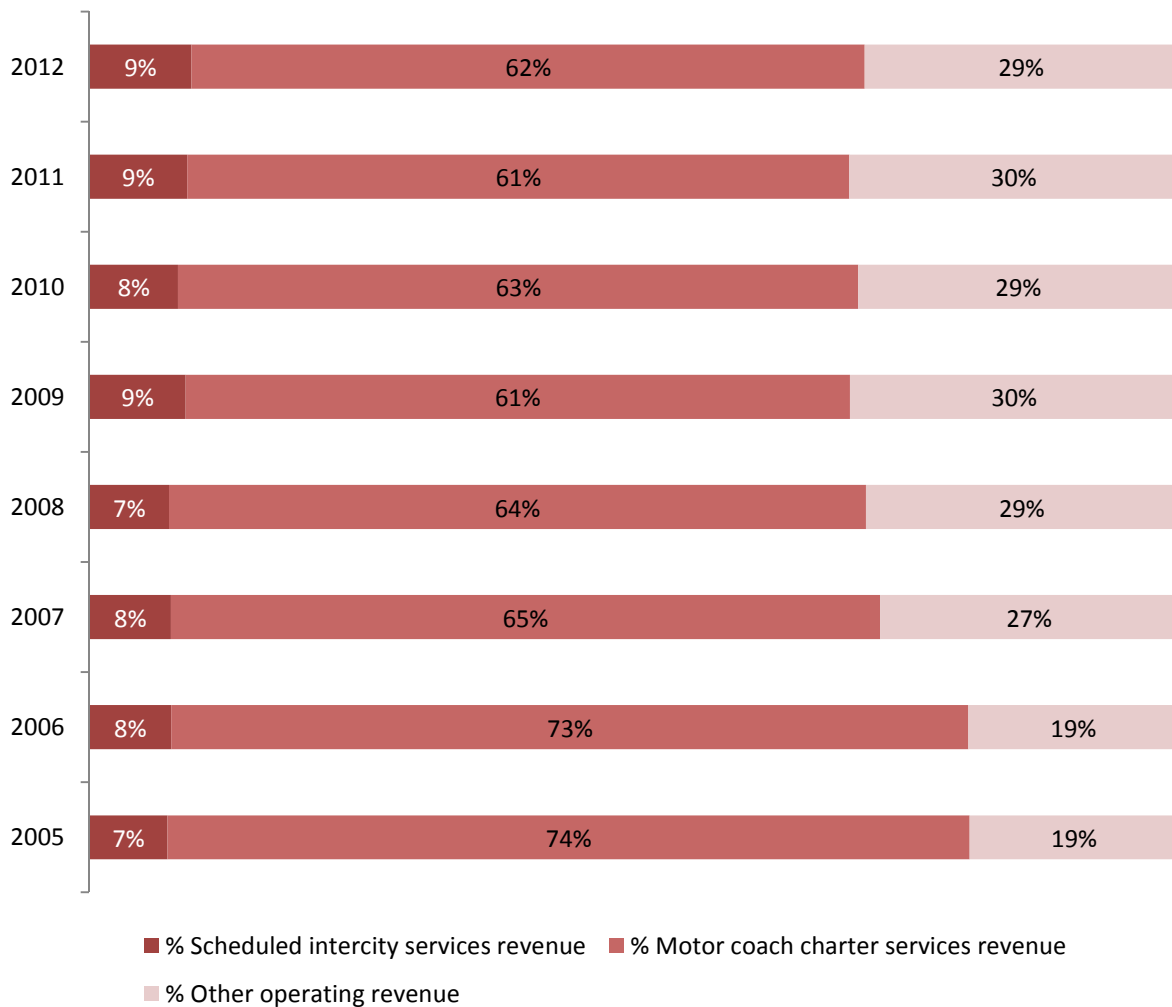
Figure 2.4-2: Total Operating and Non-Operating Revenue and Expenses and Net Income for the Charter Bus Industry from 2005-2012



Source: [CAN-SIM table 408-0005](#)

From 2005 to 2012, the total revenue in the charter bus industry was made up almost entirely of operating revenue, at an average of 99%.³³ Operating revenues was derived from three main sources: scheduled intercity services, motor coach services, and other operating revenue (including commuter services, local sightseeing, shuttle service, and bus parcel revenue). In 2012, motor coach services revenue made up 61% of operating revenue for the charter bus industry, a decrease from 73% in 2005.

Figure 2.4-3: Percentage Operating Revenue of Total Operating Revenue for the Charter Bus Industry from 2005-2012

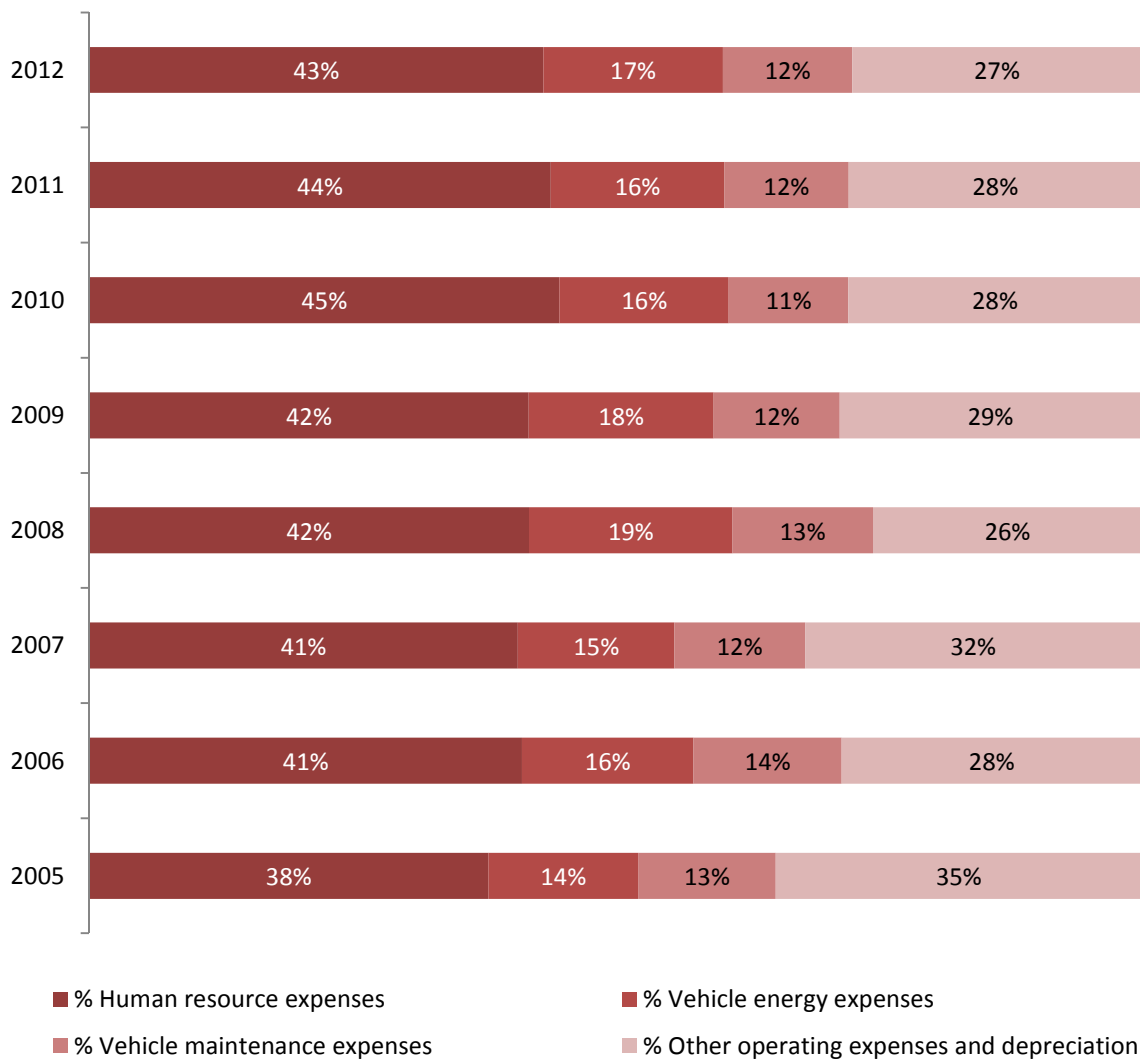


Source: [CAN-SIM table 408-0005](#)

³³ [CAN-SIM table 408-0005](#)

Of the total expenses for the charter bus industry between 2005 and 2012, over 92% were operating expenses, with the remainder consisting of interest and other non-operating expenses.³⁴ In 2012, 43% of operating expenses were human resource expenses, up slightly from 38% in 2005. Vehicle expenses (energy and maintenance) remained stable over this time period and accounted for 25% of total expenses in 2012. Finally, other operating expenses, such as depreciation, decreased from 35% in 2005 to 28% in 2012. In 2012, other operating expenses were consistent with the bus industry overall (24%), while human resources (60%) were slightly lower and vehicle energy expenses (17%) were slightly higher.

Figure 2.4-4: Breakdown of Total Operating Expenses the Charter Bus Industry from 2005-2012

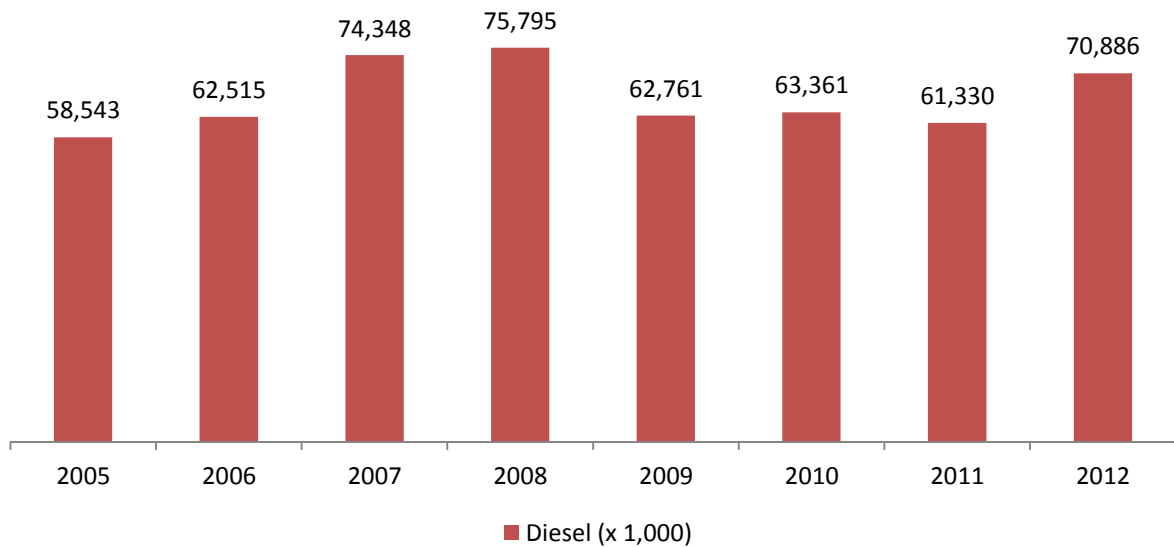


Source: [CAN-SIM table 408-0005](#)

³⁴ [CAN-SIM table 408-0005](#)

As noted above, 17% of the operating expenses for the charter bus industry go toward vehicle energy costs. Of the fossil fuels used by this sub-sector, only diesel was reliably reported between 2005 and 2012. The volume of diesel used by this sub-sector increased by 21%, between 2005 and 2012 (Figure 2.4-5), slightly greater than the increase in fossil fuel use for the bus industry as a whole.

Figure 2.4-5: Total Litres of Diesel Consumed by Charter Bus Industry from 2005-2012



Source: [CAN-SIM table 408-0008](#)

In 2012, the charter bus industry employed a total of 5,123 FTE positions, up 39% since 2005. Transit operators (NOC 7512) made up 71% of FTEs while mechanics (NOC 7312) made up 9%. The remaining FTEs included other jobs such as supervisor (NOC 7305), manager (NOC 0731), transit operator trainer, dispatcher, and scheduler/planner. These figures were similar to the bus industry overall.

While the number of total FTEs for this sub-sector increased, the percentage of FTEs going towards the three categories of jobs in Table 2.4-3 remained stable. The average expenditure per FTE increased 11%, only one-third the increase in average expenditure per FTE for the industry overall and slightly lower than the inflation rate of 13.5% over that period.³⁵ In 2012, the average expenditure per FTE was 39% lower for this sub-sector than the bus industry as a whole.

Table 2.4-3: Employee and Compensation for the Charter Bus Sector

Year	Total FTE	Transit operators (FTE)	Mechanics (FTE)	Other employees (FTE)	Total compensation (dollars x 1,000) ³⁶	Average expenditure per FTE (dollars) ³⁷
2012	5,123	71%	9%	21%	\$ 199,883.00	\$ 39,017.00
2011	5,154	69%	8%	23%	\$ 196,151.00	\$ 38,055.00
2010	4,957	70%	8%	22%	\$ 191,327.00	\$ 38,598.00
2009	5,180	72%	8%	19%	\$ 171,817.00	\$ 33,171.00
2008	5,184	73%	8%	19%	\$ 181,377.00	\$ 34,989.00
2007	4,879	70%	10%	21%	\$ 187,395.00	\$ 38,410.00
2006	4,414	74%	8%	17%	\$ 144,537.00	\$ 32,746.00
2005	3,685	73%	8%	19%	\$ 128,699.00	\$ 34,922.00

Source: [CAN-SIM 408-0007](#)

³⁵ Bank of Canada – Inflation rate calculator

³⁶ Total compensation includes contracting expenses

³⁷ Includes contracting expenses

2.5 Other Transit and Ground Passenger Transportation Services (48599)

This industry is comprised of establishments not classified to any other sub-sector, but primarily engaged in providing shuttle services to airports and similar facilities, special needs transportation services, and other transit and ground passenger transport. Shuttle services included in this industry are those that use vans and/or buses as a means of transport. They usually travel on fixed routes and service particular hotels or carriers. Special needs transportation establishments use conventional or specially converted vehicles to provide passenger transportation to the infirm, elderly or people with disabilities.³⁸

Table 2.5-1 provides a summary of the total number of other transit and ground passenger service establishments in each region. The data in this table is further broken down according to whether the establishments had employees or if they were owner-operated with no employees on payroll. In cases where it was not possible to discern if there were employees on payroll, the establishment was classified as “indeterminate”.

Each Canadian province and territory, with the exception of Nunavut, had at least one establishment listed as other transit and ground passenger services. In general, the percentage of these establishments present in each region was close to total percentage of bus industry establishments in that region, with the exception of:

- **British Columbia:** 12% of other transit and ground passenger services establishments (compared to 9% of all bus industry establishments);
- **Manitoba:** 7% of other transit and ground passenger services establishments (compared to 3% of all bus industry establishments);
- **Ontario:** 33% of other transit and ground passenger services establishments (compared to 27% of all bus industry establishments);
- **Quebec:** 23% of other transit and ground passenger services establishments (compared to 35% of all bus industry establishments);

³⁸ [Statistics Canada definition](#)

Table 2.5-1: Other Transit and Ground Passenger Transportation - Number of Establishments by Region (NAICS 4859) (December, 2012)

NAICS	Employers	Non- Employers/ Indeterminate	Total	Percent Distribution	Percent Distribution (Total)
Alberta	55	45	100	16%	17%
British Columbia	39	36	75	12%	9%
Manitoba	35	10	45	7%	3%
New Brunswick	3	4	7	1%	1%
Newfoundland and Labrador	4	0	4	1%	3%
Northwest Territories	1	0	1	>1%	>1%
Nova Scotia	15	2	17	3%	1%
Nunavut	0	0	0	0%	>1%
Ontario	78	126	204	33%	27%
Prince Edward Island	3	0	3	1%	>1%
Quebec	105	37	142	23%	35%
Saskatchewan	9	3	12	2%	3%
Yukon Territory	1	2	3	1%	>1%
CANADA	348	265	613		

Source: [Canadian Industry Statistics \(CIS\)](#) Other Transit and Ground Passenger Transportation - (NAICS 4859)

Table 2.5-2 is a summary of other transit and ground passenger services establishments by size. Only those establishments that had employees on payroll were included (i.e., the 348 establishments classified as employers in Table 2.5-1).

The majority of other transit and ground passenger services establishments were small (49%), ranging from as low as five, to as many as ninety-nine employees. Slightly less than half of other transit and ground passenger services establishments were micro, while only 3% were medium sized. There was only one other transit and ground passenger services establishment with over 500 employees, located in British Columbia.

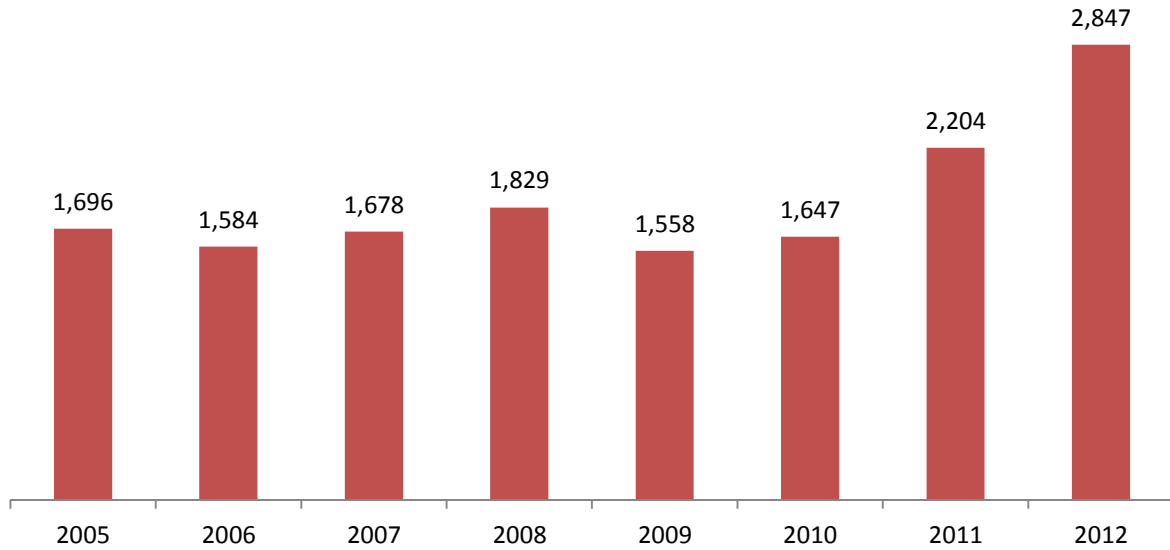
Table 2.5-2: Other Transit and Ground Passenger Transportation - Number of Employer Establishments by Region (NAICS 4859) (December, 2012)

NAICS	Micro 1-4 employees	Small 5-99 employees	Medium 100-499 employees	Large 500+ employees
Alberta	40	14	1	0
British Columbia	19	18	1	1
Manitoba	19	16	0	0
New Brunswick	2	1	0	0
Newfoundland and Labrador	1	3	0	0
Northwest Territories	0	1	0	0
Nova Scotia	11	4	0	0
Nunavut	0	0	0	0
Ontario	20	51	7	0
Prince Edward Island	0	3	0	0
Quebec	49	56	0	0
Saskatchewan	5	4	0	0
Yukon Territory	1	0	0	0
CANADA	167	171	9	1
Percent Distribution				
Other Transit/Ground Transportation Industry	48%	49%	3%	<1%
Percent Distribution				
Bus Industry	32%	59%	8%	1%

Source: [Canadian Industry Statistics \(CIS\)](#) Other Transit and Ground Passenger Transportation - (NAICS 4859)

The fleet of charter bus industry grew by a higher percentage between 2005 and 2012 (69%) than any other sub-sector within the bus industry (Figure 2.5-1). The composition of the fleet was variable over this time period, with over 50% of the 2,847 vehicles counted in 2012 being classified as other rolling stock.³⁹

Figure 2.5-1: Fleet Size for Other Transit and Ground Passenger Transportation Services from 2005-2012

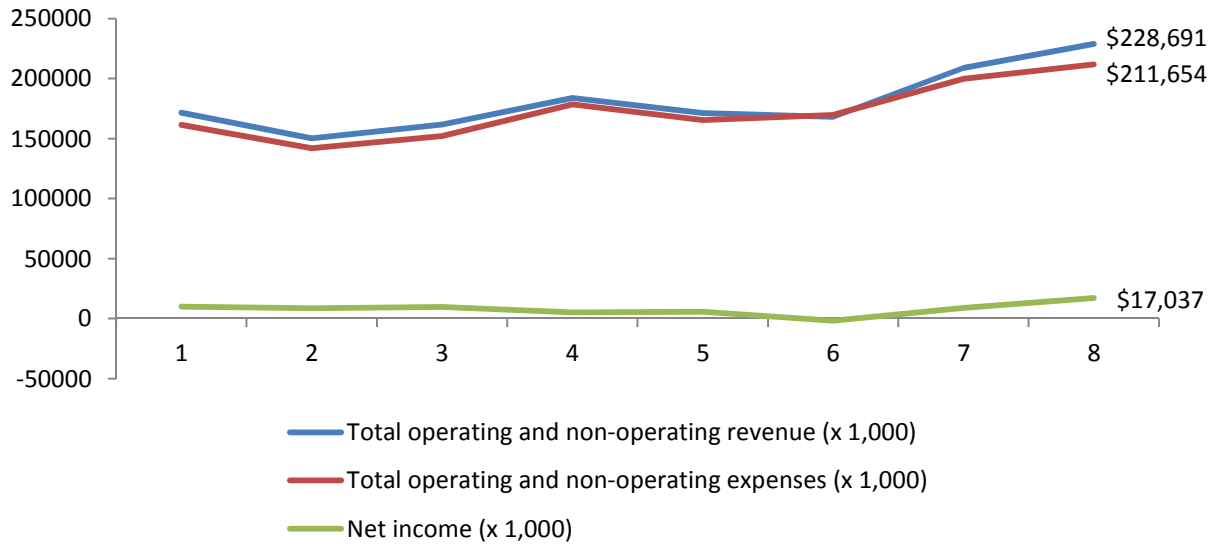


Source: [CAN-SIM table 408-0010](#)

³⁹ [CAN-SIM table 408-0010](#)

As shown in Figure 2.5-2, the total revenue and expenses for other transit and ground transportation passenger services fluctuated between 2005 and 2012. During this time period, the bus industry as a whole was profitable each year. However, the net income for this sector ranged from a loss of \$1.6 million (2010) to a profit of \$17 million (2012).

Figure 2.5-2: Total Operating and Non-Operating Revenue and Expenses and Net Income for Other Transit and Ground Passenger Transportation Services from 2005-2012



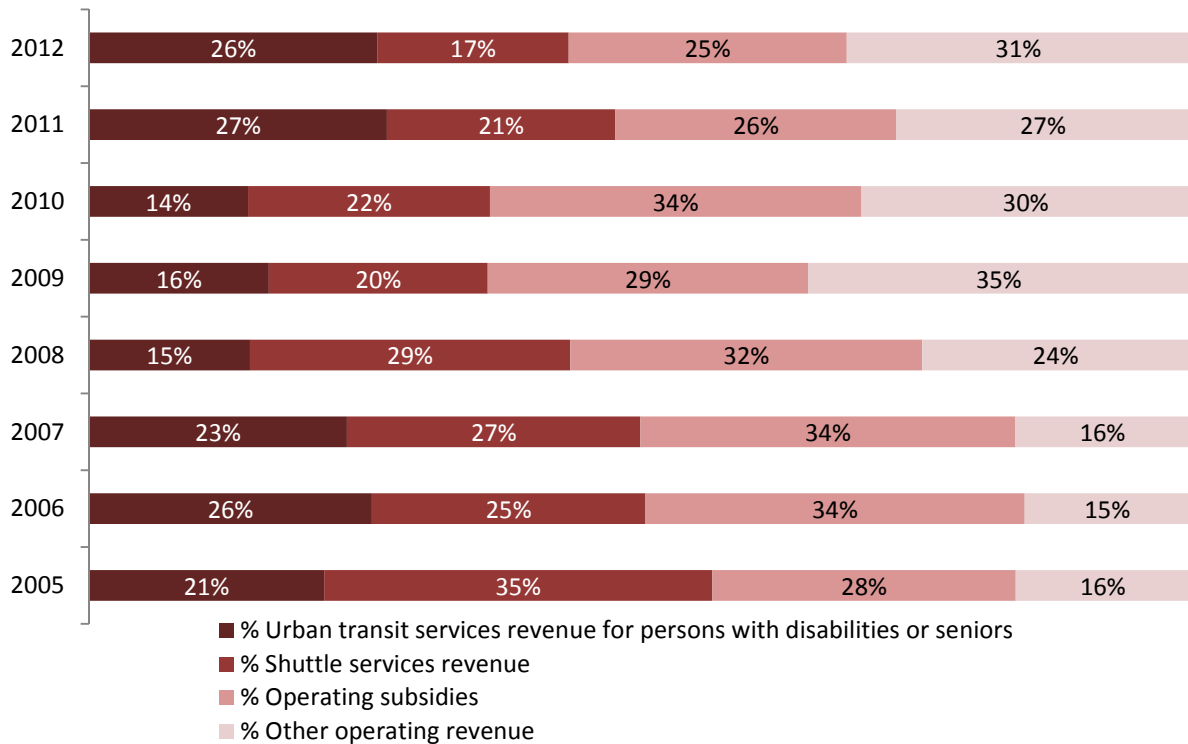
Source: [CAN-SIM table 408-0005](#)

From 2005 to 2012, the total revenue of other transit and ground passenger services was comprised almost entirely of operating revenue, at an average of 97%.⁴⁰ Of the non-operating revenue generated between 2005 and 2012, companies in this sub-sector received capital subsidy in 2006, 2007 and 2009-2012.

Revenues for other transit and ground passenger services were derived from four main sources: urban transit services for persons with disabilities or seniors, shuttle services, operating subsidies, and other operating revenue (including urban transit, commuter, scheduled intercity, scheduled school bus, chartered school bus, motor coach, local sightseeing, and shuttle bus services revenue).

In 2012, 23% of the revenue for this sub-sector was generated from urban transit services for persons with disabilities or seniors made; shuttle services generated 17%; operating subsidies generated 25%. The percentage of total operating revenue from each of these streams varied considerably from year to year.

Figure 2.5-3: Percentage Operating Revenue of Total Operating Revenue for Other Transit and Ground Passenger Transportation Services from 2005-2012

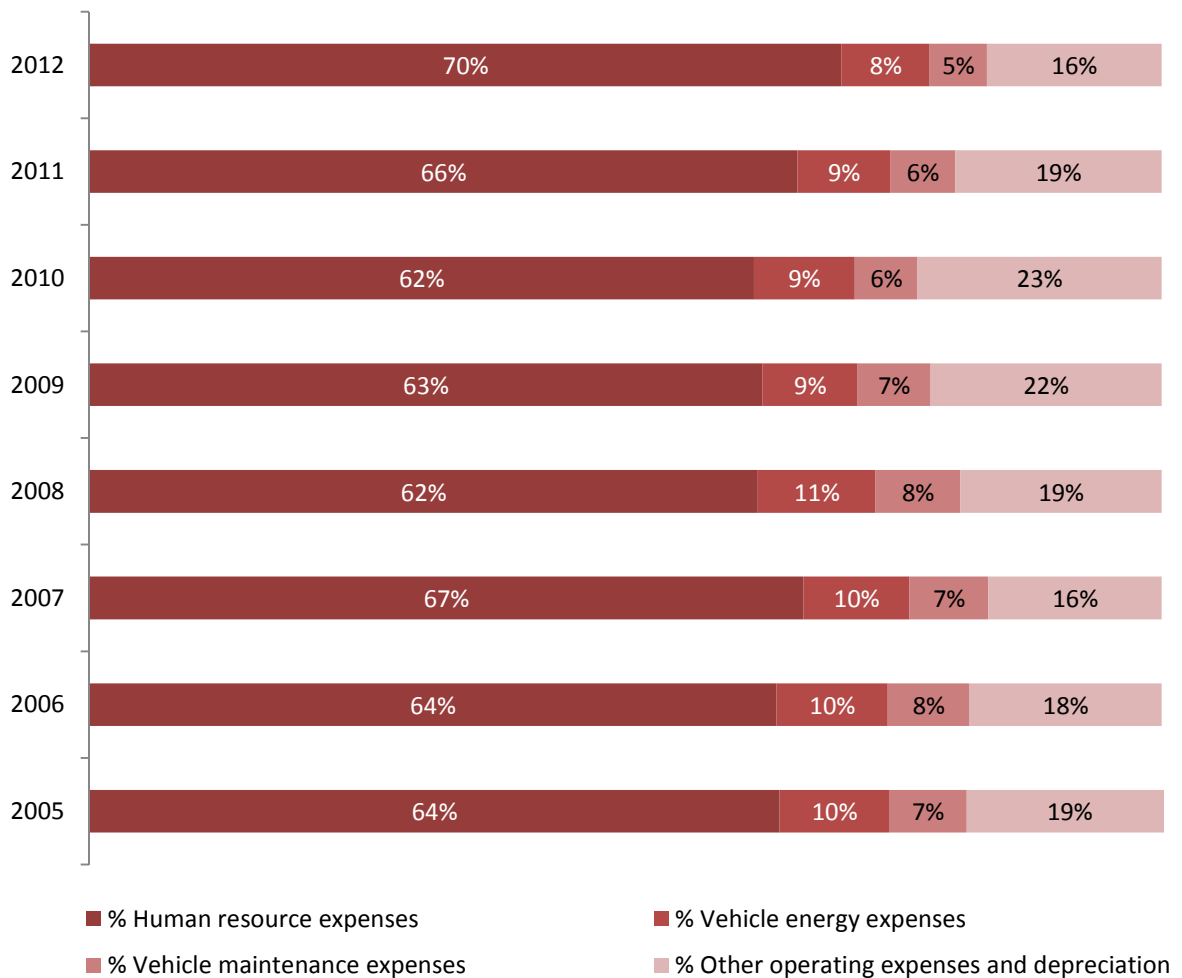


Source: [CAN-SIM table 408-0005](#)

⁴⁰ [CAN-SIM table 408-0005](#)

Of the total expenses for other transit and ground passenger services between 2005 and 2012, over 97% were operating expenses, while the remainder was interest and other non-operating expenses.⁴¹ In 2012, 70% of operating expenses were human resource expenses, up slightly from 64% in 2005. Between 2005 and 2012, vehicle expenses (energy and maintenance) fluctuated between 14% (2012) and 19% (2008). Finally, other operating expenses, such as depreciation, fluctuated between 16% (2012) and 23% (2010). Over this period, these values were mostly consistent with the bus industry as a whole.

Figure 2.5-4: Breakdown of Total Operating Expenses for Other Transit and Ground Passenger Transportation Services from 2005-2012

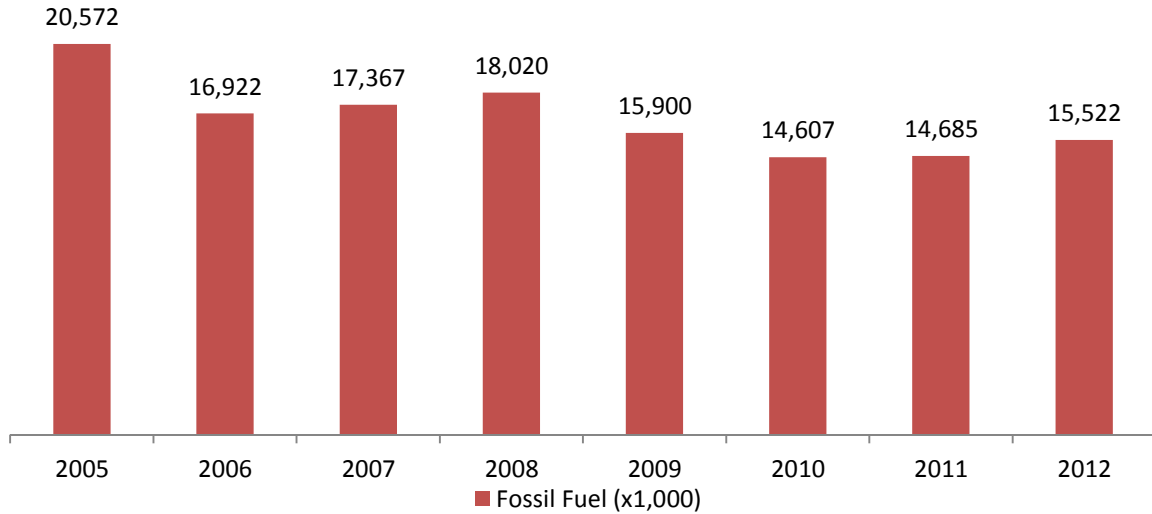


Source: [CAN-SIM table 408-0005](#)

⁴¹ [CAN-SIM table 408-0005](#)

As noted above, 8% of the operating expenses for other transit and ground passenger transportation services went toward vehicle energy costs. The volume of fossil fuel used by this subsector decreased by 25%, between 2005 and 2012 (Figure 2.5-5).

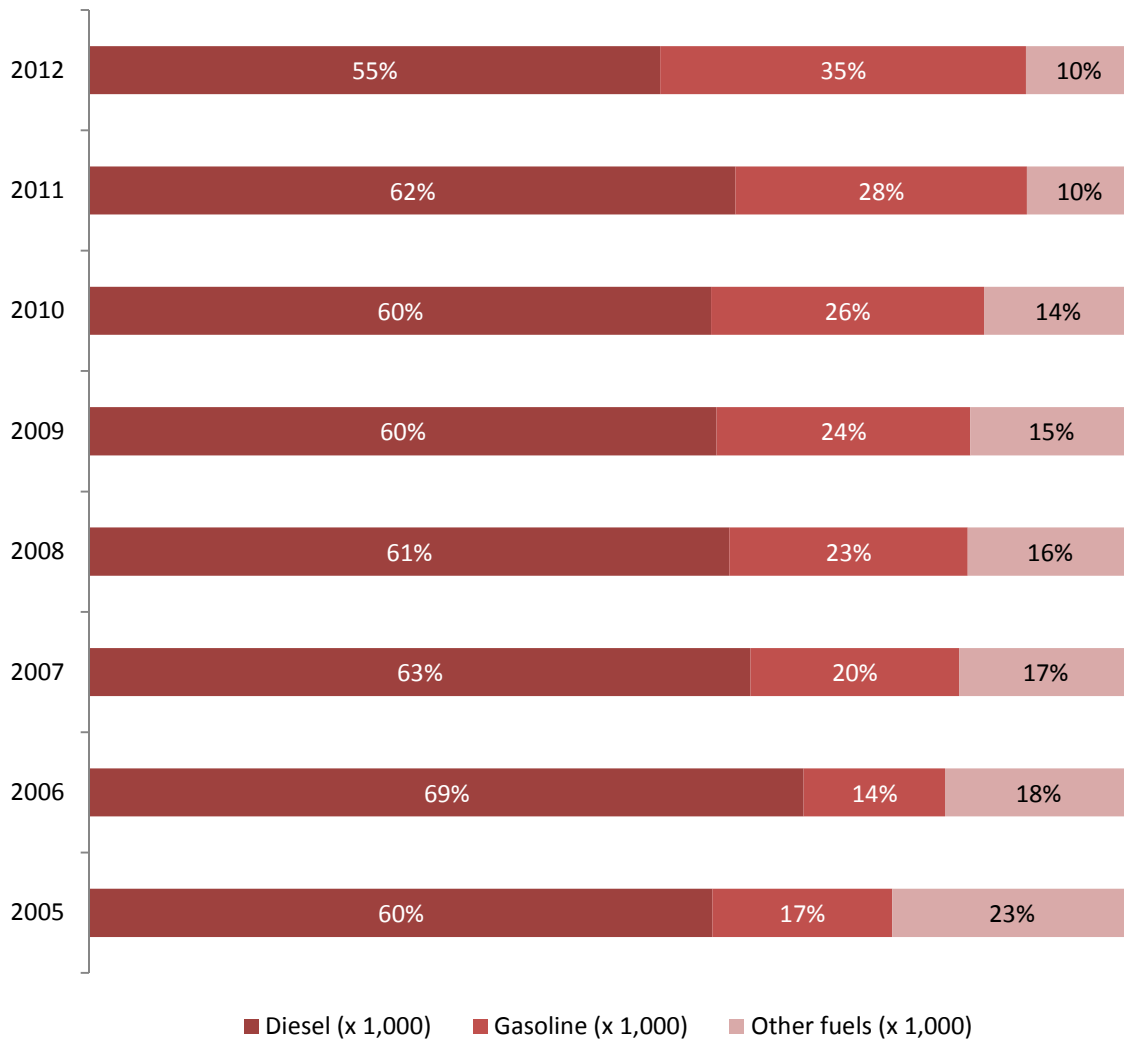
Figure 2.5-5: Total Litres of Fossil Fuel Consumed by Other Transit and Ground Passenger Transportation Services from 2005-2012



Source: [CAN-SIM table 408-0008](#)

The type of fossil fuel used by this sub-sector was most variable among all sub-sectors in the bus industry and fluctuated from year to year. Although the most commonly used fuel was still diesel (55% in 2012), gasoline (35%) and other fuels (10%) make up a more significant percentage of the total fuel used than in other sub-sectors.

Figure 2.5-6: Breakdown of Fuel Consumed by the Other Transit and Ground Passenger Transportation Services from 2007-2012 by Type of Fuel



Source: [CAN-SIM table 408-0008](#)

In 2012, other transit and ground passenger transportation services employed a total of 4,992 FTE positions, up 89% since 2005, the largest increase of any sub-sector in the bus industry. Transit operators (NOC 7512) made up 84% of FTEs while mechanics (NOC 7312) made up 2%. The remaining FTEs included other jobs such as supervisor (NOC 7305), manager (NOC 0731), transit operator trainer, dispatcher, and scheduler/planner. These figures were similar to the bus industry overall.

While the number of total FTEs increased significantly, the percentage of FTEs going towards each of the three categories of jobs in Table 2.4-3 fluctuated. The average expenditure per FTE decreased 25%, marking the greatest decrease in average expenditure per FTE of any Canadian bus industry sub-sector. Further, in 2012, the average expenditure per FTE was 45% lower for this sub-sector than the bus industry as a whole.

Table 2.4-3: Employee and Compensation for Other Transit and Ground Passenger Transportation Services

Year	Total FTE	Transit operators (FTE)	Mechanics (FTE)	Other employees (FTE)	Total compensation (dollars x 1,000) ⁴²	Average expenditure per FTE (dollars) ⁴³
2012	4,992	84%	2%	14%	\$ 144,065.00	\$ 28,862.00
2011	3,440	79%	2%	19%	\$ 129,109.00	\$ 37,528.00
2010	3,000	80%	2%	18%	\$ 103,337.00	\$ 34,448.00
2009	2,606	75%	2%	22%	\$ 102,433.00	\$ 39,306.00
2008	2,898	74%	3%	24%	\$ 109,031.00	\$ 37,620.00
2007	2,406	74%	2%	23%	\$ 99,042.00	\$ 41,172.00
2006	2,314	74%	2%	23%	\$ 89,353.00	\$ 38,620.00
2005	2,632	80%	2%	18%	\$ 101,410.00	\$ 38,524.00

Source: [CAN-SIM 408-0007](#)

⁴² Total compensation includes contracting expenses

⁴³ Includes contracting expenses

2.6 Scenic and Sightseeing Transportation (land) (48711)

This sub-sector is comprised of establishments primarily engaged in providing scenic and sightseeing transportation on land, such as steam train excursions and horse-drawn sightseeing rides.⁴⁴ There was less data available for this sub-sector of the bus industry than any of the other sub-sectors (profiled earlier in this report).

Table 2.6-1 provides a summary of the total number of land based scenic and sightseeing transportation establishments in each region. The data in the table is further broken down according to whether the establishments had employees or if they were owner-operated with no employees on payroll. In cases where it was not possible to discern if there were employees on payroll, the establishment was classified as “indeterminate”.

Not all Canadian provinces and territories had land base scenic and sightseeing transportation establishments. Establishments for this sub-sector were not present in the Northwest Territories, Nunavut, Saskatchewan, or the Yukon. For the provinces where this sub-sector was present, the percentage of establishments did not consistently match the total percentage of bus industry establishments in that region. The following regions exhibited the largest differences between these two percentages:

- **British Columbia:** 27.1% of land based scenic and sightseeing transportation establishments (compared to 8.7% of all bus industry establishments);
- **Alberta:** 13.5% of land based scenic and sightseeing transportation establishments (compared to 16.9% of all bus industry establishments);
- **Nova Scotia:** 3.1% of land based scenic and sightseeing transportation establishments (compared to 1.4% of all bus industry establishments);
- **Quebec:** 20.8% of land based scenic and sightseeing transportation establishments (compared to 35.4% of all bus industry establishments);

⁴⁴ [Statistics Canada definition](#)

Table 2.6-1: Scenic and Sightseeing Transportation, Land - Number of Establishments by Region (NAICS 48711) (December, 2012)

NAICS	Employers	Non- Employers/ Indeterminate	Total	Percent Distribution	Percent Distribution (Total)
Alberta	6	7	13	14%	17%
British Columbia	15	11	26	27%	9%
Manitoba	1	0	1	1%	3%
New Brunswick	0	2	2	2%	1%
Newfoundland and Labrador	1	1	2	2%	3%
Northwest Territories	0	0	0	0%	>1%
Nova Scotia	2	1	3	3%	1%
Nunavut	0	0	0	0%	>1%
Ontario	8	18	26	27%	27%
Prince Edward Island	1	2	3	3%	>1%
Quebec	11	9	20	21%	35%
Saskatchewan	0	0	0	0%	3%
Yukon Territory	0	0	0	0%	>1%
CANADA	45	51	96		

Source: [Canadian Industry Statistics \(CIS\)](#) Scenic and Sightseeing Transportation, Land - (NAICS 48711)

Table 2.6-2 is a summary of land base scenic and sightseeing transportation establishments by size. Only those establishments that had employees on payroll were included (i.e., the 45 establishments classified as employers in Table 2.6-1).

Two out of three land base scenic and sightseeing transportation establishments were small (66%), ranging from as low as five, to as many as ninety-nine employees. The remaining 33% of land base scenic and sightseeing transportation establishments were micro. There were no medium or large employer establishments.

Table 2.6-2: Scenic and Sightseeing Transportation, Land - Number of Employer Establishments by Region (NAICS 48711) (December, 2012)

NAICS	Micro 1-4 employees	Small 5-99 employees	Medium 100-499 employees	Large 500+ employees
Alberta	2	4	0	0
British Columbia	5	10	0	0
Manitoba	1	0	0	0
New Brunswick	0	0	0	0
Newfoundland and Labrador	1	0	0	0
Northwest Territories	0	0	0	0
Nova Scotia	0	2	0	0
Nunavut	0	0	0	0
Ontario	4	4	0	0
Prince Edward Island	0	1	0	0
Quebec	2	9	0	0
Saskatchewan	0	0	0	0
Yukon Territory	0	0	0	0
CANADA	15	30	0	0
Percent Distribution Scenic/Sightseeing	33%	67%	0%	0%
Percent Distribution Bus Industry	32%	59%	7%	1%

Source: [Canadian Industry Statistics \(CIS\)](http://www150.statcan.gc.ca/n1/pub/28-263-x/2013001/article/11831-eng.htm) Scenic and Sightseeing Transportation, Land - (NAICS 48711)