CPT Cost Index

Summary of results: change in bus & coach industry costs for the 12 months to 31 December 2009

	Overall national result	Regional indices: Greater London bus	Home Counties	Midlands	Northern England	South West England	Wales	Scotland	Breakdown: Percentage that each category represents of total costs
Overall change in operating costs	5.0%	1.6%	6.5%	2.7%	6.2%	6.0%	7.8%	6.6%	
Change in individual cost categories:									
1 Drivers wages and on costs	3.3%	1.6%	5.8%	2.5%	3.4%	2.8%	5.7%	5.0%	46%
2 Other labour and staff costs	1.4%	-1.9%	3.4%	2.2%	3.2%	0.9%	3.8%	0.9%	15%
3 Insurance and claims	4.2%	-0.3%	6.4%	-4.2%	7.7%	6.1%	0.3%	5.7%	3%
4 Fuel	19.9%	5.5%	17.3%	10.0%	24.7%	35.2%	27.8%	21.9%	14%
5 Maintenance materials	-1.8%	-4.4%	-2.1%	-1.2%	-1.3%	-6.7%	-1.9%	3.7%	5%
6 Vehicle depreciation	7.1%	7.1%	3.2%	6.5%	9.2%	3.7%	5.8%	7.3%	7%
7 Other operating costs	-0.1%	2.9%	3.6%	-4.9%	-1.7%	-0.3%	5.1%	-1.2%	11%
Sample size:									100%
Representing operating costs of:	£3,314,200,000	£748,600,000	£331,200,000	£315,000,000	£958,800,000	£323,700,000	£141,500,000	£495,400,000	

All data are weighted by the size of each respondent's cost base and by their relative spend in each cost category.
The regional indices are shown for information but care should be taken in interpreting the results, especially where there are relatively few respondents.
The CPT Cost Index is compiled by an independent consultant using data supplied directly to that consultant by a representative selection of bus and coach operators who are members of CPT, to satisfy OFT guidance.

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Summary of previous results

Covering the 12 months to:	
June 2004	7.7%
December 2004	7.8%
June 2005	8.7%
December 2005	8.2%
June 2006	7.8%
December 2006	7.1%
June 2007	5.2%
December 2007	5.3%
June 2008	4.2%
December 2008	5.7%
June 2009	6.2%

Comments on results and presentation:

This latest set of data follows the presentation adopted a year ago, splitting out TfL bus operators from the remainder of the London and Home Counties Region.
As ever, we urge users to exercise caution in interpreting the regional figures, which continue to show a marked variation either side of the national average.

The impact of fuel hedging continues to have a major influence on the figures, with some operators suffering substantial increases in their fuel costs whereas others saw a reduction (all on a "pence per mile" basis). The range of different experiences on fuel price movements is the most extreme since the Index was first published and users should therefore remember that the Index represents a weighted average experience across the indusry and not a reflection of the experience of any one operator.