CPT Cost Index

Summary of results: change in bus & coach industry costs for the 12 months to 30 June 2009

	Overall national result	Greater London bus	Home Counties	Midlands	Northern England	South West England	Wales	Scotland	Breakdown: Percentage that each category represents of total costs
		Regional indices:							
Overall change in operating costs	6.2%	3.4%	6.7%	5.0%	6.4%	6.6%	6.4%	8.7%	
Change in individual cost categories:									
1 Drivers wages and on costs	3.6%	1.6%	4.4%	3.4%	3.6%	3.0%	4.7%	5.5%	45%
2 Other labour and staff costs	3.8%	-2.0%	5.3%	5.3%	4.3%	5.6%	5.6%	5.4%	15%
3 Insurance and claims	9.6%	24.7%	10.1%	1.1%	10.6%	7.1%	-11.0%	8.7%	3%
4 Fuel	19.4%	19.9%	17.2%	7.1%	20.7%	26.7%	19.4%	23.2%	14%
5 Maintenance materials	1.8%	4.8%	3.9%	2.0%	-0.3%	-7.9%	1.5%	6.1%	5%
6 Vehicle depreciation	5.9%	1.0%	4.8%	9.4%	9.0%	-1.8%	6.8%	5.5%	6%
7 Other operating costs	4.9%	3.9%	4.4%	7.8%	2.1%	11.6%	5.6%	7.4%	12%
Sample size:									100%
Representing operating costs of:	£3,019,100,000	£501,300,000	£343,500,000	£313,800,000	£1,014,700,000	£226,800,000	£128,300,000	£490,700,000	

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 in regions with a small number of operators, as the experience of one large company can have a disproportionate effect on the results.

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%

Comments on results and presentation:

This latest set of data follows the presentation adopted 6 months 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.

It is evident from the latest figures that many larger operators have hedges in place for their fuel purchases; these hedges have caused their fuel prices to lag market changes. Therefore the percentage rise experienced in previous periods (2007/8) was lower than might have been expected; conversely, for some operators, in the latest period they did not benefit from falling market prices. The actual range of experiences for fuel prices in the 12 months covered by this return ranged from modest declines to around a 40% increase, on a "pence per mile" operating cost basis.

The next CPT Cost Index will cover the year to December 2009 and will be published in mid-March 2010.