



# STILL WAITING FOR THE BUS

THE UNNATURAL DEATH OF  
PRAIRIE INTERCITY TRANSIT

AUDIO DOCUMENTARY FACT SHEET



*PREPARED BY:*  
Emily Leedham  
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*PHOTOS COURTESY OF:*  
Doug Blackport  
Bernadette Wagner

*At a glance:*

# STC & Greyhound closures



The Saskatchewan Transportation Company (STC) operated in Saskatchewan since 1946. It was shut down by the Saskatchewan Party government on May 31, 2017, with only two months notice.

One year later, Greyhound pulled out all but one of its routes in Western Canada on October 31, 2018, with only 3 months notice.

The STC closure resulted in the loss of over 200 unionized, low-carbon jobs. The Greyhound closure saw around 800 more of these jobs lost.

The STC and Greyhound also provided cost effective freight services for small businesses, farms, health care, and libraries.

*At a glance:*

# Economic Benefits of Good Public Transit

According to the Canadian Urban Transport Association (CUTA):

- "The economic benefit of Canada's existing transit systems is at least \$19 billion annually.
- The transit industry directly employs 59,600 Canadians and transit capital investment creates an additional 65,000 jobs.
- Transit reduces vehicle operating costs for Canadian households by about \$12.6 billion annually.
- Transit reduces the economic costs of traffic collisions by almost \$3.2 billion annually.
- The Canadian transit industry generates jobs, income and wealth for the country's economy. Capital-intensive transit systems generate employment in construction, professional services, research and development, and other areas of the economy."

*At a glance:*

# Creating Transit Jobs for a Green New Deal

- In 2018, urban transit passenger trips in Canada **increased by 2.7 percent** for a total of **3.15 billion trips**, continuing the upward trend of ridership over the past 10 years. (CUTA)
- "The number of Canadian transit employees in 2017 was **59,641**, of which 52% were vehicle operators, 15% worked in vehicle maintenance, 14% in general administration, 10% in non-vehicle maintenance, and 9% in transportation operations." (APTA)
- "Canada is a major producer and exporter of transit equipment, so **a high proportion of transit investment remains in Canada and creates spin-off employment** in manufacturing and related industries." (CUTA)
- One of North America's main manufacturers of electric busses is **New Flyer Industries, Inc. based in Winnipeg, Manitoba.** (EESI)

*At a glance:*

# Health & Safety Benefits of Good Public Transit

- **Public transportation is a safer way for an individual to travel than a personal vehicle.**
  - An individual can reduce their chance of being in an accident by more than 90 percent simply by taking public transit opposed to commuting by car.
  - Transit trips are also 10 times safer per mile than car trips. (APTA)
- **Public transportation can help address high-risk and vulnerable driver groups.**
  - Efforts to reduce higher-risk driving, such as graduated licenses for teens, senior driving testing, and impaired and distracted driving campaigns, become more effective if implemented in conjunction with public transit improvements. (APTA)
- **Public transit has a \$16.16 billion impact** on reducing annual vehicle operating costs, collision costs, and respiratory health issues. This greatly outweighs transit's annual \$12.86 billion capital and net operating costs. (CUTA)



*At a glance:*

# Public Transit as Reconciliation

According to the Interim Report on Missing and Murdered Indigenous Women & Girls:

"While transportation recommendations in previously published reports tend to focus on BC, community members in Saskatchewan have more recently **protested the closure of the Saskatchewan Transit Company (STC)**.

Advocates have filed a human rights complaint over the STC closure, arguing that **closing this transportation services discriminates against Indigenous women**, who are being forced to put themselves at greater risk because they now need to hitchhike to move around the province.

Indigenous women and girls living in remote communities in the northern territories also need more accessible public transit options. **Many other areas across the country likely have similar transportation failings.**"

*At a glance:*

# Grassroots Organizing for Intercity Transit

In 2017, a group called **SAVE STC** formed to oppose the closure of the Saskatchewan Transportation Company. The group is part of a broader **Stop the Cuts** coalition organizing against privatization and cuts to public services in Saskatchewan.

SAVE STC started a website called **STC Stories** to share memories of the bus service and the impacts of its closure, documenting why intercity transit remains a vital service for the people of Saskatchewan.



In Calgary, Alberta, a group called **Nationalize Bus Routes** formed in 2018 to protest the Greyhound closures and call for national public intercity transit.

If you would like to start your own group to support public transit, please get in touch with us at [ATUCanada.ca](http://ATUCanada.ca). We would love to connect with you.

# Our Call to Action



Transportation is a human right.

The market cannot effectively provide an intercity transit service that adequately serves communities.

Transit jobs are green jobs, and we need more of them, not less.

**We demand the establishment of a national public intercity transit service as part of a Green New Deal for social, economic and environmental justice and tangible reconciliation with Indigenous peoples.**

Section 5 of the National Transportation Act must be amended to facilitate the creation of a national public intercity transit service.

**Sign our petition at [ATUCanada.ca](https://atucanada.ca)**



# Audio Documentary Participants

## In order of appearance:

**Jacob Alhassan**, transit rider, PhD candidate, Saskatoon, SK

**Richard Shanks**, former STC driver, ATU Local 1374

**Jamal Abas**, transit rider, Hodgson, MB

**Al Barker**, former STC Mechanic, ATU Local 1374

**Arlo Yuzichapi**, transit rider, Melville, SK

**Shauna Bell**, Executive Director of Cantara Safe House in Brooks, AB

**Dr. JoAnn Jaffe**, transit rider, University of Regina professor

**Justin Eva**, former STC & Greyhound mechanic, ATU Local 1374

**Norman Parent**, former Greyhound agent, Steinbach, MB

Written and produced by Emily Leedham

Cover photo courtesy of Doug Blackport

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