

Inter-City Bus (ICB) Application Summary

Application #	4092-18	Applicant	Rider Express Transportation Corp.
Trade Name	Rider Express Transportation		
Principal	Firat URAY		
Address	1517 11 th Avenue, Regina SK S6P 0H3		
Current Licence	Passenger Transportation Licence # 75149: <ul style="list-style-type: none"> • Special Authorization: Inter-city bus (ICB) 		
Application Summary	<p>Amendment of Licence—ICB</p> <ol style="list-style-type: none"> 1. Amend Route “A” (Vancouver – BC/Alberta) by: <ol style="list-style-type: none"> a) reducing minimum route frequency for route points east of Kamloops (from 1 daily trip each way to 1 weekly trip each way) b) eliminating scheduled service requirements for the following route points: <ol style="list-style-type: none"> i. Sorrento ii. Chase iii. Langley iv. Coquitlam 2. Add Routes “B,” “C” and “D”: <ul style="list-style-type: none"> B: Kamloops-Kelowna (1 daily trip each way) C: Merritt-Kelowna (1 daily trip each way) D: Kelowna-Penticton (seasonal, 1 weekly trip each way) <p><i>Note: Simplified ICB Application requirements apply to the Route D proposal.</i></p> <p>Route details are set out in the Appendix.</p>		
Submissions & Public Comments	Anyone may submit written comments about this application until March 20, 2019 .		

	<p>Route A Comments & Submissions (Service Cuts & Reductions)</p> <p>To submit written comments on Route A, no fee is required. Please quote Application 4092-18, Route A and send your comments to:</p> <p>Passenger Transportation Board PO Box 9850 STN PROV GOVT Victoria BC V8W 9T5 Fax: 250-953-3788 Email: ptboard@gov.bc.ca</p> <p><i>The Board forwards comments it receives to Rider Express Transportation Corp. Comments from private individuals are subject to a privacy and confidentiality undertaking that Rider Express Transportation Corp made with the Passenger Transportation Board.</i></p> <p>Routes B, C and/or D Comments & Submissions (New Routes)</p> <p>To submit written comments on Routes B, C and/or D, a \$50 fee is required from each person who makes a submission. Please quote Application 4092-18 and identify one or more route numbers (e.g. “Routes C & D”), and send your comments to the Passenger Transportation Board at the above-noted address.</p> <p>More information about submissions and submission fees is posted on the Board “Making Submissions” webpage.</p>
<p>Applicant’s Rationale</p>	<p>Text supplied by the applicant:</p> <ul style="list-style-type: none"> A. Reductions on Route A: <i>Rider Express is reducing frequency between Kamloops and Calgary due to low ridership.</i> B. Less Profitable Routes: <i>not all intercity bus routes are as profitable as others. Some even hurts the bottom line. Our ridership on the Calgary-Vancouver route itself has not reached the levels that can justify the service. However, our commitment to expand our network and reach more customers makes us keep our routes. On the other hand, the inability to service more destinations with a larger population could force us to terminate our operations elsewhere. We should be allowed to seek routes that can help us subsidize our less profitable routes.</i> C. Add Routes B & C: <i>We are planning to provide, as soon as possible, daily services between Kamloops and Kelowna (via Vernon), and between Merritt and Kelowna to increase competition, connectivity and economies of scale (as noted</i>

	<p>below).</p> <p>D. Competition: <i>There is a tremendous need for more companies in intercity bus service. We believe in ourselves to bring quality and innovation in the service which will surely benefit the public.</i></p> <p>E. Connecting Service: <i>Bus companies add more routes to their network to offer a more complete service where a passenger can reach more destinations without the hassle of changing to a different bus company that may or may not stop at the same locations as the one he/she originally boards. The peace of mind of connecting with ease is a great value that one bus service company can offer. For instance, our passengers who board along the way between Calgary and Kamloops and wants to reach Kelowna must change their bus. Worse, they may not be able to connect at all if the schedules of the other bus company cannot suit the needs of the passenger.</i></p> <p>F. Economies of Scale: <i>Overhead costs of an intercity bus service needs to be spread over many passengers to make it feasible. Overhead costs include rental of passenger waiting rooms/ticketing offices, advertising, staff other than drivers and call center staff, accounting costs, etc. Limiting access to the market could increase costs and force uncompetitive prices. It is crucial to achieve economies of scale to operate efficiently. In some cases lack of economies of scale could make it prohibitively costly to operate at all.</i></p> <p>G. Add Route D: <i>We are planning to start a summer-season service between Kelowna and Penticton and operate it year round if ridership is high enough. This service is much needed after Greyhound left Western Canada.</i></p>
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Appendix

Rider Express Transportation Corp.
dba Rider Express Transportation

Terms and Conditions Proposed by the Applicant

The applicant seeks PT Board approval to operate inter-city buses under Special Authorization with terms and conditions amended as set out in this appendix. The applicant proposes the following amendments:

1. Amend Route A (Vancouver – BC/Alberta border) by reducing minimum frequency and eliminating 4 route points. In the summary below, **green text** shows additions. **Red strikethrough** shows deletions.
2. Add Route B: Vancouver – Kamloops
3. Add Route C: Vancouver – Kelowna

Special Authorization	Inter-City Bus (ICB)
Terms & Conditions	
Vehicles	All buses must be accessible to persons with mobility aids.
Services	
Service	Transportation of passengers must be provided: a) on a scheduled basis, and b) in accordance with minimum frequencies and other terms and conditions of licence that apply to the routes and route points.
Schedule	The licence holder must publish, in a manner accessible to the general public, a schedule for each route with the time and location of each stop, and must carry in each vehicle a copy of the schedule that the vehicle is following.
Service Exception	Routes may be operated on a “pre-booked” or “reservation required” basis provided that: a) applicable routes are identified as a “pre-booked” or “reservation required” service in all current, published schedule information, and b) these routes are available at all times for pre-booking or reservation on the licensee’s website. When these conditions are met and when no reservations have been received for pickup or dropoff at one or more points on the route by the time service is scheduled to be provided, the licence holder has the option of not providing service to those points that would otherwise be required.
Alternative Points:	The licence holder may pick up or drop off passengers at any location, municipality or unincorporated area that is between the terminating points and on highway corridors approved for this route.

Route A	
Terminating Point 1:	Alberta Border & HWY 1
Terminating Point 2:	City of Vancouver
Corridor:	Highway 1: Vancouver – Hope Highway 5: Hope – Kamloops
Route Points	Minimum Trips (each direction)
Alberta Border & HWY 1	n/a
Town of Golden	1 per day 1 per week
City of Revelstoke	1 per day 1 per week
District of Sicamous	1 per day 1 per week
City of Salmon Arm	1 per day 1 per week
Sorrento	1 per day
Village of Chase	1 per day
City of Kamloops	1 per day
City of Merritt	1 per day
District of Hope	1 per day
City of Chilliwack	1 per day
City of Abbotsford	1 per day
City or Township of Langley	1 per day
City of Coquitlam	1 per day
City of Vancouver	1 per day
Route B [New Proposed Route]	
Terminating Point 1:	City of Kamloops
Terminating Point 2:	City of Kelowna
Corridors:	Highway 1: Kamloops – Monte Creek Highway 97: Monte Creek - Kelowna
Route Points	Minimum Trips (each direction)
City of Kamloops	1 per day
City of Vernon	1 per day
City of Kelowna	1 per day

Route C [New Proposed Route]	
Terminating Point 1:	City of Merritt
Terminating Point 2:	City of Kelowna
Corridor:	Highway 97C: Merritt – Kelowna
Route Points	Minimum Trips (each direction)
City of Merritt	1 per day
City of Kelowna	1 per day
Route D [New Proposed Route]	
Terminating Point 1:	City of Kelowna
Terminating Point 2:	City of Penticton
Corridor:	Highway 97
Seasonal Service Minimum:	At a minimum, regular scheduled service must be provided from April 15 to October 15.
Route Points	Minimum Trips (each direction)
City of Kelowna	1 per week
City of Penticton	1 per week
Transfer of a licence	This special authorization may not be assigned or transferred except with the approval of the Board pursuant to section 30 of the <i>Passenger Transportation Act</i> .
Publication of Application:	March 6, 2019
Deadline for Submissions:	March 20, 2019