

Application Summary

Inter-City Bus (ICB)

Application #	9000-20
Applicant & Application Summary	<p>Tofino Bus Services Inc. Vancouver Island Connector, Tofino Bus Lines, All Island Express Amend ICBA Licence</p> <ul style="list-style-type: none"> Eliminate the following route: Route 5: Campbell River – Port Hardy
Public Explanation	<p>Text supplied by the applicant</p> <p style="text-align: center;"><i>Due to the low ridership and lack of profitability of this route our company is forced to apply to eliminate service on this corridor.</i></p> <p>See the applicant’s Rationale Statement (attached) for more detail.</p>
Submissions & Public Comments	<p>Anyone may submit written comments about this application until May 27, 2020. No fee is required to submit comments. In your submission, quote “Application 9000-20.” Send written comments to:</p> <p style="text-align: center;">Passenger Transportation Board PO Box 9850 STN PROV GOVT Victoria BC V8W 9T5 Email: ptboard@gov.bc.ca Fax: 250-953-3788</p> <p>The Board forwards comments it receives to Tofino Bus Services Inc. Comments from private individuals are subject to a privacy and confidentiality undertaking that Tofino Bus Services Inc has made with the Passenger Transportation Board.</p>
More Information	<ul style="list-style-type: none"> Appendix 1: Special Authorization & Proposed Terms & Conditions of Licence Notice of applications and published decisions are published in the <u>Weekly Bulletin</u>. For convenience, published documents for recent ICB applications are listed on the <u>bus application webpage</u>.

Applicant Information	<p><i>Current Passenger Transportation Licence: #75127 with:</i></p> <ul style="list-style-type: none">• Inter-City Bus Authorization (ICBA)• General Authorization (GA) <p><i>Principals:</i></p> <ul style="list-style-type: none">• Craig CAREFOOT• John WILSON <p><i>Office: 2230 McGarrigle Road, Nanaimo, BC V9S 4M3</i></p>
Publication	May 13, 2020
Deadline for Submissions	May 27, 2020

Appendix 1

Special Authorization & Proposed Terms & Conditions of Licence

The applicant seeks approval of amendments to its Inter-City Bus Authorization (ICBA) that, if approved in whole, will remove Route 5 (Campbell River – Port Hardy) from the terms and condition set out below. Proposed eliminations are identified by ~~red strike-through text~~.

Special Authorization INTER-CITY BUS AUTHORIZATION (ICBA) Terms & Conditions	
Definitions	"Board" means the Passenger Transportation Board "Registrar" means the Registrar, Passenger Transportation
A. Legislative Requirements	
Vehicle Identifiers	Each motor vehicle operated under this authorization must display, at the times and in the form and manner required by the Registrar, a vehicle identifier that is: <ul style="list-style-type: none">(a) issued to the licensee by the Registrar; or(b) authorized by the Registrar to be issued by the licensee.
B. Services	
Services	Transportation of passengers must be provided: <ul style="list-style-type: none">(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.
Schedules	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.
Express Authorization	Transportation of standees is authorized only when all of the following conditions are met: <ul style="list-style-type: none">(a) The licence holder has current and proper insurance coverage for the transportation of standees(b) Passengers are not permitted to stand for a period that is longer than 30 minutes or for a distance that exceeds 30 road kilometers, and(c) Freight and passenger baggage is not carried in the passenger compartment when standees are being transported.

Route Overlap	<p>The licence holder may publish schedules and operate vehicles in a way that consolidates the District of Tofino – City of Nanaimo portion of Routes 1 and 2 on the condition that:</p> <ul style="list-style-type: none"> (a) passengers traveling northbound via the consolidation point of Nanaimo are able to continue their trip to their destination north and west of Nanaimo, and (b) the scheduled wait time at the consolidation point of Nanaimo does not exceed 30 minutes. <p>When inter-city bus routes are consolidated and the above “route overlap” conditions are met, the operation of one vehicle on the District of Tofino – City of Nanaimo corridor is deemed, with respect to route frequency determinations, to be a vehicle operating on both routes.</p>
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Abbreviations	<p>The following abbreviations are used to describe terms and conditions of this special authorization:</p> <p>alt “alternate” Route Points that is not located directly enroute between other Route Points authorized by the Board; service may be provided to one or more alternate Route Points at the option and frequency of the licence holder on the condition that all minimum route frequencies approved or set by the Board are maintained.</p> <p>rd: “reserve drop” stops are made only to pick up or drop off passengers who have made an advance reservation with the licensee or agent of the licensee.</p>
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Route 1 of 5		
Terminating Point 1:	City of Nanaimo	
Terminating Point 2:	District of Tofino	
Corridors:	Highways 1, 4, 4A, 19 & Tofino Ucluelet Hwy	
Route Points	Minimum Frequencies	
City of Nanaimo	2 trips per day (each direction)	32 trips per week (total)
Wellington	1 “rd” per day (each direction)	28 “rd” per week (total)
Nanoose	1 “rd” per day (each direction)	28 “rd” per week (total)
Craig’s Crossing	1 “rd” per day (each direction)	28 “rd” per week (total)
City of Parksville	2 trips per day (each direction)	32 trips per week (total)
Coombs	2 “rd” per day (each direction)	32 “rd” per week (total)
Hilliers	2 “rd” per day (each direction)	32 “rd” per week (total)

Cameron Lake	2 "rd" per day	32 "rd" per week (total)
City of Port Alberni	2 trips per day	32 trips per week (total)
District of Ucluelet	1 trip per day	14 trips per week (total)
District of Tofino	1 trip per day	14 trips per week (total)
Route 2 of 5		
Terminating Point 1:	City of Victoria	
Terminating Point 2:	District of Tofino	
Corridors:	Highways 1, 4, 4A & 19	
Alternate Routing:	The route points set out above do not preclude the licence holder from, on any portion of Highways 1, 4, 4A, 19 and 19A that is situated between the terminating points, making scheduled time stops or unscheduled drop-offs or conveying passengers who hail or flag the motor vehicle from the street.	
Route Points	Minimum Frequencies	
City of Victoria	3 trips per day (each direction)	
District of Saanich	3 trips per day (each direction)	
City of Langford	3 "rd" per day (each direction)	
Mill Bay	1 "rd" per day (each direction)	
Cobble Hill	1 "rd" per day (each direction)	
Cowichan Bay	1 "rd" per day (each direction)	
City of Duncan	3 trips per day (each direction)	
District of North Cowichan	1 "rd" per day (each direction)	
Saltair	1 "rd" per day (each direction)	
Town of Ladysmith	3 "rd" per day (each direction)	
Cassidy	3 "rd" per day (each direction)	
City of Nanaimo	3 trips per day (each direction)	
City of Parksville	2 trips per day (each direction)	
City of Port Alberni	2 trips per day (each direction)	
Ucluelet/Tofino Junction	1 trip per day (each direction)	

Pacific Rim National Park	1 trip per day (each direction)
Tofino Airport / Golf Course	1 trip per day (each direction)
District of Tofino	1 trip per day (each direction)
Route 3 of 5	
Terminating Point 1:	District of Tofino
Terminating Point 2:	District of Ucluelet
Corridors:	Highway 4 (Pacific Rim Hwy) & Tofino Ucluelet Hwy
Seasonal Operation:	Service must begin each year on March 1 and then cease on October 31.
Route Points	Minimum Frequencies
District of Tofino	1 trip per day (each direction)
Pacific Rim National Park	1 trip per day (each direction)
District of Ucluelet	1 trip per day (each direction)
Route 4 of 5	
Terminating Point 1:	City of Nanaimo
Terminating Point 2:	City of Campbell River
Corridors:	Highways 19 & 19A
Route Points	Minimum Frequencies
City of Nanaimo	2 trips per day (each direction)
Nanoose	1 "rd" per day (each direction)
City of Parksville	2 trips per day (each direction)
French Creek	1 "rd" per day (each direction)
Town of Qualicum Beach	1 "rd" per day (each direction)
Horne Lake Road	1 "rd" per day (each direction)
Bowser	1 "rd" per day (each direction)
Fanny Bay	1 "rd" per day (each direction)
Buckley Bay	1 "rd" per day (each direction)
Union Bay	1 "rd" per day (each direction)

Village of Cumberland	alt
Royston	1 "rd" per day (each direction)
City of Courtenay	2 trips per day (each direction)
Merville	1 "rd" per day (each direction)
Black Creek	1 "rd" per day (each direction)
Oyster River	1 "rd" per day (each direction)
City of Campbell River	2 trips per day (each direction)
Route 5 of 5	
Terminating Point 1:	City of Campbell River
Terminating Point 2:	District of Port Hardy
Corridors:	Highway 19
Route Points	Minimum Frequencies
City of Campbell River	1 trip per day (each direction)
Sayward & Highway 19	1 "rd" per day (each direction)
Village of Sayward	alt
Woss Camp	1 "rd" per day (each direction)
Town of Port McNeill	1 trip per day (each direction)
Port Alice Junction	1 "rd" per day (each direction)
District of Port Hardy	1 trip per day (each direction)
C. Other Requirements	
Engaged Carrier Authorization	<p>The holder of this licence may operate as an inter-city bus when engaged by another licensed operator in the following limited circumstances:</p> <ul style="list-style-type: none"> (a) the other licensed operator must have a special authorization to operate an inter-city bus under a licence issued pursuant to the <i>Passenger Transportation Act</i> (British Columbia) or the <i>Motor Vehicle Transport Act</i> (Canada); (b) the holder of this licence must have signed written authorization from the other licensed operator specifying the terms by which the licence holder is engaged including the period for which the written authorization is valid;

	<p>(c) the holder of this licence must operate its vehicles in accordance with all the applicable terms and conditions of the other licensed operator's licence; and</p> <p>(d) the holder of this licence must carry in its vehicles a copy of the written authorization referred to in paragraph (b) and a copy of the terms and conditions of the other licensed operator's licence when operating under this engaged carrier authorization.</p>
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> .
Liquor Control and Licensing Act Cannabis Control and Licensing Act	The licensee must at all times ensure passenger directed vehicles under their licence are operated in compliance with the <i>Liquor Control and Licensing Act</i> and the <i>Cannabis Control and Licensing Act</i> .



Rationale Statement

THIS DOCUMENT HAS BEEN PREPARED SOLELY BY TOFINO BUS SERVICES INC. FOR PUBLIC INFORMATION



Tofino Bus Services Inc.
Nanaimo Operations
2230 McGarrigle Rd
Nanaimo, BC V9S 4M3

March 12, 2020

To: Passenger Transportation Branch
From: Tofino Bus Services Inc.
RE: Campbell River – Port Hardy Route Elimination

PTB License Number: 71008

Rationale for Route Point Elimination

Tofino Bus Lines Inc. is applying to eliminate the route frequency (MRF) on our current route between Campbell River and Port Hardy on Vancouver Island. The current PTB License which Tofino Bus Lines has for this route requires service once (1) daily in each direction. Due to the low ridership and lack of profitability of this route our company is forced to apply to eliminate service on this corridor.

When reviewing the history of this route, this route has regularly struggled to provide a profitable landscape for any operator of the route. In the past, Greyhound operated the entire network of Vancouver Island, they reported extensive losses on this corridor which inevitably led to Greyhound ceasing operations on Vancouver Island and in Western Canada. Tofino Bus Lines Inc. currently employs the previous operations manager for Greyhound Vancouver Island. As a company, we have used his experience and knowledge on this route to review its viability against previous and current operating conditions.

The annual ridership on the corridor between Port Hardy and Campbell River for the year of 2019 (January to December) was 4068 passengers. With the current PTB license we are required to operate a bus in each direction daily, so this makes the average ridership on these routes 5.5 passengers each direction. As a private business that is not subsidized, it is not feasible to operate this route averaging only 5 passengers per day. This route is 250 kilometers in length and the operating costs far outweigh the revenue prospects. To further explain this, we have attached a basic Profit and Loss report for the route in question for your review. Below we have noted the key points:

Revenue 2019	\$255,714.00
Costs:	\$429,075.00
Net Profit for 2019:	\$(173,361.00)



As you can see from the figures supplied, this route is operating at an extreme deficit and these numbers do not factor in any Amortization of vehicles or any management costs. In the bus industry your goal as an operator is to be operating at a level of \$5.00 revenue per every mile of operation. On this route, Tofino Bus is currently operating less than \$2.00 revenue per mile.

We have considered a reduction in service but after reviewing the current status we feel that the ridership will not change with reduced service and the company will still operate at the same deficit metric just on a reduced level. We simply cannot operate a business where one of the routes continuously operates at a loss.

The current state of inter-city bus service is not what it once was in the Greyhound peak years. The landscape now has regional transit operations going outside of their regions to carry passengers between cities. For example:

- Victoria Transit operates routes between Duncan and Victoria multiples times daily
- Nanaimo Transit operates routes as far north as Lantzville and as far south as Ladysmith

All these factors listed in this rationale statement are the reasons why Tofino Bus Services Inc. is applying to eliminate service between Campbell River and Port Hardy. The intercity bus service has a public need for all communities but as a private operator with no subsidy, the current model for remote communities does not make for a sustainable business model. It has become very challenging to operate when your competitors are subsidized and as a private business we are not.

Thank you for your consideration of the information submitted.

Sincerely,

Travis Wilson, CBA

General Manager

Tofino Bus Lines | VI Connector | Box by Bus Freight Services

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