

Licence Application Decision

Inter-city Bus (ICB)

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> <p>1. Amend Route “A” (Vancouver – BC/Alberta) by:</p> <ul 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: <ul style="list-style-type: none"> i. Sorrento ii. Chase iii. Langley iv. Coquitlam <p>2. Add Routes “B,” “C” and “D”:</p> <p>B: Kamloops-Kelowna (1 daily trip each way)</p> <p>C: Merritt-Kelowna (1 daily trip each way)</p> <p>D: Kelowna-Penticton (seasonal, 1 weekly trip each way)</p> <p><i>Note: Simplified ICB Application requirements apply to the Route D proposal.</i></p>		
Publication Date	March 6, 2019		
Submissions Received	<ul style="list-style-type: none"> • 3 public comments regarding reductions on Route A • Comments from Diversified Transportation regarding the addition of routes B, C and D. 		
Board Decision	The application to amend terms and conditions of licence is approved in part as set out in this decision.		
Decision Date	July 30, 2019		
Panel Chair	Spencer Mikituk	Panel Member	William H. Bell

I. Introduction

On October 12, 2018, the Passenger Transportation Board approved Application 2712-18 from Rider Express Transportation Corp. (Rider) to operate between Vancouver and the BC/Alberta border (at Highway 1) for a minimum of 1 trip per day. The licensee is applying now to reduce the minimum route frequency on the Kamloops – Alberta portion of the route, and to eliminate 4 route stops on the route as a whole. It also seeks to add 3 new routes that connect with Kelowna. More details are provided below.

Route A

Route A serves a minimum of 14 communities from Vancouver to the BC/Alberta border along corridors that include Highways 1 and 5:

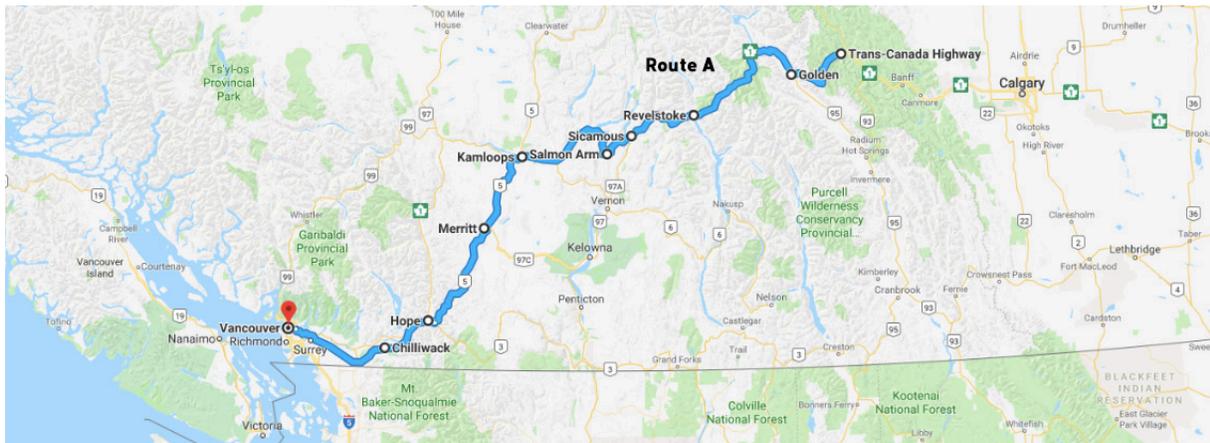
- Golden
- Revelstoke
- Sicamous
- Salmon Arm
- Sorrento
- Chase
- Kamloops
- Merritt
- Hope
- Chilliwack
- Abbotsford
- Langley
- Coquitlam
- Vancouver

The minimum route frequency for the route is 1 trip per day in each direction. The applicant seeks to reduce service to 1 trip per week in each direction for service east of Kamloops. It also seeks to eliminate the following 4 required stops on the route:

- Sorrento
- Chase
- Langley
- Coquitlam

The current route is shown in the map in Figure 1, although the map does not identify all route points listed in the applicant's licence.

Figure 1: Route A (Vancouver – BC/Alberta Border)



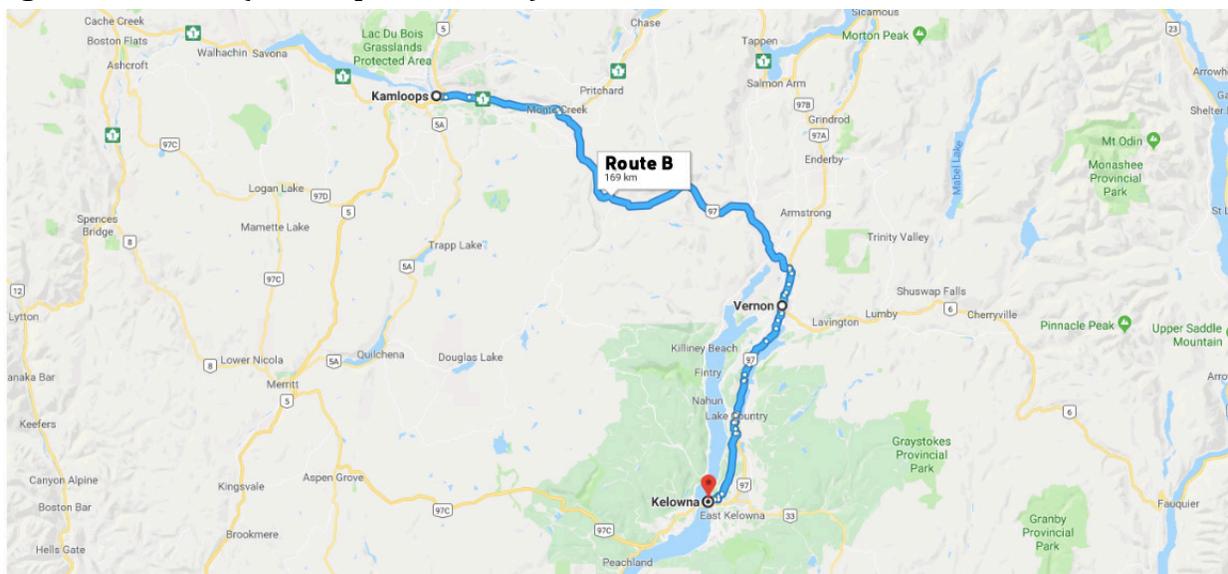
Route B

The applicant proposes the addition of Route B to operate at least 1 trip per day in each direction and serve a minimum of 3 communities, as noted below, from Kamloops to Kelowna via Highway 97 (e.g. Monte Creek and Falkland):

- Kamloops
- Vernon
- Kelowna

A map for the proposed route is shown in Figure 2.

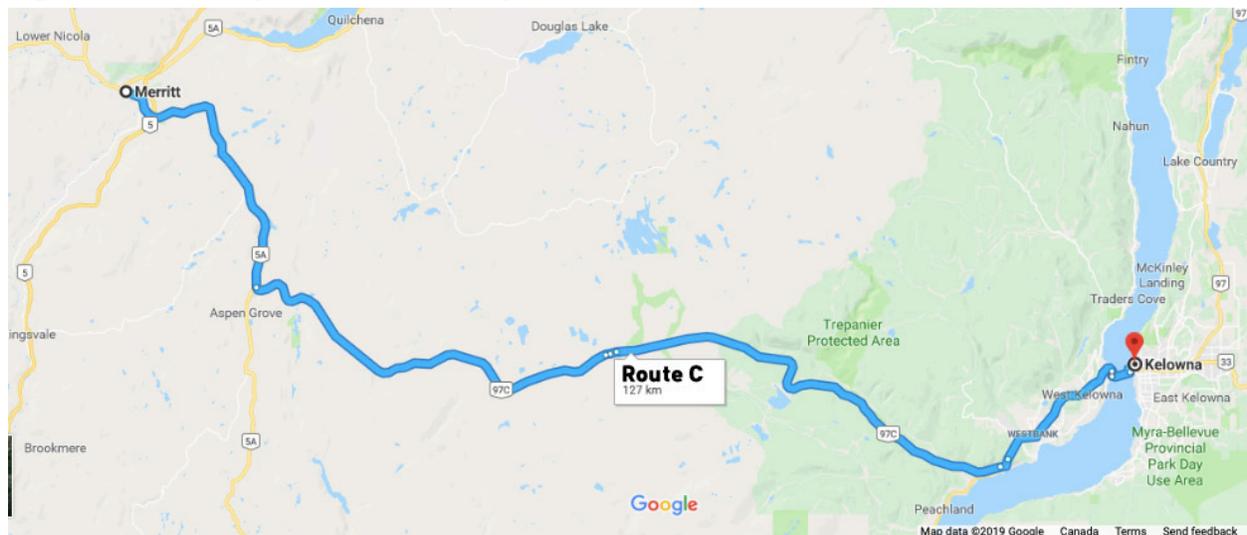
Figure 2: Route B (Kamloops – Kelowna)



Route C

Route C is proposed with an operation of at least 1 trip per day in each direction and service, at a minimum, to the 2 terminating points on the route (Merritt and Kelowna) via the Highway 97C connector. A map for the proposed route is shown in Figure 3.

Figure 3: Route C (Merritt – Kelowna)



Route D

Route D is proposed to operate at least one trip per week in each direction as a seasonal service (at a minimum, between April 15 and October 15) with service, at a minimum, to the 2 terminating points on the route (Kelowna – Penticton) along Highway 97. A map for the proposed route is shown in Figure 4 below.

Figure 4: Route D (Kelowna - Penticton)



II. Jurisdiction and Proceedings

This application is made under *the Passenger Transportation Act* (the “PT Act”). The PT Act regulates the licensing and operation of commercial passenger transportation vehicles in BC.

Under the PT Act, the Passenger Transportation Board (the “Board”) makes decisions on applications to operate inter-city buses. The Board has the authority to consider and approve applications for new licences as well as applications from existing licensees to change routes and decrease service levels.

The PT Act requires the Board to consider public need, applicant fitness and sound economic conditions in the passenger transportation industry before deciding whether to approve an application. The Board may approve an application in whole or in part, or it may refuse an application. For an application or portion of an application proceeding through the simplified ICB process, much of the Board’s focus is on applicant fitness.

The PT Act also allows the Board to, among other things:

- accept evidence and information it considers relevant, necessary, and appropriate, whether or not the information would be admissible in a court of law [Section 15]
- conduct written, electronic or oral hearings as the Board, in its sole discretion, considers appropriate [Section 17]
- require further information from an applicant [Section 27(1)(b)]
- investigate any matter related to an application [Section 27(3)(b)]

Section 26(2) of the PT Act requires the Board to publish the fact and nature of applications, and section 27(3) requires the Board to consider applications and any written submissions it receives as a result of publication. Section 27(5) states that people who make submissions are not entitled to disclosure of further information, unless the Board orders otherwise.

Procedural Matters

On March 6, 2019, the Board published the application with the applicant's stated rationale for different parts of the application. The application was open for submissions for a 14-day period.

With respect to Route A, the applicant seeks to eliminate 4 required stops and reduce minimum route frequency on the eastern part of the route. Additional public notice requirements apply to the "Route A" part of the application. That is, the Board required that the applicant post notices on its website, email notice to local governments on the route and post notices at offices and terminals on the route. The applicant provided copies of online notices and emails it sent to local governments. These included the villages, towns, districts, cities and a treaty First Nation, but not regional districts. The Board did not receive copies of physical notices posted along the route, and the applicant reported that it does not have its own facilities.

We are conducting this application by way of a written hearing.

Late & Supplemental Submissions (Routes A, B, C & D)

The closing date for submissions was March 20, 2019. The Board received a late submission after this date respecting Route A, and a supplemental submission after this date respecting Routes B, C and D. We considered the Board rules of practice and procedure on late submissions (Rule 15) and supplemental submissions (Rule 16) to determine whether to accept these submissions.

We accepted the late submission received on March 25, 2019, from an individual user of bus services on Route A.

We did not accept the supplemental submission received June 10, 2019, from Diversified Transportation as a supplement to its previous submission respecting Routes B, C and D of March 11, 2019. The Board found that the June 10th letter largely duplicated concerns set out in the original submission, did not add new information of relevance to Board considerations, and would not assist us in our decision making.

Route D: Simplified Process

The Kelowna-Penticton corridor that Rider proposes as Route D does not have inter-city bus service and we are considering it based on criteria the Board established for “Simplified ICB Applications”.

Applicant’s Request of May 9, 2019

On May 9, 2019, the applicant communicated a change in part of its requested changes to Route A. This is noted and discussed in more detail later in the Board’s analysis of the evidence.

III. Background

Rider Express is located in Regina, Saskatchewan and has been owned and operated by Firat Uray from October 19, 2017 to present. Rider Express has been operating in Saskatchewan under operating certificate 7979. In British Columbia, Rider has been

operating buses from October 31, 2019 to present under Passenger Transportation Licence #75149 with a Special Authorization Inter-city Bus (ICB).

The applicant submitted requisite forms.

IV. Application Rationale, Submissions and Responses

(a) Rationale for Application

The following text was provided by the Applicant:

- A. Reductions on Route A:** *Rider Express is reducing frequency between Kamloops and Calgary due to low ridership.*
- B. Less Profitable Routes:** *Not all intercity bus routes are as profitable as others. Some even hurt 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.*
- C. Add Routes B & C:** *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 below).*
- D. Competition:** *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.*
- E. Connecting Service:** *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.

F. Economies of Scale: *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.*

G. Add Route D: *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.*

(b) Submission & Response

Route A

The Board received 3 submissions that raise concerns and opposition to some changes the applicant proposes to Route A. Two were from bus users, and the third is a Resolution of the Council for the Village of Chase.

The two bus users state that the reduction of frequency from once daily to once weekly:

- is detrimental to communities along the Trans-Canada Highway corridor, and
- negatively affects the community's most vulnerable and those without access to personal transportation.

One of the users asked that at least one of these stops be not withdrawn from service so people, including the writer, can continue to access Salmon Arm and points beyond.

The Resolution from the Village of Chase has stated that:

- Rider did not advertise the changes to Route A with the local newspaper;
- there is no evidence that Rider posted a schedule within the Village of Chase;

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- based on a conversation with Rider it conceded that residents cannot actually catch the bus in Chase but rather, would need to travel to Salmon Arm or Kamloops to board a bus; and
 - the Village of Chase has never been put on Rider's schedule.

In replies the Board received, the applicant made the following statements:

- We are a small private company operating without government assistance of any kind, and therefore, must take the economics of operating a schedule very seriously.
- There was a reason Greyhound stopped operating and that was that the routes were not viable.

Routes B, C & D

Diversified Transportation made an opposing submission on a portion of the application to add Routes B, C and D. Its submission stated:

- The public need for the service the applicant, Rider Express, proposes is being met by Diversified Transportation Ltd. (eBus) through twice daily departures linking Kamloops and Kelowna. Additionally, we have added a third schedule between Kelowna and Vancouver on Fridays and Sundays to ensure any anticipated growth continues to be met.
- The PT Board has issued operating authority to three carriers to service this corridor where we operate. Adding a fourth carrier will have detrimental effects on the current operators and does not promote sound economic conditions in the passenger transportation business in British Columbia.

In a reply received by the Board, the applicant stated:

- Diversified Transportation Ltd. states that the route cannot sustain a fourth service. On the other hand, it is applying to operate to Salmon Arm which we have currently service to. So Diversified Transportation Ltd. is contradicting themselves. Rider suggests that a second service from/to Salmon Arm is not needed with the current ridership numbers.

The Board gives more weight to submissions that back up claims with facts or details. I have considered the opposing submissions and the applicant's responses in my review of this application.

V. Board Mandate

Section 28(1) of the *Passenger Transportation Act* says that the Board may approve the application, if the Board considers that:

- (a) there is a public need for the service the applicant proposes to provide;
- (b) the applicant is a fit and proper person to provide the service and is capable of providing it; and
- (c) the application, if granted, would promote sound economic conditions in the passenger transportation business in British Columbia.

VI. Reasons for the Board's Decision

Route A:

Proposed Service Reduction and Route Point Eliminations

Rider Express applied to reduce service on Route A by cutting 4 of 14 route points that must be served under the licence, and by reducing the minimum frequency of service on remaining points east of Kamloops from 1 trip per day to 2 trips per week (in each direction).

With respect to the proposed cuts, the current minimum route frequency is a total of 14 trips per week. Locations proposed for cuts are:

- Langley
- Coquitlam
- Chase
- Sorrento

On May 9, 2019, Rider Express indicated that it wanted to pull back its request to reduce the minimum route frequency. When asked for clarification, the principal advised that Rider lost money providing service in Winter 2018, that ridership has been growing since, and he hopes the company will not need to go back to once a week. He also indicated that he would not eliminate Chase and Sorrento and would add those points to the reservation system.

The Board is tasked with considering the evidence it has to determine whether a public need exists for the minimum route frequencies and required service points in the applicant's licence. It must also determine whether the requirements it approves or sets promote sound economic conditions in the passenger transportation business in British Columbia. When the Board makes a decision on an application, it can approve, modify or set terms and conditions of licence.

Minimum Route Frequency (Kamloops - BC/AB border)

On the Highway 1 segment of Route A east of Kamloops, Rider Express applied to reduce the minimum route frequency from a total of 14 trips per week to 2. No other ICB operator has a licence to serve communities on this corridor.

To show the requirement for the proposed route reduction, Rider has submitted its weekly ridership count from November 26, 2018 to March 4, 2019. Rider states that it operates a 55-passenger coach and it is carrying only 2 to 3 passengers. The applicant subsequently indicated incremental increases in ridership and service levels since then, and that the company is hopeful that ridership will break even through next winter.

Service Requirements for Coquitlam, Langley, Sorrento & Chase

With respect to Coquitlam and Langley on the Vancouver – Kamloops segment of Rider's route, three ICB operators are on this corridor. The other two operators are Diversified Transportation (eBus) and Wilson's Transportation. Of the three licensees, only Rider has a licence that requires it to provide scheduled service to Coquitlam; and only Rider and eBus have a licence that requires scheduled service to Langley (both with a minimum of 1 trip per day in each direction). The three licensees have "alternative points" terms and conditions that authorize them to provide service to communities, including Coquitlam (and Langley with respect to Wilson's), that are not listed as a required route point on the Metro-Vancouver – Kamloops corridor.

With respect to Sorrento and Chase, Rider Express is the sole ICB operator on Highway 1 between Kamloops and the Alberta border. No other operator has a licence that requires or authorizes pick up in Chase or Sorrento.

Analysis and Findings (Route A)

The applicant has been providing an extra-provincial inter-city bus connection since Fall 2018 after Greyhound stopped providing service. Ridership was not as high as Rider expected and service levels were, at times, not as frequent as required. Reducing the minimum service requirements in Rider's licence, as applied for, may impact some people who do not drive, including some seniors, as well as the people and businesses of communities that have limited commercial passenger transportation options.

Information respecting incremental improvements in ridership and service levels are positive. However, the improvements have been brief and we are not convinced by the available evidence that service on the Kamloops-Alberta segment of the Highway 1 corridor will necessarily be sustainable at 1 or more trips per day.

The evidence of low ridership supports a reduction in minimum route frequency (MRF) to 2 trips per week (each direction) on the eastern segment of the route, and a reduction in the number of locations where service must be provided on Route A. Rider's existing terms and conditions allow Rider to 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. With a reduction to minimum service requirements set out in this decision, the applicant may, at any time and on its own initiative, increase services levels on any segment and for any community along Route A. Reducing the MRF and cutting the 4 required route points gives Rider more flexibility to operate as frequently and at as many locations as can be supported by ridership (including Chase, Sorrento, Langley, and Coquitlam).

Rider has demonstrated that it is prepared to increase service levels and stops as ridership increases. However, with the low ridership, a reduction in minimum requirements gives Rider the authorization and flexibility that improves its ability to sustain a financially-viable inter-provincial transportation operation that connects Vancouver with Highway 1 communities in the province and destinations in Alberta.

We find that reducing the minimum frequency to 2 trips per week in each direction (Kamloops – Alberta), and eliminating 4 of the required route points on Route A is

commensurate with the level of public need, and that it promotes sound economic conditions in the passenger transportation business.

Rider must meet notice requirements set out in Appendix 1 before it can implement the amendments established by this decision.

Routes B & C:

Rider Express proposes to add two routes (B & C) that connect Route A with Kelowna. ICB service is available on the routes that Rider Express proposes to add. Tables 1 and 2 compares the proposals with existing services.

Table 1: Proposed and Existing ICB Authorizations: Kamloops – Kelowna via HWY 97

Rider Express Application Proposals	Current ICB Licensed Services
Add Route B: <ul style="list-style-type: none">• Kamloops-Vernon-Kelowna via Monte Creek¹• Total weekly MRF: 14 trips• Stops may be made on a reservation required basis	Diversified (eBus) Route B: <ul style="list-style-type: none">• Kamloops-Vernon-Kelowna via Monte Creek¹• Total weekly MRF: 14 trips• Stops may be made on a reservation required basis

Table 2: Proposed and Existing ICB Authorizations: Merritt - Kelowna

Rider Express Application Proposals	Current ICB Licensed Services
Add Route C: <ul style="list-style-type: none">• Merritt - Kelowna• Total weekly MRF: 14 trips• Stops may be made on a reservation required basis	Diversified (eBus) Route C: <ul style="list-style-type: none">• Vancouver-Merritt- Kelowna• Total weekly MRF: 14 trips• Stops may be made on a reservation required basis Wilson's Route 3: <ul style="list-style-type: none">• Vancouver-Merritt-Kelowna• Total weekly MRF: 14 trips

¹ Monte Lake is not a route point in the licence.

To show public need to operate on Routes B and C, Rider has submitted copies of Facebook posts. We found this information to be general in nature and based on opinion. Some of the posts were comments made in reference to Alberta and Saskatchewan. The posts referring to British Columbia made no reference to connections or travel to Kelowna or the surrounding area and were lacking in probative value.

Overall, the Board looks for detailed information that the applicant collects directly from people who would use the proposed ICB service. The route frequency proposed by the applicant should be supported by evidence given with the application. Letters, emails, forms of social media links (written by the passengers who would benefit from the proposed ICB service) should contain the following details:

- Why, when, and how often the writer needs the proposed service.
- Whether they use any other services and why they would use the proposed ICB service instead.
- Acknowledgement that proposed price levels are in line with their expectations.
- The writer's name and contact information.

Based on the above evidence, and the fact that service is available from two other operators, we are not persuaded that there is a public need for the service the applicant proposes for Routes B and C

Reviewing this particular application, the applicant has not demonstrated public need to our satisfaction. Routes B and C that Rider is proposing are served by other carriers and as a result, we are unable to find that the application if granted, would promote sound economic conditions in the passenger transportation business in British Columbia.

Route D:

Rider Express seeks authorization to operate between Kelowna and Penticton on a seasonable basis 1 trip per week, a corridor that has not had ICB service since Greyhound's exit from Western Canada at the end of October 2018. Table 3 sets out more details. The left column describes the service. For reference, the right column summarizes minimum service levels prior to the departure of Greyhound Canada.

Table 3: ICB Proposal & Prior Service: Kelowna – Penticton Corridor

Rider Express Application Proposal	Greyhound Canada Licence (pre-2019)²
Add Route D <ul style="list-style-type: none">• Kelowna – Penticton• Total weekly MRF: 2 trips• Seasonal Minimum: April 15 – October 15• Stops may be made on a reservation required basis	Route B2 Kelowna – Penticton <ul style="list-style-type: none">• Total weekly MRF: 4 trips (approved for Spring 2018)• Total weekly MRF: 14 trips (prior to Spring 2018)

Routes B and C were refused due to the applicant showing no evidence of public need. Route D is proposed as part of a proposed network that connects its established Route A via its proposed Routes B and C which are refused.

Reviewing application materials for Route D based on the simplified ICB application criteria, the primary focus is generally on applicant fitness. Nonetheless, for this route and application, we observe the following:

- No commercial inter-city bus operators service the Kelowna-Penticton corridor
- Other passenger transportation carriers, including commercial passenger directed vehicles, and public transit, are available.

Route D does not link directly with Route A. Routes B and C have been refused, and the evidence received respecting Route D leaves open the possibility that operating Route D could do more to drain resources from Route A than enhance the operation. Despite the existence of some need for starting Route D, we are unable to find that the application, if granted, would promote sound economic conditions in the passenger transportation business in British Columbia. This Route D proposal is refused.

Fitness

Rider Express Transportation Corp. was incorporated in Saskatchewan on October 19, 2017 and registered as an extra-provincial company in British Columbia on August 8, 2018. The principal, Firat Uray, has 25 years of work experience managing his family-owned bus company in Turkey. This company's fleet was comprised of six 55-passenger buses and six 46-passenger owner/operator contract buses. Rider Express currently operates four 14-passenger buses and one 55-passenger coach.

² Greyhound Canada withdrew bus services from Western Canada on October 31, 2018.

The disclosure forms of Unlawful Activity and Bankruptcy from the principal indicates no negative concerns.

Rider has a Saskatchewan Certificate of Safety Fitness: NSC effective 30, 2017 Satisfactory-Unaudited SK0178080. Its driver qualifications are: Class 1A or Class 2 licence, two or more years of experience, a clean driver abstract, first aid and CPR trained, and a clean criminal record.

The file from the Passenger Transportation Branch contained information regarding 3 complaints. These matters were closed by the Branch and two administrative penalties were imposed.

The Board carefully considered the issue of applicant fitness. The Board expects licensees to comply with their obligations as set out in the Passenger Transportation Act, regulations and its terms and conditions of licence.

The applicant signed the Board's Declarations declaring, among other things, that it will operate its vehicles in accordance with the Passenger Transportation Act and the Liquor Control and Licensing Act.

There has not been any information brought to our attention to prove the applicant is not fit and proper.

The financial information included a three-year financial projection and information regarding start-up funding, and a balance sheet as at June 30, 2018.

We find the applicant to be a fit and proper person with the necessary skills and infrastructure in place that would indicate that they are capable of managing and providing the ICB services.

VII. Conclusion

For the reasons above, this application is approved in part as set out in this decision. The Board establishes notice requirements, and terms and conditions of licence that are attached to this decision as Appendices I and II. These form an integral part of the decision.

Appendix I:**Public Notice Requirements**

Rider Express Transportation Corp.

A Passenger Transportation Licence must be issued by the Registrar of Passenger Transportation under section 29 or renewed under section 34 of the *Passenger Transportation Act* before the licensee may operate in accordance with the reduced requirements in the terms and conditions approved in this decision.

Direction to the Applicant Regarding Notice and Implementation (Route A)

After this decision is published, Rider Express Transportation Corp. must, at least 14 days before implementing schedule changes below the current minimum route frequency and before eliminating any route point(s) authorized by this decision, post notice of the changes and the effective date in a prominent location on Rider Express Transportation Corp. website. Copies of the notice(s) and screen shots of the webpage(s) with a notice must be provided to the Registrar of Passenger Transportation before an amended licence may be obtained.

Appendix II:

Terms & Conditions

Rider Express Transportation Corp.

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 along the highway corridors for the inter-city bus route(s) below.

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 (in each direction)
Alberta Border & HWY 1	n/a
Town of Golden	2 per week
City of Revelstoke	2 per week
District of Sicamous	2 per week
City of Salmon Arm	2 per week
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 of Vancouver	1 per day
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> .