

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

**IN THE MATTER OF

FLIX SE, FLIX NORTH AMERICA INC., AND GREYHOUND LINES, INC.**

– CONTROL –

PACIFIC NORTHWEST BUS LLC

DOCKET NO. MCF 21142

**VERIFIED APPLICATION UNDER 49 U.S.C. § 14303(a)
FOR APPROVAL OF CONTROL OF PACIFIC NORTHWEST BUS LLC BY FLIX
SE, FLIX NORTH AMERICA INC., AND GREYHOUND LINES, INC.**

Flix SE, a noncarrier (“Flix SE”), Flix North America Inc., a non-carrier (“Flix North America”), and Greyhound Lines, Inc., an interstate passenger motor carrier (“Greyhound,” and together with Flix SE and Flix North America, each, an “Applicant,” and collectively, the “Applicants”), respectfully submit this Application (this “Application”) under 49 U.S.C. § 14303 and the Surface Transportation Board (the “STB” or “Board”) regulations at 49 C.F.R. Part 1182 for approval of the action more fully described herein (the “Contemplated Action”). The result of the Contemplated Action will be the control by Applicants of Pacific Northwest Bus LLC (“Pacific”), a newly formed entity contemplated to obtain interstate passenger motor carrier authority and operate as such a carrier if this Application is approved.

FEE RECEIVED
February 13, 2026
SURFACE
TRANSPORTATION BOARD

FILED
February 13, 2026
SURFACE
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I. Parties of the Contemplated Action, Pertinent Operating Authorities, and USDOT Safety Fitness Ratings (49 C.F.R. § 1182.2(a)(1) and (2)).¹

Flix SE. The concept behind Flix SE, FlixBus (further described below), was founded in 2011 by three individuals that met while attending university in Germany, Daniel Krauss, Jochen Engert, and André Schwämmlein. Flix SE is a privately held noncarrier holding company organized under the laws of Germany, and is headquartered at Friedenheimer Brücke 16, 80639 Munich, Germany. Flix SE owns and controls several affiliated entities (“Affiliates”) that provide mobility platforms of networks for intercity motor coach and rail passenger transportation in Europe, mobility platforms of networks for intercity motor coach passenger transportation in South America, India, Turkey, and Australia, and mobility platforms of networks and carriers for intercity motor coach passenger transportation in North America, all as explained more fully below. The outstanding equity interests in Flix SE are owned and held by a number of private funds and private investors, and the voting control of Flix SE is held by Flixfounders 1 GmbH & Co. KG (Germany), HV Capital COCO Growth Fund (Germany), General Atlantic FM B.V. (U.S.), EQT (Earth BidCo Sàrl.) (Sweden), and Kühne Holding AG (Germany). Flix SE does not have a United States Department of Transportation (“USDOT”) number, Federal Motor Carrier Safety Administration (“FMCSA”) docket number, or USDOT Safety Rating (a “Safety Rating”). For our purposes here, the Affiliates of Flix SE are divided into four (4) groups:

A. Affiliates of Flix SE in Europe. The Affiliates of Flix SE in Europe (the “European Affiliates”) provide a brokerage network technology platforms (sometimes referred to as a “mobility platform”) for intercity passenger motor carrier travel in several countries in Europe utilizing the network known as “FlixBus,” and a network of passenger

¹ This Application is organized to follow the elements set forth in the applicable rules of the Board at 49 C.F.R. § 1182.2(a).

rail travel capacity on intercity routes in Germany utilizing the network known as “FlixTrain.” A chart depicting the structure of the European Affiliates is attached hereto as Exhibit A-1. None of the European Affiliates have operations in the United States, and accordingly, none have a USDOT No., FMCSA Docket No., or Safety Rating.

B. Affiliates of Flix SE in South America, India and Australia. The Affiliates of Flix SE in South America, India and Australia (the “South American, Indian and Australian Affiliates”) provide brokerage network technology platforms for intercity passenger motor carrier travel in countries in Brazil, Chile, India, and Australia utilizing the networks known as “FlixBus.” A chart depicting the structure of the South American, Indian and Australian Affiliates is attached hereto as Exhibit A-2. None of the South American, Indian and Australian Affiliates have operations in the United States, and accordingly, none have a USDOT No., FMCSA Docket No., or Safety Rating.

C. Affiliates of Flix SE in Turkey. The Affiliates of Flix SE in Turkey (the “Turkish Affiliates”) provide a brokerage network technology platform for intercity passenger motor carrier travel in the country of Turkey, and own and operate a passenger bus network known as “Kamil Koc.” A chart depicting the structure of the Turkish Affiliates is attached hereto as Exhibit A-3. None of the Turkish Affiliates have operations in the United States, and accordingly, none have a USDOT No., FMCSA Docket No., or Safety Rating.

D. Affiliates of Flix SE in the Americas. The affiliates of Flix SE in the Americas (the “Americas Affiliates”) provide a brokerage network technology platform for intercity passenger motor carrier travel in the United States of America (the “U.S.”), and Canada through the FlixBus network and provide a nationwide passenger bus service

utilizing and operating the service network provided through Greyhound. Two Americas Affiliates each also provide a brokerage network technology platform for intercity passenger motor carrier travel in the countries of Mexico and Peru, and are majority owned by a Mexican entity, Flix LATAM S.A. de C.V. (“LATAM”). A chart depicting the structure of the Americas Affiliates is attached hereto as Exhibit A-4. A more detailed description of the entities that comprise the Americas Affiliates is as follows:

1. Flix North America. Flix North America is a Delaware corporation headquartered at 9773 Harry Hines Blvd., Dallas, TX 75220, and an Applicant herein. Flix North America is a holding company and shared services provider for its subsidiaries as depicted on Exhibit A-4, and has no operations outside that function. Flix North America has no USDOT No., FMCSA Docket No., or Safety Rating.

2. FlixBus Inc. FlixBus Inc. (“FBI”) is a Delaware corporation and is not a carrier, so FBI has no USDOT No., FMCSA Docket No., or Safety Rating. FBI’s headquarters is located at 9773 Harry Hines Blvd., Dallas, TX 75220. FBI is the entity among the Americas Affiliates that provides the brokerage technology platform for intercity passenger motor carrier travel known as “FlixBus.” As depicted on Exhibit A-4, FBI directly owns and controls FlixBus Canada ULC (“FlixBus Canada”) and Greyhound.

3. FlixBus Canada. FlixBus Canada is an Alberta unlimited liability company as depicted on Exhibit A-4. FlixBus Canada maintains its headquarters at 855 2nd Street SW, Suite 3500 Calgary, Alberta, T2P4J8, Canada. FlixBus Canada is not a motor carrier, and as of the date of this Application, is not involved in the

platform or brokerage activities of FBI. FlixBus Canada has no USDOT No., FMCSA Docket No., or Safety Rating.

4. Greyhound. Greyhound is a Delaware corporation and an Applicant herein, headquartered at 9773 Harry Hines Blvd., Dallas, TX 75220. Greyhound is an interstate passenger motor carrier, and its USDOT No., FMCSA Docket No., Safety Rating, approximate number of passenger vehicles in service, and approximate number of drivers utilized² are set forth on Exhibit B attached hereto. Greyhound is unique in that Greyhound with its affiliates described below, and other unaffiliated “interline carriers,”³ has for many years provided the only nationwide scheduled intercity passenger bus service in the U.S.. Greyhound and FlixBus together serve approximately 1600 destinations in North America, and annually transporting approximately twelve million passengers. Greyhound and its affiliates, Valley Transit Co., Inc. (“Valley”), Americanos U.S.A., L.L.C. (“Americanos”), and Greyhound Lines Mexico, S. de R.L. de C.V. (“Greyhound Mexico”), have essentially operated as a single transportation system for many years. Greyhound also provides links with Amtrak, the quasi-public entity that operates many U.S. passenger rail routes, to cover gaps in Amtrak’s rail network of

² The numbers of vehicles and drivers reflected in the Company Snapshot of the Federal Motor Carrier Safety Administration’s Safety and Fitness Electronic Records (SAFER) System is dependent on information submitted by the applicable motor carriers on form MCS-150 (Motor Carrier Identification Report), which is required to be categorically updated biennially and only required to reflect vehicles subject to Uniform Carrier Registration; however, carriers can include intrastate vehicles and drivers that are not required to be included. Accordingly, the number of vehicles and drivers reflected in the Company Snapshot may not be the same as the number of vehicles and drivers in use by a carrier at a given point in time. Additionally, the numbers of vehicles and drivers for a carrier will fluctuate from time to time.

³ For purposes of this Application and generally within the industry, an interline carrier is a carrier that provides coverage of routes (or additional coverage of routes) that a single carrier may not be able to provide on its own, but the interline carrier provides the transportation service for a portion of the trip under the passenger’s single ticket (and is compensated for its services by the single carrier).

intercity service. For purposes of this Application, Greyhound and its affiliates, Valley, Americanos, and Greyhound Mexico, may be collectively referred to herein as the “Affiliated Carriers.”

5. Valley. Valley is a Texas corporation headquartered at 9773 Harry Hines Blvd., Dallas, TX 75220. Valley is an interstate passenger motor carrier, and its USDOT No., FMCSA Docket No., Safety Rating, approximate number of passenger vehicles in service, and approximate number of drivers utilized are set forth on Exhibit B attached hereto. Valley is one (1) of the affiliates of Greyhound that have operated with Greyhound as a single transportation system, and an integral part of Greyhound’s nationwide scheduled intercity passenger bus service particularly in services areas of south Texas and the US – Mexico transborder areas of south Texas. Valley is wholly owned by Greyhound.

6. Americanos. Americanos is a Delaware corporation headquartered at 320 1st St. SW, Albuquerque, NM 87102. Americanos is an interstate passenger motor carrier, and its USDOT No., FMCSA Docket No., Safety Rating, approximate number of passenger vehicles in service, and approximate number of drivers utilized are set forth on Exhibit B attached hereto. Americanos is one (1) of the affiliates of Greyhound that have operated with Greyhound as a single transportation system, and an integral part of Greyhound’s nationwide scheduled intercity passenger bus service particularly in services areas of US service areas and the US – Mexico transborder areas of Texas and California. Americanos is wholly owned by Greyhound.

7. Greyhound Mexico. Greyhound Mexico is a Mexican corporation headquartered at Juan Aldama Sur 924, Monterrey, NL, 64000 (Mexico). Greyhound Mexico is an interstate passenger motor carrier within Mexico, and its USDOT No., FMCSA Docket No., Safety Rating, approximate number of passenger vehicles in service, and approximate number of drivers utilized are set forth on Exhibit B attached hereto. Greyhound Mexico does not have U.S. interstate motor carrier authority, so it does not have an FMCSA Docket No. or Safety Rating. Greyhound is also one (1) of the affiliates of Greyhound that have operated with Greyhound as a single transportation system, and an integral part of Greyhound's scheduled intercity passenger bus service; however, Greyhound Mexico's primary service areas are within Mexico ranging to the U.S. – Mexico transborder areas of Texas and California. Greyhound Mexico is indirectly wholly owned and controlled by Greyhound (Greyhound directly owns 99.9% of the equity stock of Greyhound Mexico, and Greyhound indirectly owns the remaining 0.1% equity stock of Greyhound Mexico through its 100% ownership of Safe Transport, LLC ("Safe Transport")).

8. Safe Transport. Safe Transport is a Delaware limited liability company, headquartered at 9773 Harry Hines Blvd., Dallas, TX 75220. Safe Transport has no USDOT No., FMCSA Docket No., or Safety Rating. Safe Transport has no operations other than its ownership of 0.1% of the equity stock of Greyhound Mexico.

9. LSX Delivery, L.L.C. ("LSX"). LSX is a Delaware limited liability company, headquartered at 9773 Harry Hines Blvd., Dallas, TX 75220. LSX has

no operations, and has no USDOT No., FMCSA Docket No., or Safety Rating. LSX is wholly owned by Greyhound.

10. Atlantic Greyhound Lines of Virginia, Inc. (“Atlantic”). Atlantic is a Virginia corporation, headquartered at 9773 Harry Hines Blvd., Dallas, TX 75220. Atlantic has no operations, and has no USDOT No., FMCSA Docket No., or Safety Rating. Atlantic is wholly owned by Greyhound.

11. BUS Risk Retention Group, Inc. (“BUS”). BUS is a South Carolina corporation, headquartered at 703 Easy Bat Street, Suite 306, Charleston, SC 29403. BUS is not a motor carrier and thus has no USDOT No., FMCSA Docket No., or Safety Rating. BUS is captive risk retention entity that writes primary general and auto liability insurance for the affiliated entities of Flix North America. The equity ownership of BUS is: 99% Greyhound, 0.25% Valley, 0.25% Americanos, and 0.25% LSX.

12. Pacific. Pacific is a newly created Delaware limited liability company, headquartered at 9773 Harry Hines Blvd., Dallas, TX 75220. Pacific is wholly owned and controlled by Greyhound. Pacific has no current operations, but its contemplated activities are the subject of this Application.

13. Flixbus Peru S.A.C. (“Flixbus Peru”). Flixbus Peru is a Peruvian corporation headquartered at Av. Jose Pardo Nro. 434 Int. 1601, Urb. Surquillo, Miraflores, Lima, 15074, Peru. Flixbus Peru is majority owned by Flix LATAM (99.9%) with Flix SE owning the remaining 0.1%. FlixBus Peru provides a brokerage network technology platform for intercity passenger motor carrier travel

in the country of Peru. Flixbus Peru has no operations in the U.S., and has no USDOT No., FMCSA Docket No., or Safety Rating.

14. Flixbus Mexico S.A. de C.V. (“Flixbus Mexico”). Flixbus Mexico is a Mexican corporation headquartered at Montes Urals 424, 03A-103G, Lomas de Chapultepec V Seccion, Miguel Hidalgo, Mexico City, 11000, Mexico. Flixbus Mexico is majority owned by LATAM (99.998%), with Flix North America owning the remaining 0.002% equity interest. FlixBus Mexico provides a brokerage network technology platform for intercity passenger motor carrier travel in the country of Mexico. Flixbus Mexico has no operations in the U.S., and has no USDOT No., FMCSA Docket No., or Safety Rating.

15. LATAM. LATAM is a Mexican corporation headquartered at Montes Urals 424, 03A-103 y 03A-102, Lomas de Chapultepec V Seccion, Miguel Hidalgo, Mexico City, 11000, Mexico. LATAM is majority owned by Flix SE (99.998%), with Flix North America owning the remaining 0.002% equity interest. LATAM provides various support services by contract, such as accounting and human resources, for the Americas Affiliates. LATAM is not a motor carrier, and has no USDOT No., FMCSA Docket No., or Safety Rating.

II. Description of the Contemplated Action (49 C.F.R. § 1182.2(a)(3)).

The event triggering STB jurisdiction is the contemplated acquisition of interstate passenger motor carrier authority by Pacific, a newly created entity described in section I.D.12 above, the effect of which will be to add control of an additional passenger motor carrier to the Applicants. As such, STB’s jurisdiction is invoked by 49 U.S.C. § 14303(a)(5), as the Contemplated Action involves “acquisition of control of a carrier [*i.e.*, Pacific] by a person that is

not a carrier but that controls any number of carriers [*i.e.*, Flix SE and Flix North America].”⁴ We note that 49 U.S.C. § 14303(f) states “a carrier or a corporation participating in or resulting from a transaction approved by the Board under this Section . . . may carry out the transaction, own and operate property, and exercise control or franchises acquired through the transaction without the approval of a State authority.” Thus, the granting of this Application by the Board will avoid the need for state or local approval.

III. Other Federally Regulated Carrier Affiliates (49 C.F.R. § 1182.2(a)(4)).

Other than the Affiliated Carriers as described above, there are no other carriers with regulated interstate operations involved in this Application. The intracorporate structures of Flix SE are set forth on Exhibit A-1 through A-4 attached hereto.

IV. Jurisdictional Statement – Revenues (49 C.F.R. § 1182.2(a)(5)).

The STB has jurisdiction over this matter under 49 U.S.C. § 14303(g), because the annual aggregate gross operating revenues of Affiliated Carriers exceed \$2 million during the 12-month period immediately preceding the filing of this Application.

V. Environmental Impact (49 C.F.R. § 1182.2(a)(6)).

Approval of this Application and consummation of the Contemplated Action will not have a significant effect on the quality of the human environment and the conservation of energy resources. The Contemplated Action will ultimately result in additional regular route intercity bus services with new motor coaches placed into service over a period of time. Newer motor coaches have technological refinements such as integrated drivetrains and more aerodynamic designs

⁴ Greyhound is included as an Applicant for purposes of complete disclosure as if the Application is approved, it will have the direct ownership and control of Pacific, and Flix SE and Flix North America will have indirect ownership and control of Pacific.

which result in great fuel economy, and the continuing development of “clean diesel” engine technologies result in newer buses having improved reductions in harmful emissions.

VI. Public Interest Considerations (49 C.F.R. § 1182.2(a)(7)).

The Board “shall approve and authorize a transaction” when it finds that the transaction is “consistent with the public interest.” 49 U.S.C. § 14303(b). The statutory factors the Board must consider are the “adequacy of transportation to the public,” “total fixed charges that result...” and the “interest of carrier employees affected...” *Id.* Pacific has identified areas in the states of California, Colorado, Idaho, Oregon, Utah, Washington, and Wyoming, in which it believes the addition of regular route intercity passenger services is warranted.

A. Adequacy of Transportation Services. The Contemplated Action is not the typical transaction that the Board is called upon to consider. In this circumstance, the Applicants and Pacific have identified geographic areas that they believe are underserved or unserved by current scheduled regular route service. Accordingly, the Applicants anticipate that services available to the public will be increased and improved by virtue of Pacific becoming an interstate passenger motor carrier with intentions of adding scheduled intercity service.

B. Fixed Charges. Fixed charges may increase to the extent that Pacific borrows funds to finance a portion of the equipment acquisition costs over time; however, those fixed charges are not contemplated to have a material impact on the Contemplated Action or Pacific’s success in implementing the services.

C. Employee Interests. Pacific, as a newly formed entity, has no current employees; however, the Contemplated Action and resulting introduction of new/additional scheduled intercity passenger service will create new jobs for drivers, mechanics, and other support

personnel. Thus employee interests, although future in nature, will be served to the greatest degree possible.

D. Competition and the Public Interest. As mentioned above, Applicants contemplate that Pacific will gradually introduce new or additional regular route intercity passenger motor carrier service on routes in the states of California, Colorado, Idaho, Oregon, Utah, Washington, and Wyoming, that it believes are currently underserved or unserved. To the extent routes or areas are underserved, the entry of new carrier service will increase competition and thus be of benefit to the traveling public by providing options or choices of carriers and fares to passengers. To the extent routes or areas are unserved, the introduction of service will certainly be of benefit to the traveling public.

Transportation by regular route intercity motor carrier is vital to much of the traveling public in the United States. In many cases, it represents the most economical means of intercity transportation, and in some cases may represent the only readily available means of intercity point to point transportation. Accordingly, any new entrant into or new service are in the scheduled intercity passenger service arena is in the public interest.

Board approval of this Application will allow the acquisition of control of Pacific to be accomplished without the approval of state regulatory authorities, thus relieving the parties of the Contemplated Action from potentially burdensome regulatory requirements. *See* 49 U.S.C. § 14303(f).⁵

⁵ 49 U.S.C. § 14303(f) provides that “A carrier or corporation participating in or resulting from a transaction approved by the [Surface Transportation] Board under this section, or exempted by the Board from the application of this section pursuant to section 13541, may carry out the transaction, own and operate property, and exercise control or franchises acquired through the transaction without the approval of a State authority. A carrier, corporation, or person participating in the approved or exempted transaction is exempt from the antitrust laws and from all other law, including State and municipal law, as necessary to let that person carry out the transaction, hold, maintain, and operate property, and exercise control or franchises acquired through the transaction.”

VII. Safety Fitness Certification (49 C.F.R. § 1182.2(a)(8)).

Applicants hereby certify, and as stated above, the safety rating by the USDOT for each of the Affiliated Carriers is as set forth hereinabove and as set forth on Exhibit B.

VIII. Insurance Certification (49 C.F.R. § 1182.2(a)(9)).

Each of the motor carriers that is subject to FMCSA insurance requirements and is involved in this Application now satisfies and after Board approval of this Application will continue to satisfy FMCSA requirements relating to adequate security for the public. 49 U.S.C. § 13906. All of the FMCSA approved carriers have a minimum of \$5 million bodily injury and property damage insurance coverage on file with the FMCSA. Applicants certify that if this Application is approved, Pacific will have the requisite insurance coverage under 49 U.S.C. § 13906 prior to initiating any interstate operations.

IX. Mexico Certification (49 C.F.R. § 1182.2(a)(10)).

Greyhound certifies that no party acquiring any operating rights through the Contemplated Action or transaction (being the interstate passenger motor carrier authority in Pacific) is either domiciled in Mexico or owned or controlled by persons of that country.

X. No Individuals Holding Operating Authority (49 C.F.R. § 1182.2(a)(11)).

The Contemplated Action does not involve the transfer of operating authority to an individual who will hold the authority in his or her name.

XI. Conclusion.

As provided by 49 C.F.R. Part 1182 and for the reasons set forth herein, the Board is respectfully requested to approve this Application and authorize the Contemplated Action as described herein.

XII. Verification.

The verification of Applicants is as follows:

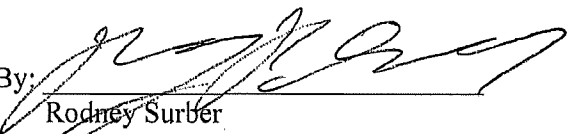
[Remainder of Page Intentionally Blank – Verification and Signature Page Follows]

Verification of Applicants. The undersigned verifies under penalty of perjury under the laws of the United States of America, that all information supplied by such person on behalf of Applicants and the Affiliated Carriers in connection with this Application is true and correct. Further, the undersigned is qualified and authorized on behalf of Applicants to submit this verification and file this Application. The undersigned further certifies under penalty of perjury under the laws of the United States, that the undersigned knows that willful misrepresentations or omissions of material facts constitute Federal criminal violations punishable under 18 U.S.C. § 1001 by imprisonment up to five years and fines up to \$10,000 for each offense. Additionally, these misstatements are punishable under 18 U.S.C. § 1621, which provides for fines up to \$2,000 or imprisonment up to five years for each offense.

“Applicants”

Greyhound Lines, Inc.

Dated: February 13, 2026

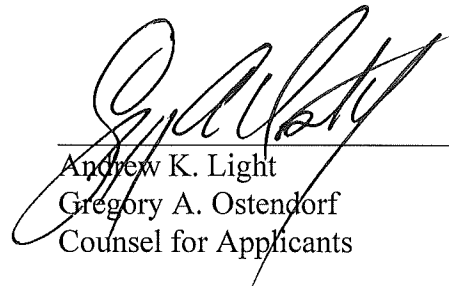
By: 
Rodney Surber
Chief Operating Officer

XIII. Applicant Legal Counsel.

Applicants

Andrew K. Light
Gregory A. Ostendorf
Scopelitis, Garvin, Light, Hanson & Feary, P.C.
10 W. Market Street, Suite 1400
Indianapolis, IN 46204
(317) 637-1777

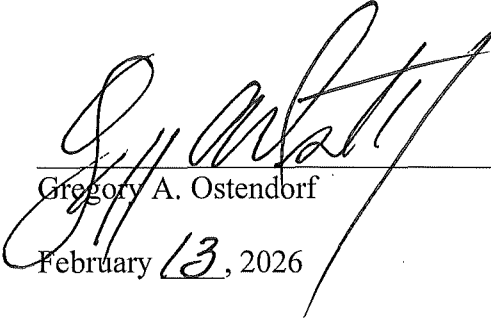
Respectfully,



Andrew K. Light
Gregory A. Ostendorf
Counsel for Applicants

Certificate of Service

I hereby certify that as required by 49 C.F.R. § 1182.3, I have served a copy of the foregoing Application by mailing a copy thereof, via U.S. first-class mail on the U.S. Department of Transportation, Chief Licensing and Insurance Division, 1200 New Jersey Avenue, S.E., Mail Stop W65-331, Washington, DC 20590; and on each state regulatory body for each state listed below as being a state in which intrastate operations are affected by the Contemplated Action.



Gregory A. Ostendorf
February 13, 2026

California Public Utilities Commission
Consumer Protection & Enforcement Div.
505 Van Ness Ave.
San Francisco, CA 94201

Colorado Public Utilities Commission
Transportation Section
1560 Broadway, Suite 250
Denver, CO 80202

Idaho Transportation Department
Division of Motor Vehicles
3311 W. State Street
P.O. Box 7129
Boise, ID 83707-1129

Oregon Department of Transportation
355 Capitol St. NE, MS11
Salem, OR 97301-3871

Utah Department of Transportation
Motor Carrier Division
4501 South 2700 West
P.O. Box 148240
Salt Lake City, UT 84114-8240

Washington State Dept. of Transportation
Commercial Vehicle Services
7345 Linderson Way SW
P.O. Box 47367
Tumwater, WA 98504-7367

Wyoming Department of Transportation
5300 Bishop Blvd.
Cheyenne, WY 82009

Europe

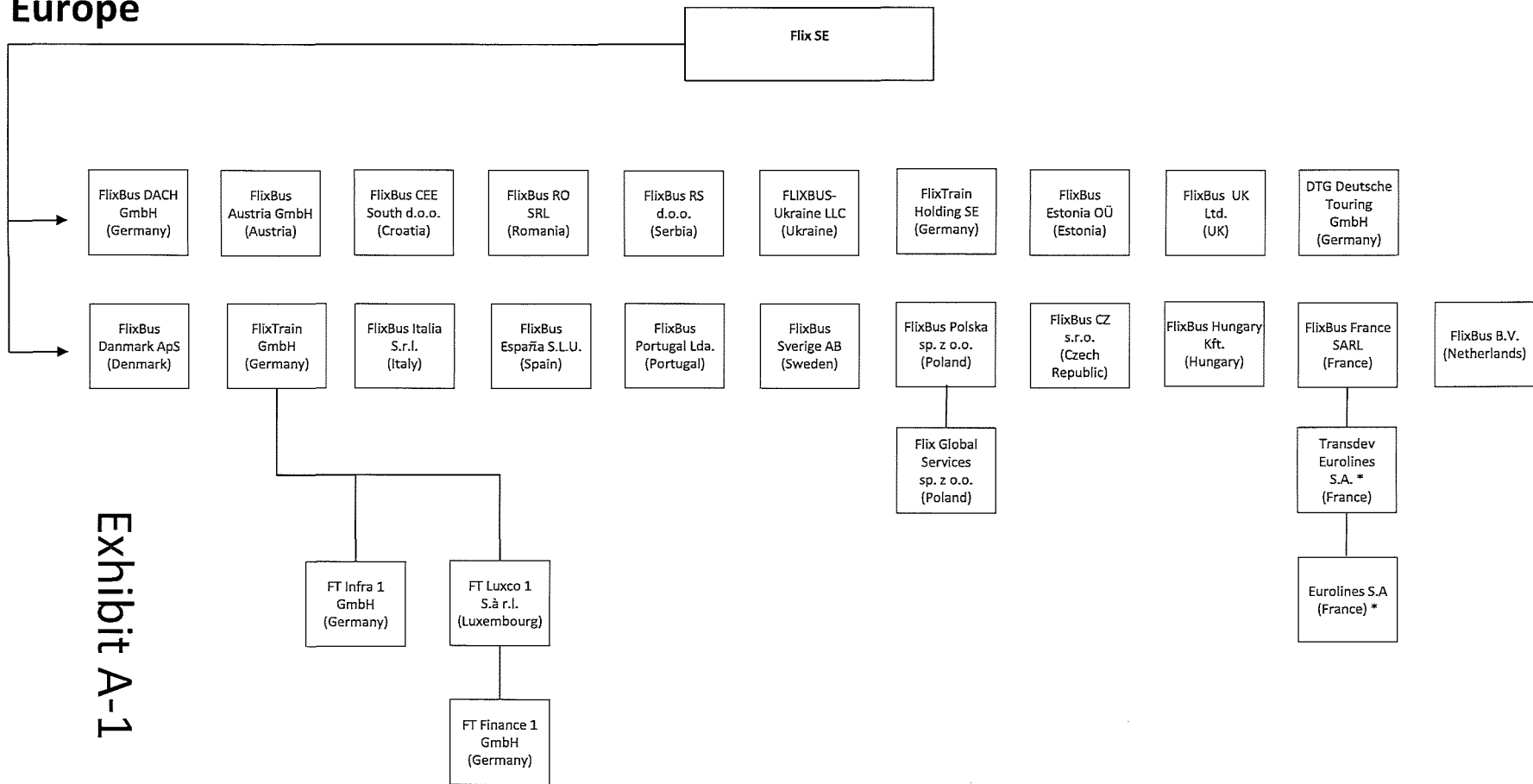
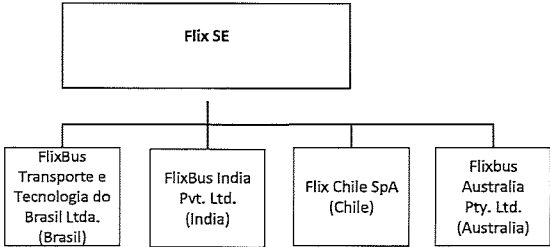


Exhibit A-1

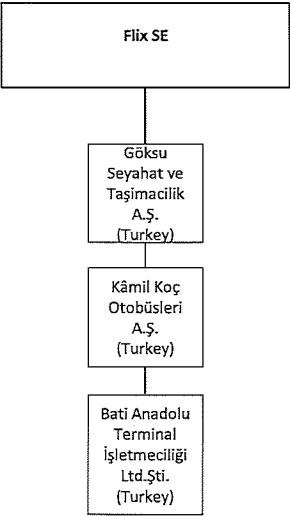
S. America, India and Australia

Exhibit A-2



Turkey

Exhibit A-3



Americas

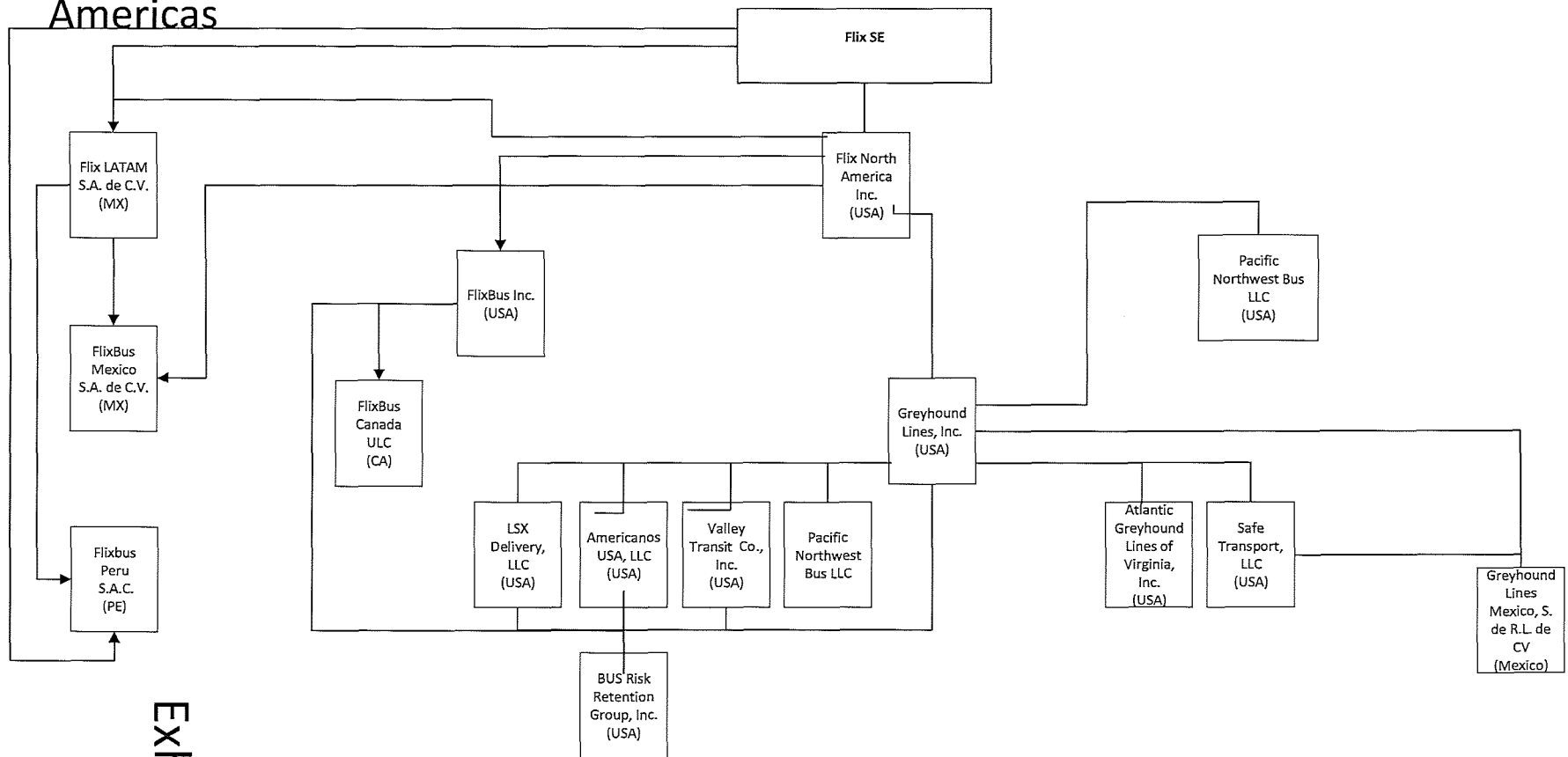


Exhibit A-4

FLIX

Exhibit B

<u>Carrier Name</u>	<u>USDOT No.</u>	<u>FMCSA Docket No.</u>	<u>Safety Rating</u>	<u>Vehicles</u>	<u>Drivers</u>
Greyhound Lines, Inc. 9773 Harry Hines Blvd. Dallas, TX 75220	44110	MC-1515	Satisfactory	750	884
Valley Transit Co., Inc. 9773 Harry Hines Blvd. Dallas, TX 75220	136567	MC-74	Satisfactory	5	38
Americanos U.S.A., L.L.C. 320 1st St. SW Albuquerque, NM 87102	781086	MC-309813	Satisfactory	13	43
Greyhound Lines Mexico, S. de R.L. de C.V. Juan Aldama Sur 924 Monterrey, NL, 64000	2512737	None	None	24	43