

ENTERED
Office of Chief Counsel
May 26, 2026
Part of
Public Record

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

IN THE MATTER OF
FLIXBUS SE, FLIX NORTH AMERICA INC., AND GREYHOUND LINES, INC.

– CONTROL –

GREYHOUND MIDWEST BUS LLC

DOCKET NO. MCF 21150

**VERIFIED APPLICATION UNDER 49 U.S.C. § 14303(a)
FOR APPROVAL OF CONTROL OF GREYHOUND MIDWEST BUS, LLC BY
FLIXBUS 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 Greyhound Midwest Bus, LLC (“Midwest”), a newly formed entity contemplated to obtain interstate passenger motor carrier authority and operate as such a carrier if this Application is approved.

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-4.² 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’s primary business address

² LSX Delivery, L.L.C., a Delaware limited liability company previously described in Applicant’s earlier application regarding the control of Pacific Northwest Bus, LLC (MCF 21142), has since been dissolved.

in Canada is 855 2nd Street SW, Suite 3500 Calgary, Alberta, T2P4J8, Canada. FlixBus Canada is not a motor carrier. It provides contract administrative and management services relative to Canadian service provides for the platform and 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 utilized³ are set forth on Exhibit B attached hereto. Greyhound is unique in that Greyhound with its affiliates described below, and other unaffiliated “interline carriers,”⁴ 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

³ 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.

⁴ 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).

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 network of 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. 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.

10. 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.

11. Pacific Northwest Bus, LLC (“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; however, Applicants obtained approval of the Board to control Pacific as it obtains interstate passenger motor carrier authority and operates as such a carrier.⁵ Pacific intends to begin operations before the end of 2026.

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

⁵ *Flix SE, Flix North America Inc., and Greyhound Lines, Inc. – Control – Pacific Northwest Bus LLC*, STB Docket No. MCF 21142 (served March 13, 2026).

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 Midwest, 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.*, Midwest] by a person that is not a carrier but that controls any number of carriers [*i.e.*, Flix SE and Flix North America]."⁶ 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 and Pacific when it obtains its interstate authority and begins motor carrier operations, there are no other carriers with regulated interstate operations involved in this Application. The intracorporate structures of Flix SE are set forth on Exhibits 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 the Affiliated Carriers exceed \$2 million during the 12-month period immediately preceding the filing of this Application.

⁶ 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 Midwest, and Flix SE and Flix North America will have indirect ownership and control of Midwest.

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 Midwest taking over some existing regular route intercity bus services currently operated by Greyhound, with potential 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 which result in great fuel economy, and the continuing development of “clean diesel” engine technologies results 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.* Greyhound seeks to regionalize its operational structure in this region in order to operate more efficiently and deliver stronger results for customers. As a result, Greyhound intends to move routes currently operated by Greyhound into the operations of the Midwest. All parties intend for the operations to continue under the Greyhound brand. For Midwest, the service is anticipated to include the Atlanta-Cleveland, Atlanta-Detroit, Atlanta-Memphis, Baltimore-Pittsburgh, Chicago-Atlanta, Chicago-Baltimore, Chicago-Detroit, Chicago-Minneapolis, Detroit-Montgomery, Detroit-New York City, Detroit-Pittsburgh, and Pittsburgh-Washington, D.C., origin-destination lines.

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 Midwest have identified service areas that will be operated by Midwest as a regional affiliate of Greyhound, instead of as presently operated by Greyhound. Accordingly, the Applicants anticipate that services available to the public will not change, except for the expected improvements in services to be gained through the efficiencies of a regionalized operational structure.

B. Fixed Charges. Fixed charges may increase to the extent that Midwest 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 the success of Midwest in implementing the services.

C. Employee Interests. Midwest, as a newly formed entity, has no current employees; however, the Contemplated Action and resulting assumption of scheduled intercity passenger service will continue to require the same 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 Midwest will operate certain routes currently operated by Greyhound as Greyhound gradually transitions to a regionalized operational structure through transfer of service into new regional affiliates. This should result in no change to the current competitive landscape in the regions intended to be served by Midwest.

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 Midwest 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).⁷

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, Midwest will have the requisite insurance coverage under 49 U.S.C. § 13906 prior to initiating any interstate operations.

⁷ 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.”

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 Midwest) 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:

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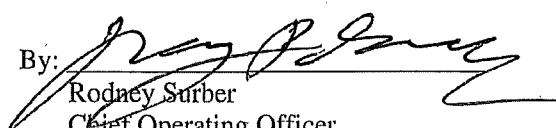
Verification of Applicants. The undersigned verifies under penalty of perjury under the laws of the United States of America, that all information supplied by such person on behalf of Applicants and the Affiliated Carriers in connection with this Application is true and correct. Further, the undersigned 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: May 26, 2026

By:

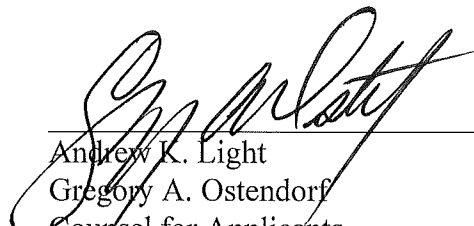

Rodney Surber
Chief Operating Officer

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

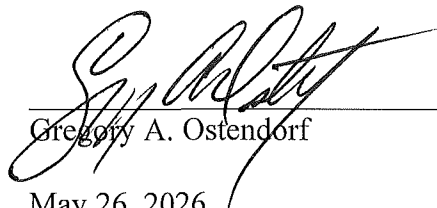
Respectfully,



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 or may be affected by the Contemplated Action.



Gregory A. Ostendorf
May 26, 2026

Alabama Public Service Commission
P.O. Box 304260
Montgomery, AL 36130

Georgia Department of Public Safety
MCCD, Regulations Compliance
959 United Avenue
Atlanta, GA 30316

Illinois Commerce Commission
Bureau of Transportation
527 East Capitol Ave.
Springfield, IL 62701

Indiana Bureau of Motor Vehicles
Indiana Government Center North
Room 402
100 North Senate Avenue
Indianapolis, IN 46204

Kentucky Transportation Cabinet
Division of Motor Carriers
200 Mero Street
Frankfort, KY 40601

New Jersey Motor Vehicle Commission
Passenger Carrier Service Request
P.O. Box 162
225 East State Street
Trenton, NJ 08666-0170

New York State Department of Transportation
Office of Modal Safety and Security
50 Wolf Road
POD 53
Albany, NY 12232-0879

North Carolina Utilities Commission
430 North Salisbury Street
Dobbs Building, 5th Floor
Raleigh, NC 27603-5918

Public Utilities Commission of Ohio
Motor Carrier Registration
180 E Broad St, 4th Floor
Columbus, OH 43215-3793

Pennsylvania Public Utility Commission
Secretary's Bureau
400 North Street
Keystone Building, 2nd Floor, Room-N201
Harrisburg, PA 17120

Maryland Public Service Commission
Transportation Division
William Donald Schaefer Tower
6 St. Paul Street
Baltimore, MD 21202

Michigan Department of Transportation
State Transportation Building
425 W. Ottawa St.
P.O. Box 30050
Lansing, MI 48909

Minnesota Department of Transportation
Commercial Vehicle Operations
395 John Ireland Blvd.
St. Paul, MN 55155-1800

Mississippi Department of Transportation
Office of Enforcement
P.O. Box 1850
Jackson, Mississippi 39215

Tennessee Department of Revenue
500 Deaderick Street
Nashville, TN 37242

Virginia Department of Motor Vehicles
P.O. Box 27412
Richmond, VA 23269

Public Service Commission of West Virginia
Transportation Division
Motor Carrier Section
PO Box 812
Charleston, WV 25323-0812

Wisconsin Department of Transportation
4822 Madison Yards Way
Madison, WI 53705

Washington Metropolitan Area Transit
Commission
1010 Wayne Avenue, Suite 1240
Silver Spring, MD 20910-5624

Exhibit A-1

European Affiliates

European Affiliates

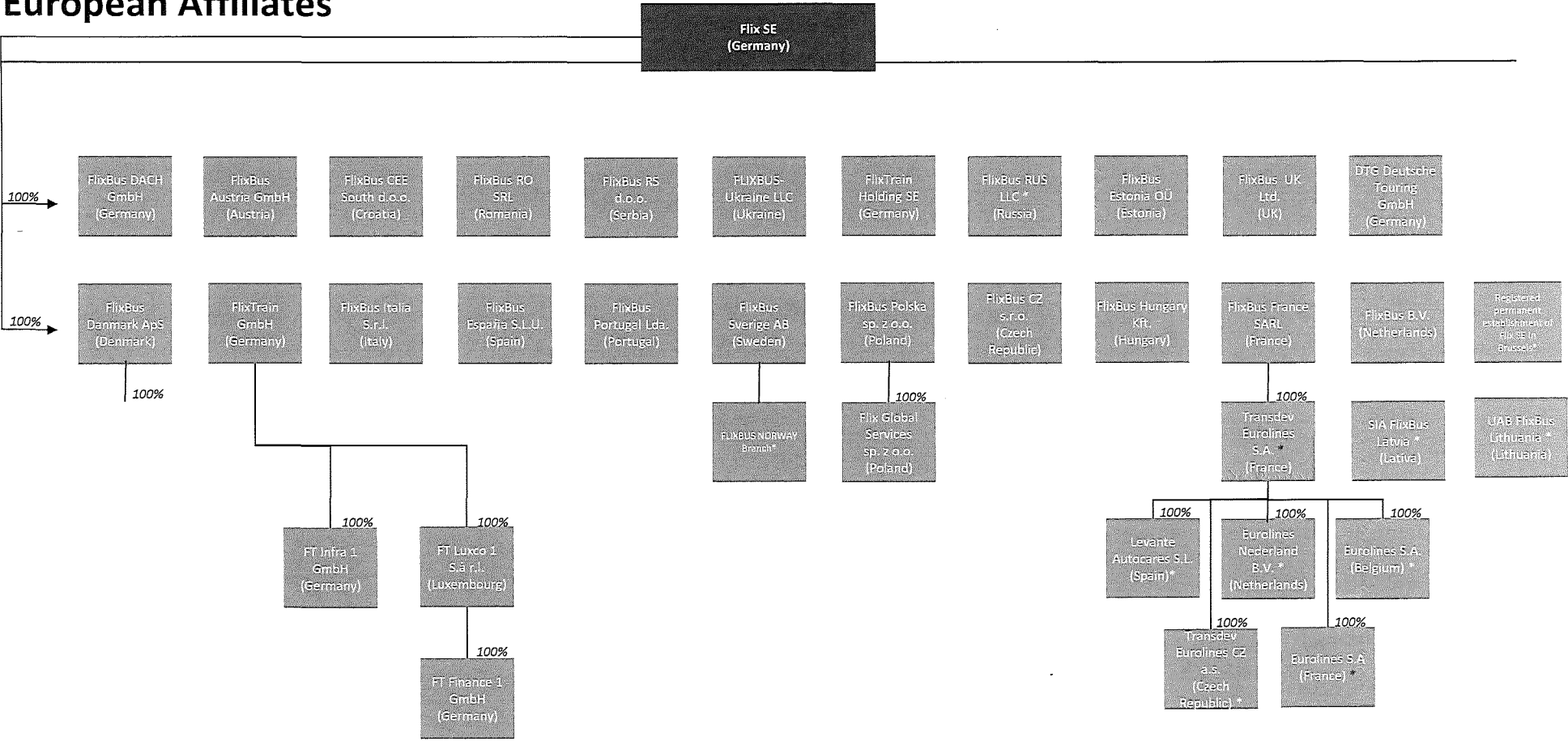


Exhibit A-2

South American, Indian and Australian Affiliates

South American, Indian and Australian Affiliates

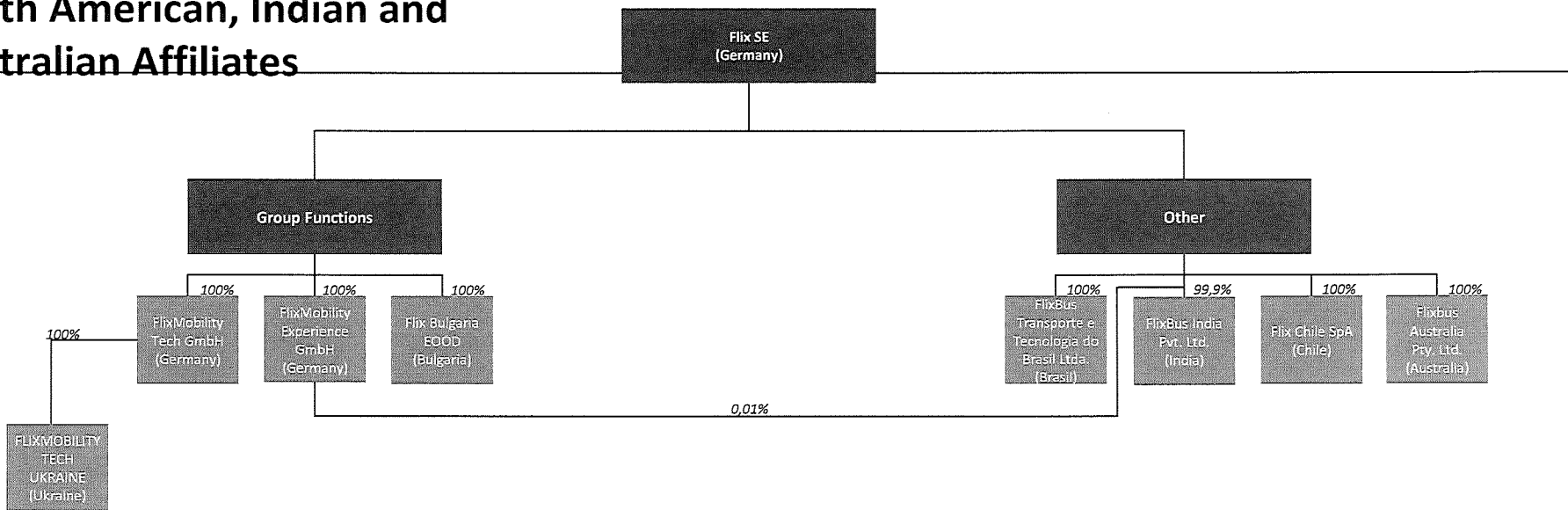


Exhibit A-3

Turkish Affiliates

Turkish Affiliates

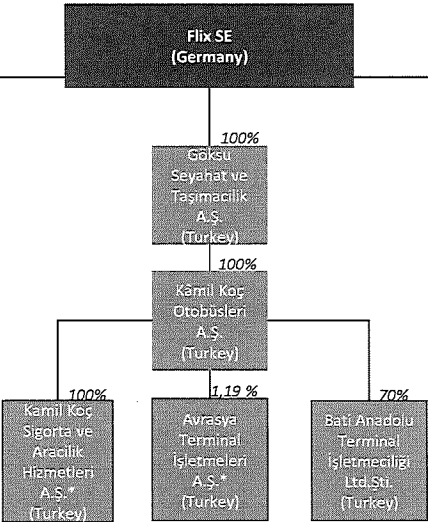


Exhibit A-4

Americas Affiliates

Americas Affiliates

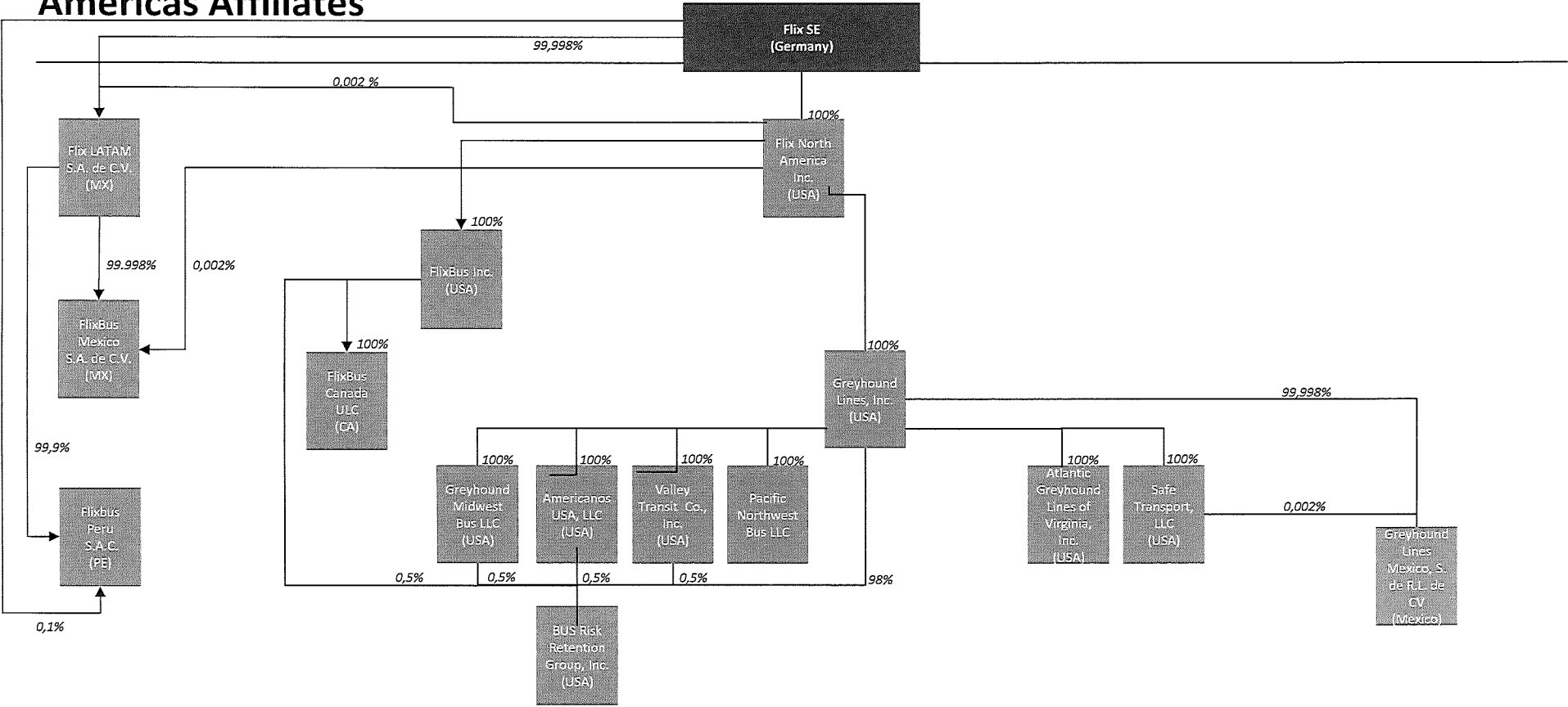


Exhibit B

Affiliated Carriers

<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	680	905
Valley Transit Co., Inc. 9773 Harry Hines Blvd. Dallas, TX 75220	136567	MC-74	Satisfactory	5	34
Americanos U.S.A., L.L.C. 320 1st St. SW Albuquerque, NM 87102	781086	MC-309813	Satisfactory	7	45
Greyhound Lines Mexico, S. de R.L. de C.V. Juan Aldama Sur 924 Monterrey, NL, 64000	2512737	None	None	23	45