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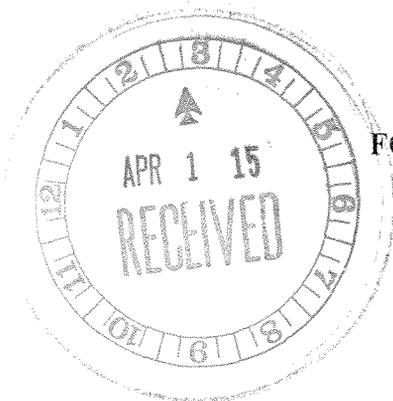
IN THE MATTER OF
NATIONAL EXPRESS TRANSIT CORPORATION

– ACQUISITION OF CONTROL –

TRANS EXPRESS INC., AND
RAINBOW MANAGEMENT SERVICE INC.

STB DOCKET NO. MC-F-21063

APPLICATION UNDER 49 U.S.C. §14303(a)
FOR APPROVAL OF THE ACQUISITION OF CONTROL
BY NATIONAL EXPRESS TRANSIT CORPORATION
OF TRANS EXPRESS INC., AND
RAINBOW MANAGEMENT SERVICE INC.



National Express Transit Corporation, an intrastate passenger motor carrier (“NETC”), respectfully submits this application under 49 U.S.C. §14303 and Surface Transportation Board (the “STB” or the “Board”) Regulations at 49 CFR Part 1182 for approval of the transaction more fully described herein (the “Contemplated Transaction”). The result of the Contemplated Transaction will be the direct acquisition of control by NETC of two affiliated and regulated interstate and intrastate passenger motor carriers, Trans Express Inc. (“Trans Express”), and Rainbow Management Service Inc. (“Rainbow,” and together with Trans Express, the “Acquisition Carriers”).

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I. Parties of the Contemplated Transaction, Pertinent Operating Authorities, and USDOT Safety Fitness Ratings.

A. Buyer: NETC. NETC is an intrastate passenger motor carrier incorporated under the laws of the state of Delaware, and is held directly by National Express LLC, a Delaware limited liability company (“NELLC”). NELLC is a holding company and is not a motor carrier. NELLC is indirectly controlled by a British corporation, National Express Group, PLC (“Express Group”). The USDOT Number assigned to NETC is 2430646. NETC does not have interstate carrier authority and does not have a USDOT Safety Rating. NETC primarily provides intrastate passenger transportation services and in its operations utilizes approximately 456 passenger carrying vehicles and 850 drivers. For the 12-month period ended December 31, 2014, NETC had estimated gross operating revenue of approximately \$6.1 Million.

B. Affiliates of NETC. In addition to NETC, Express Group indirectly controls the following passenger motor carriers (the “NETC Affiliated Carriers”): A&E Transport Services, Inc. (“A&E”), Beck Bus Transportation Corp. (“Beck”), Carrier Management Inc. (“CMI”), Community Transportation Inc. (“Community”), Durham School Services, L.P. (“Durham”), MV Student Transportation Inc. (“MV”), National Express Transit Services Corporation (“NETSC”), Petermann Ltd. (“LTD”), Petermann Northeast LLC (“Northeast”), Petermann Northwest LLC (“Northwest”), Petermann Southwest LLC (“Southwest”), Petermann STSA, LLC (“STSA”), Vogel Bus Company Inc. (“Vogel”), and Stock Transportation Ltd. (“Stock”). The NETC Affiliated Carriers collectively hold a number of interstate and intrastate for-hire passenger motor carrier authorities. Descriptions of the NETC Affiliated Carriers are as follow:

1. A&E. A&E was previously engaged in providing intrastate student school bus transportation services. A&E’s principal place of business is located at 101 West

Utica Street, Oswego, NY 13126. The USDOT Number assigned to A&E is 689169 and the FMCSA Docket Number assigned to A&E is MC-319820. A&E does not have a USDOT Safety Rating assigned to it.

2. **Beck**. Beck is a passenger motor carrier primarily engaged in providing student school bus transportation services in the states of Illinois and Indiana under contracts with regional and local school jurisdictions. In addition to its core school bus services, Beck also provides charter passenger services to the public. Beck's principal place of business is located at 2201 Brownsville Road, Vernon, IL 62864. The USDOT number assigned to Beck is 277593, and Beck currently has a "Satisfactory" USDOT Safety Rating. Beck holds interstate common carrier authority under FMCSA Docket No. MC-43528. In its operations, Beck utilizes approximately 256 passenger carrying vehicles and approximately 256 drivers. For the 12-month period ended December 31, 2014, Beck had estimated gross operating revenue of approximately \$9.9 Million.

3. **CMI**. CMI is a passenger motor carrier doing business as Matthews Bus Company and is primarily engaged in providing student school bus transportation services in the state of Pennsylvania under contracts with regional and local school jurisdictions. In addition to its core school bus services, CMI also provides intrastate charter passenger services to the public. CMI's principal place of business is located at 1850 Gill Hall Road, Finleyville, PA 15332. The USDOT Number assigned to CMI is 1245654. CMI has neither interstate carrier authority nor a USDOT Safety Rating (neither of which is required for the operations conducted by CMI). In its operations, CMI utilizes approximately 247 passenger carrying vehicles and 219 drivers. For the 12-month period ended December 31, 2014, CMI had estimated gross operating revenue of approximately \$11.3 Million.

4. **Community.** Community is a passenger motor carrier engaged primarily in providing intrastate transit services in the state of Pennsylvania. Community's principal place of business is located at 160 S. Route 17 North, Paramus, NJ 07652. The USDOT Number assigned to Community is 912757. Community has neither interstate carrier authority nor a USDOT Safety Rating (neither of which is required for the operations conducted by Community). In its operations, Community utilizes approximately 76 passenger carrying vehicles and 125 drivers. For the 12-month period ended December 31, 2014, Community had estimated gross operating revenue of approximately \$5.9 Million.

5. **Durham.** Durham is a passenger motor carrier primarily engaged in providing student school bus transportation services in approximately 30 states under contracts with regional and local school jurisdictions. In addition to its core school bus services, Durham also provides charter passenger services to the public. Durham's principal place of business is located at 4300 Weaver Parkway, Warrenville, IL 60555. The USDOT Number assigned to Durham is 350651, and Durham currently has a "Conditional" USDOT Safety Rating. Durham holds interstate common carrier authority under FMCSA Docket No. MC-163066. In its operations, Durham utilizes approximately 13,893 passenger carrying vehicles and 13,350 drivers. For the 12-month period ended December 31, 2014, Durham had estimated gross operating revenue of approximately \$675.6 Million.

6. **MV.** MV is a passenger motor carrier primarily engaged in providing student school bus transportation services in the state of Minnesota under contracts with regional and local school jurisdictions. In addition to its core school bus services, MV also provides charter passenger services to the public. MV's principal place of business is located at 32 Wenonah Road, Minnesota City, MN 55959. The USDOT Number assigned to MV is 1049130,

and MV currently has a “Satisfactory” USDOT Safety Rating. MV holds interstate common carrier authority under FMCSA Docket No. MC-148934. In its operations, MV utilizes approximately 209 passenger carrying vehicles and 205 drivers. For the 12-month period ended December 31, 2014, MV had estimated gross operating revenue of approximately \$12 Million.

7. **NETSC**. NETSC is a passenger motor carrier engaged primarily in providing intrastate transit services in the areas of Westmoreland, PA, Arlington, VA, Greensboro, NC, Vallejo, CA and Yuma, AZ. NETSC’s principal place of business is located at 4300 Weaver Parkway, Warrenville, IL 60555. The USDOT Number assigned to NETSC is 2441459. NETSC has neither interstate carrier authority nor a USDOT Safety Rating (neither of which is required for the operations conducted by NETSC). In its operations, NETSC utilizes approximately 189 passenger carrying vehicles and 380 drivers. For the 12-month period ended December 31, 2014, NETSC had estimated gross operating revenue of approximately \$21.7 Million.

8. **LTD**. LTD is a passenger motor carrier primarily engaged in providing student school bus transportation services in the state of Ohio under contracts with regional and local school jurisdictions. In addition to its core school bus services, LTD also provides charter passenger services to the public. LTD’s principal place of business is located at 8041 Hosbrook Road, Suite 330, Cincinnati, OH 45236. The USDOT Number assigned to LTD is 821384, and LTD currently has a “Satisfactory” USDOT Safety Rating. LTD holds interstate common carrier authority under FMCSA Docket No. MC-364668. In its operations, LTD utilizes approximately 721 passenger carrying vehicles and 721 drivers. For the 12-month period ended December 31, 2014, LTD had estimated gross operating revenue of approximately \$64.1 Million.

9. **Northeast**. Northeast is a passenger motor carrier primarily engaged in providing student school bus transportation services primarily in the states of Ohio and Pennsylvania under contracts with regional and local school jurisdictions. In addition to its core school bus services, Northeast also provides charter passenger services to the public. Northeast's principal place of business is located at 8041 Hosbrook Road, Suite 330, Cincinnati, OH 45236. The USDOT Number assigned to Northeast is 2058860. Northeast holds interstate contract carrier authority under FMCSA Docket No. MC-723926. No USDOT Safety Rating has been assigned to Northeast. In its operations, Northeast utilizes approximately 421 passenger carrying vehicles and 413 drivers. For the 12-month period ended December 31, 2014, Northeast had estimated gross operating revenue of approximately \$22.7 Million.

10. **Northwest**. Northwest's principal place of business is located at 850 92nd Avenue, Suite 2A, Oakland, CA 94603. The USDOT Number assigned to Northwest is 1743473. Northwest has neither interstate carrier authority nor a USDOT Safety Rating (neither of which is required for the operation conducted by Northwest).

11. **Southwest**. Southwest is a passenger motor carrier primarily engaged in providing student school bus transportation services in the state of Texas under contracts with regional and local school jurisdictions. In addition to its core school bus services, Southwest also provides charter passenger services to the public. Southwest's principal place of business is located at 2101 Crystal Bend Drive, Pflugerville, TX 78660. The USDOT Number assigned to Southwest is 1765359. Southwest holds interstate contract carrier authority under FMCSA Docket No. MC-644996. No USDOT Safety Rating has been assigned to Southwest. In its operations, Southwest utilizes approximately 230 passenger carrying vehicles and 172 drivers.

For the 12-month period ended December 31, 2014, Southwest had estimated gross operating revenue of approximately \$10.6 Million.

12. **STSA**. STSA is a passenger motor carrier primarily engaged in providing student school bus transportation services primarily in the state of Kansas under contracts with regional and local school jurisdictions. In addition to its core school bus services, STSA also provides charter passenger services to the public. The principal place of business of STSA is 7321 West 135th Street, Overland Park, KS 66223-1210. The USDOT Number assigned to STSA is 2133951. STSA holds interstate contract carrier authority under FMCSA Docket No. MC-749360 and has a “Satisfactory” USDOT Safety Rating. In its operations, STSA utilizes approximately 167 passenger carrying vehicles and 175 drivers. For the 12-month period ended December 31, 2014, STSA had estimated gross operating revenue of approximately \$6.7 Million.

13. **Vogel**. Vogel was previously engaged in providing intrastate student school bus transportation services. Vogel’s principal place of business is located at 109 Aldene Road, Building 9, Roselle, NJ 07203. The USDOT Number assigned to Vogel is 815118. Vogel holds interstate common carrier authority under FMCSA Docket No. MC-274520, and Vogel has a “Satisfactory” USDOT Safety Rating.

14. **Stock**. Stock is a Canadian-based passenger motor carrier that primarily provides non-regulated school bus transportation services in Canada. Stock holds USDOT number 927189, but does not provide regulated interstate transportation services within the United States. Stock does not have a USDOT Safety Rating (not required for the operations conducted by Stock).

C. **The Acquisition Carriers**. Descriptions of the Acquisition Carriers and their business operations are as follow:

1. **Trans Express**. Trans Express is a New York corporation with its principal place of business located at 150 Conover Street, Brooklyn, NY 11231. The USDOT Number assigned to Trans Express is 530250. Trans Express provides point-to-point intrastate passenger transportation services between the Boroughs of Brooklyn and Manhattan in the state of New York pursuant to authority provided by the New York Department of Transportation under Case No. 30503. Trans Express holds interstate passenger common carrier authority under FMCSA Docket No. MC-187819 and has a “Satisfactory” USDOT Safety Rating. In its operations, Trans Express utilizes 40 passenger carrying vehicles consisting of 28 owned 16+ passenger buses and 12 trip-leased motor coaches. Trans Express utilizes the services of 108 drivers. For the 12-month period ended November 30, 2014, Trans Express had estimated gross operating revenue of approximately \$15.8 Million.

2. **Rainbow**. Rainbow is a New York corporation with its principal place of business located at 150 Conover Street, Brooklyn, NY 11231. The USDOT Number assigned to Rainbow is 1261183. Rainbow provides interstate and intrastate charter and special party passenger transportation services in the areas of New York City and the state of New York. Rainbow holds intrastate charter and special party passenger authority provided by the New York Department of Transportation under Case No. 36451. Rainbow holds interstate passenger common carrier authority under FMCSA Docket No. MC-490015, and Rainbow has a “Satisfactory” USDOT Safety Rating. In its operations, Rainbow utilizes 16 passenger carrying vehicles consisting of 1 owned motor coach and 15 owned 16+ passenger mini-buses. Rainbow utilizes the services of 108 drivers. For the 12-month period ended November 30, 2014, Rainbow had estimated gross operating revenue of approximately \$3.3 Million.

D. Sellers: Mary Rubino and Christina Rubino. All of the issued and outstanding capital stock of each of the Acquisition Carriers is owned and held by Mary Rubino and Christina Rubino, each, an individual resident of the state of New York (collectively, the “Sellers”). Neither of the Sellers has a direct or indirect ownership interest in any other interstate passenger motor carrier.

E. Summary Table of NETC, the NETC Affiliated Carriers, and the Acquisition Carriers. Attached hereto as Schedule A is a summary table setting forth the USDOT Numbers, FMCSA Docket Numbers, and USDOT Safety Ratings, as applicable, of NETC, the NETC Affiliated Carriers, and the Acquisition Carriers.

II. Description of the Contemplated Transaction.

The event triggering STB jurisdiction is the acquisition of the ownership interests of the Acquisition Carriers by NETC, the effect of which will be to place the Acquisition Carriers under the control of NETC. Following certain steps in the Contemplated Transaction, NETC will assume direct 100% control of the Acquisition Carriers through stock ownership. As such, STB’s jurisdiction is invoked pursuant to 49 U.S.C. §14303(a)(3), as the Contemplated Transaction involves “acquisition of control of a carrier [*i.e.*, the Acquisition Carriers] by any number of carriers [*i.e.*, NETC].” 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. Federally Regulated Carrier Affiliates.

Other than NETC, the NETC Affiliated Carriers and the Acquisition Carriers described

above, there are no other affiliated carriers with regulated interstate operations involved in this Application.

IV. Jurisdictional Statement – Revenues.

The STB has jurisdiction over this matter under 49 U.S.C. §14303(g), because the annual aggregate gross operating revenues of NETC, the NETC Affiliated Carriers and the Acquisition Carriers exceed \$2 million.

V. Environmental Impact.

Approval of this Application and consummation of the Contemplated Transaction will not have a significant effect on the quality of the human environment and the conservation of energy resources.

VI. Public Interest Considerations.

A. Adequacy of Transportation Services. The Contemplated Transaction will not have a material, detrimental impact on the adequacy of transportation services available for the public. Indeed, NETC anticipates that services to the public will be improved. For at least the foreseeable future, the services currently provided by the Acquisition Carriers will continue to be provided by Acquisition Carriers under the same names used to provide such services prior to the Contemplated Transaction. The Acquisition Carriers will continue to operate, but going forward, they will be operating within the NETC corporate family, an organization already thoroughly experienced in passenger transportation operations.

The addition of the Acquisition Carriers to the NETC group is consistent with the practices within the passenger motor carrier industry of strong, well-managed transportation organizations adapting their corporate structure to operate several different passenger carriers within the same market niche, but in different geographic areas. As part of the Contemplated

Transaction, NETC is bringing under its control the Acquisition Carriers, which are experienced in some of the same market segments already served by NETC and some of the NETC Affiliated Carriers. These market segments have their own service characteristics, and the Contemplated Transaction is expected to result in operating efficiencies and cost savings derived from economies of scale, all of which will help to ensure the provision of adequate service to the public.

Bringing the Acquisition Carriers within the NETC family will serve to enhance the viability of the overall NETC organization and the operations of the NETC Affiliated Carriers: Community, Greensburg, and NETSC. The continued viability of all the carriers assures the continued availability of adequate passenger transportation service for the public.

B. Fixed Charges. There are no fixed charges associated with the Contemplated Transaction or the proposed acquisition of control thereunder.

C. Employee Interests. It is the current intention of NETC to continue the existing operations of the Acquisition Carriers and as such the Contemplated Transaction will not have substantial impacts on employees or labor conditions. NETC does not anticipate a measurable reduction in force or changes in compensation levels and/or benefits. Staffing redundancies could potentially result in limited downsizing of back-office and/or managerial level personnel.

D. Competition and the Public Interest. The law requires the Board to assess competition in the market and the impact on the public interest as affected by approving an arrangement in which multiple passenger carriers are under control of a single entity. In making its analysis, the Board (as did its predecessor, the Interstate Commerce Commission) has consistently found that proposed “common control” arrangements (however accomplished) are inherently not anti-competitive. In large measure, that conclusion rests on the finding that as a

result of ease of entry into the market, the passenger motor carrier industry is characterized by healthy intra-modal competition as well as healthy competition between bus service, on the one hand, and, on the other, other modes of transportation, all of which constitute the “relevant market.” *GLI Acquisition Co – Purchase – Trailways Lines, Inc.*, 4 I.C.C. 2d 591, 598-602 (1988).

On the rare occasions in recent years in which the STB has been called upon to assess the “public interest” and “competition” issues inherent in the practice of the acquisition of ownership of numerous bus carriers by non-carrier entities, it has consistently approved applications of this sort, finding that acquisitions that contemplate the single control of numerous passenger carriers can result in better overall service for the public without any lessening of the benefits of healthy competition. Its decisions include *Stagecoach Group PLC and Coach USA, Inc., et al., - Acquisition of Control – New Today Bus Corp., et al.*, STB Docket No. MC-F-21030 (served January 30, 2009), *Stagecoach Group PLC and Coach USA, Inc., et al., - Acquisition of Control – Eastern Travel and Tour, Inc.*, STB Docket No. MC-21029 (served September 18, 2008); *Delivery Acquisition, Inc. – Purchase – Transportation Management Systems, LLC and East West Resort Transportation, LLC*, STB Docket No. MC-F-21028, (served July 18, 2008); and *Stagecoach Group PLC and Coach USA, Inc., et al., - Control Megabus Northeast LLC*, STB Docket No. MC-F-21027 (served April 11, 2008).

The Acquisition Carriers are relatively small carriers in the overall markets in which they compete: intrastate point-to-point passenger service, and interstate and intrastate charter and special party passenger service. School bus operators typically occupy a limited portion of the charter business because (i) the equipment offered is not as comfortable as that offered by motor coach operators; and (ii) scheduling demands imposed by the primary school bus operation

impose major constraints on charter services that can be offered by school bus operators. Even the involved carriers that do operate motor coaches operate small fleets that simply do not have market power. Those charter operations are geographically dispersed and there is little overlap in service areas and/or in customer bases among NETC, the NETC Affiliated Carriers and the Acquisition Carriers. In light of the foregoing, it is clear that the impact of the Contemplated Transaction on the regulated motor carrier industry will be minimal at most and that neither competition nor the public interest will be adversely affected.

Lastly, Board approval of this Application will allow the acquisition of control of the Acquisition Carriers to be accomplished without the approval of state regulatory authorities, thus relieving the parties of the Contemplated Transaction from potentially burdensome regulatory requirements. See 49 U.S.C. §14303(f) (providing that parties to approved transactions may effectuate such transactions and exercise control without the approval of any state authorities and exempts the parties to the transaction from the application of federal, state, and municipal law as necessary to allow them to carry out the transaction). As set forth in item I.C. above, the Acquisition Carriers possess two (2) intrastate authorities which authorities should assist in the continued operation of the Acquisition Carriers under the control of NETC.

VII. Insurance Certification.

Each of the motor carriers that is subject to FMCSA insurance requirements and is involved in this Application now satisfies and after Board approval 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.

VIII. Mexico Certification.

NETC certifies that neither it nor any of the NETC Affiliated Carriers is domiciled in Mexico, nor are any of such entities owned or controlled by persons of that country. The Acquisition Carriers certify that neither of the Acquisition Carriers is domiciled in Mexico, nor are either of the Acquisition Carriers owned or controlled by persons of that country.

IX. Conclusion.

As provided by 49 CFR §1182 and for the reasons set forth herein, the Board is respectfully requested to approve this Application and authorize the Contemplated Transaction and acquisition of control as described herein.

X. Verification.

The verifications of each NETC and the Acquisition Carriers are as follow:

[Remainder of Page Intentionally Blank – Verification and Signature Pages Follow]

A. Verification of NETC. 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 and limited to NETC and the NETC Affiliated Carriers in connection with this Application is true and correct. Further, the undersigned is qualified and authorized on behalf of NETC to submit this verification and file this Application. The undersigned further certifies under penalty of perjury under the laws of the United States, that he/she 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.

Buyer

“NETC”

National Express Transit Corporation

Dated: March 30, 2015

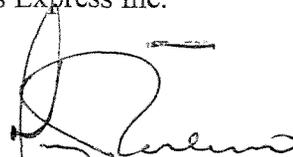
By: J Crawford
Name: Judith Crawford
Title: Vice President, Treasurer & Secretary

B. Verification of the Acquisition Carriers. 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 and limited to the Acquisition Carriers in connection with this Application is true and correct. Further, the undersigned is qualified and authorized on behalf of the Acquisition Carriers to submit this verification. The undersigned further certifies under penalty of perjury under the laws of the United States, that she 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.

“Acquisition Carriers”

Trans Express Inc.

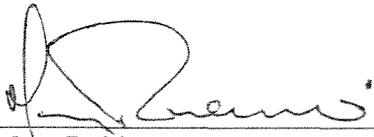
Dated: March 30, 2015

By: 

Mary Rubino
President

Rainbow Management Service Inc.

Dated: March 30, 2015

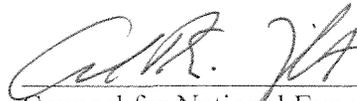
By: 

Mary Rubino
President

XI. Applicants' Legal Counsel

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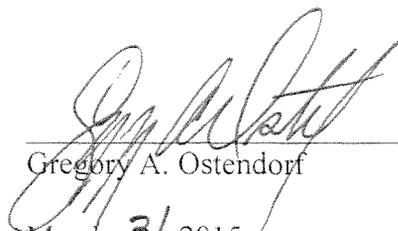
Respectfully,



Counsel for National Express
Transit Corporation

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 transmitting same this day via courier to the Chief Licensing and Insurance Division, U.S.D.O.T. Office of Motor Carriers – HIA 30, 400 Virginia Ave., S.W., Suite 600, Washington, DC 20004; and the New York State Dept. of Transportation, 50 Wolf Road, Albany, NY 12232, being the state regulatory agency for the state in which intrastate operations are affected.



Gregory A. Ostendorf

March 31, 2015

<u>Schedule A</u>			
<u>Carrier</u>	<u>USDOT No.</u>	<u>FMCSA Docket No.</u>	<u>USDOT Safety Rating</u>
<u>The Buyer:</u>			
National Express Transit Corporation	2430646	None	None
<u>The NETC Affiliated Carriers:</u>			
A&E Transport Services, Inc.	689169	MC-319820	None
Beck Bus Transportation Corp.	277593	MC-43528	Satisfactory
Carrier Management Inc.	1245654	None	None
Community Transportation Inc.	912757	None	None
Durham School Services LP	350651	MC-163066	Conditional
MV Student Transportation Inc.	1049130	MC-148934	Satisfactory
National Express Transport Services Corporation	2441459	None	None
Petermann Ltd.	821384	MC- 364668	Satisfactory
Petermann Northeast LLC	2058860	MC-723926	None
Petermann Northwest LLC	1743473	None	None
Petermann Southwest, LLC	1765359	MC-644996	None
Petermann STSA, LLC	2133951	MC-749360	Satisfactory

<u>Carrier</u>	<u>USDOT No.</u>	<u>FMCSA Docket No.</u>	<u>USDOT Safety Rating</u>
Vogel Bus Company Inc.	815118	MC-274520	Satisfactory
Stock Transportation Ltd.	927189	None	None
<u>The Acquisition Carriers:</u>			
Trans Express Inc.	530250	MC-187819	Satisfactory
Rainbow Management Service Inc.	1261183	MC-490015	Satisfactory