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April 10, 2009

Luly E. Massaro
Clerk
Public Utilities Commission
89 Jefferson Boulevard
Warwick, RI 02888

Re: Interstate Navigation Company's CPCN -3 – Establishment of initial rates for traditional ferry service between Point Judith and Newport

Dear Luly:

As you know, this office represents Interstate Navigation Company (Interstate).

Enclosed for filing in this matter are an original and nine copies of Interstate's filing to establish initial rates for its Point Judith to Newport (and return) traditional ferry run (a discretionary non-lifeline service).

Interstate has a Certificate of Public Convenience and Necessity (CPCN-3) from the Division for this summer-only run. Interstate will be running once per day from Point Judith to Newport in the morning and then returning once per day from Newport to Point Judith in the evening. This is a traditional ferry run, not a high speed ferry run.

Interstate does not currently have rates in place for this run. For the past few years, Interstate has been making this run (without passengers or vehicles) every morning and evening in the summer because the traditional vessel that it uses to run from Newport to Block Island and back daily in the summer is berthed overnight in Point Judith. Therefore, the vessel travels in the morning from Point Judith to Newport to pick up passengers. It takes the Newport passengers to Block Island. The vessel returns in the evening from Block Island to Newport. The vessel then returns to Point Judith.

There will be no additional expense associated with these runs because the trips between Point Judith and Newport are already being run every day in the summer time with a full crew. Also,

Luly E. Massaro, Clerk
April 10, 2009
Page 2

as you will see from the testimony of Walter E. Edge, Jr., CPA, Interstate is proposing that the gross revenues from this trip be placed into a reserve account and utilized in the true up which will occur at the end of the PUC approved Rate Plan Interstate is operating under.

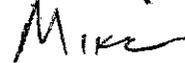
We have spoken informally with the Division regarding this filing and we do not anticipate that there will be any objection from the Division. Because Interstate is hoping to start the run on July 1, 2009, and continue it through September 7, 2009, we are asking for expedited approval, and we are seeking an effective date thirty (30) days from the date of our filing.

The Point Judith to Newport run will be a completely discretionary run. It is not in any way a lifeline service, and we therefore are hopeful that setting of initial rates can be approved at an open meeting without an evidentiary hearing.

We are sending copies of this initial rate filing to the Town of New Shoreham, the Town of Narragansett, and the City of Newport.

If you need any further information, please do not hesitate to call.

Very truly yours,



Michael R. McElroy

MRMc:tmg

cc: Susan E. Linda
Joshua Linda
Paul Roberti, Esq.
Nancy Dodge, Esq.
New Shoreham Town Clerk certified mail RRR
Mark McSally, Esq.
Narragansett Town Clerk
Newport City Clerk

Point Judith to Newport/Massaro

Schacht & McElroy

**DIRECT TESTIMONY
OF
WALTER E. EDGE JR. MBA, CPA**

**IN SUPPORT OF THE INTERSTATE REQUEST TO ESTABLISH RATES
TO PROVIDE TRADITIONAL FERRY SERVICE
BETWEEN POINT JUDITH AND NEWPORT**

IN COMPLIANCE WITH INTERSTATE's ALREADY APPROVED CPCN W-3

**Before
RHODE ISLAND PUBLIC UTILITIES COMMISSION**

DOCKET # _____

April 2009

1 **GENERAL OVERVIEW**

2
3 **Q. Will you please provide your full name and your employer for the record?**

4 A. Yes, my name is Walter Edward Edge Jr., MBA CPA. I am the president of B&E
5 Consulting LLC which is located at 21 Dryden Lane, Providence RI.
6

7 **Q. Are you the same Walter E. Edge Jr. who has previously filed expert accounting and**
8 **rate testimony for Interstate Navigation Company (Interstate) in previous Public Utilities**
9 **Commission (PUC) and the Division of Public Utilities and Carriers (DPUC) dockets?**

10 A. Yes, I am.
11

12 **Q. Mr. Edge, what is the purpose of your testimony in this docket?**

13 A. This testimony will provide the information necessary for the DPUC and the PUC in support
14 of Interstate's proposal to establish initial rates and activate its CPCN W-3, which authorizes
15 Interstate to carry passengers and freight between Point Judith and Newport. In a recent
16 decision of the DPUC (Order # 19599) in combined dockets D-06-51 and D-06-53, the DPUC
17 ordered the following:
18

19 **“4. That Interstate shall submit an additional proposal by December 31, 2009, which**
20 **sets forth a plan to reactivate (or activate for the first time) CPCN W-3 by the**
21 **summer of 2010. In the event that Interstate is unable or unwilling to propose such**
22 **a plan by December 31, 2009, Interstate shall show cause, by the same deadline, why**
23 **CPCN W-3 should not be revoked by the Division on “dormancy” grounds. If**
24 **necessary, the Division shall conduct a special “show cause” hearing on this matter.”**
25 **(See Page 34 of the Order).**
26

27 Interstate, at this time, wishes to activate its CPCN W-3 and begin carrying passengers and
28 limited vehicles (such as bicycles and motorcycles) in the summer between Point Judith and
29 Newport, beginning in the summer of 2009. This service will be an extension of the current
30 traditional service provided by Interstate between Newport and Block Island using the same
31 boats (the *M/ V Nelseco* or the *M/V Manitou*) with the same captain and crew.

1 **Q. Mr. Edge, isn't it true that Interstate is currently in the third year of a five year rate**
2 **plan?**

3 A. Yes, that is correct.
4

5 **Q. Does that five year rate plan provide for the rates requested in this filing?**

6 A. No. The five year rate plan does not specifically address these rates because they are not
7 yet in existence. I believe that a reasonable reading of the rate plan allows for the establishing
8 of discretionary (non-lifeline) rates for this newly activated (or re-activated) non-lifeline
9 discretionary traditional ferry service. The questions that I will address are:

- 10
- 11 1) Will any additional costs be incurred to implement this new service?
 - 12 2) What additional revenue will be collected with the implementation of this new
13 service?
 - 14 3) How will the profits (if any) be treated by Interstate?
 - 15 4) What will the schedule be for this new service?
 - 16 5) How will this service "dovetail" with the Newport to Block Island traditional service?
 - 17 6) What rates are being requested by Interstate and how were they calculated?
 - 18 7) How will Interstate advertise this new service and who does Interstate expect will use
19 this new discretionary non-life line service?
 - 20 8) Has Interstate contacted the DPUC regarding this proposed service and obtained the
21 DPUC's suggestions for implementing these initial rates?
- 22

23 **Q. Mr. Edge, using your questions above, would you please explain what additional costs**
24 **(if any) will be incurred to implement this new service?**

25 A. Certainly. There will be virtually no additional operating cost to provide this service.
26 Interstate already runs the *M/V Nelseco* or the *M/V Manitou* from Point Judith to Newport with a
27 captain and a full crew every morning in the summer when the Newport to Block Island run is in
28 service. (For 2009, the dates of operation are July 1, 2009 through September 7, 2009, inclusive.)
29 However, to date, Interstate has not carried passengers on this run. Therefore, there will be no
30 additional fuel, insurance, or crew costs relating to the new service.
31

1 **Q. Why does Interstate make this Point Judith/Newport run if not to carry passengers?**

2 A. The reason is simple. Interstate berths the Newport ferry in Point Judith overnight during
3 the summer. Its first passenger carrying run each day currently leaves from Fort Adams State
4 Park in Newport for the Block Island run. Therefore, Interstate must get the ferry from Point
5 Judith to Fort Adams each morning and from Fort Adams to Point Judith each evening.
6 Assuming the PUC approves rates for the Point Judith - Newport run, Interstate will advertise
7 this run (as part of Interstate's other advertising, at minimal additional cost) and start carrying
8 passengers and light vehicles (such as bicycles and motorcycles) this summer.

9
10 **Q. Mr. Edge, what additional revenue is expected from this new service?**

11 A. Interstate has no way of measuring how many individuals will choose to travel to Newport
12 (Fort Adams) early in the morning and return to Point Judith in the evening. Interstate believes
13 that there may be some individuals who would choose to travel to Fort Adams from Point Judith
14 early in the morning and then bike or otherwise travel around Fort Adams, Ocean Drive and
15 other tourist sites in Newport. However, to quantify the number of passenger with any degree of
16 accuracy at this time is impossible. Nevertheless, Interstate believes that this is a "no lose"
17 situation for Interstate and its lifeline passengers because the first passenger carried on this new
18 run will result in a profit for this new run because there are no additional costs.

19
20 **Q. How will the profits from this new service be treated by Interstate?**

21 A. Interstate is willing to account for the profits from this new service separately in a reserve
22 account and use these profits in the "true-up" that is required at the end of the five year rate plan.
23 In other words, any profits from this operation will be treated as additional revenue at the end of
24 the rate plan and allocated to the benefit of the ratepayers through the true-up calculation.

25
26 **Q. You have stated that this new service would run to Newport in the morning and return
27 to Point Judith in the evening. What will be the actual schedule?**

28 A. The schedule would be to leave Point Judith at 7:30 AM and arrive at Fort Adams (Newport)
29 at about 8:30 AM. The return trip would leave Fort Adams at 6:45 PM and return to Point
30 Judith at about 7:45 PM. This would allow Interstate's passengers about 10 hours to enjoy the
31 beauty of Newport, including its beaches, shopping, restaurants, mansions, etc.

1 **Q. How will this new service “dovetail” with the Newport to Block Island traditional**
2 **summer service?**

3 A. As stated above, the Point Judith to/from Newport run has already been running for a
4 number of years, but without passengers. The new service will allow Interstate to carry
5 passengers and light vehicles on the current deadhead runs to and from Point Judith and
6 Newport. To provide a perfect dovetail, the new service will run the same days as the current
7 Newport to Block Island service, using the same boat and crew, and the schedules of the two
8 services will be synchronized so that the current Newport to Block Island service will not be
9 impacted in any way.

10
11 **Q. Mr. Edge, what initial rates are you requesting for this new service?**

12 A. Interstate is eager to encourage ridership for this new service. Therefore, Interstate would
13 like to make the rates as inexpensive as possible and yet still be reasonable. Interstate reviewed
14 its current Newport to Block Island rates for passengers and light vehicles and calculated
15 approximately 80% of those rates for this new service. The results were as follows:

- 16
17 A Between Newport and Block Island
18 B Between Point Judith and Block Island
19 **C Between Point Judith and Newport**

	A	B	C
One Way Adult	\$10.35	\$10.65	\$8.00
Round Trip Adult	15.25	17.40	12.00
One Way Children	4.90	5.45	4.00
Round Trip Children	7.05	8.65	6.00
Bicycle and Bicycle Wagons	3.05	3.05	2.50
Tandem Bicycle	3.05	3.05	2.50
Electric Bicycle	7.90	7.90	6.50
Motorcycle	20.70	20.70	16.50

20
21 The actual proposed tariffs are attached.

22

1 **Q. How did you round the above listed rates for this new service?**

2 A. For all passenger rates I multiplied by 80% and rounded to the nearest dollar; the vehicle
3 rates are rounded to the nearest 50 cents.

4
5 **Q. How will Interstate advertise these new rates and who does Interstate expect to use the
6 service?**

7 A. As I stated earlier, Interstate intends to add to its current print and internet advertising a line
8 or two about this new service at no additional cost. Interstate may also print up fliers and make
9 them available at Point Judith.

10
11 Interstate does not know at this time who will ride this new service because no surveys were
12 taken and Interstate has not had inquiries from its current passengers relating to this service.
13 However, Interstate sees the possibility of bikers (bicycles and motorcycles) using this service
14 who are vacationing in Narragansett and are interested in touring Newport but who do not wish
15 to drive to Newport or deal with the traffic in downtown Newport. Also, individuals and
16 families who wish to spend a pleasant stress free day at Fort Adams (picnicking and sightseeing)
17 may wish to take the ferry instead of driving. There are many possibilities.

18
19 **Q. Has Interstate contacted the DPUC regarding this proposed new service and obtained
20 their suggestions for implementing initial rates?**

21 A. Yes. The DPUC provided some excellent ideas regarding the information that should be
22 provided and gave guidance as to how Interstate should address certain issues. The Division
23 could not provide a position on the filing until they saw it, but stated that the new service
24 appeared to be a good idea because it would generate revenue to help the life line customers
25 without incurring additional expenses.

26
27 **Q. Does that conclude your testimony?**

28 A. Yes.

STATE OF RHODE ISLAND

PUBLIC UTILITIES COMMISSION

Docket No. _____

INTERSTATE NAVIGATION COMPANY

LOCAL TARIFF

Naming

PASSENGER AND VEHICLE RATES

FOR TRADITIONAL SERVICE

APPLYING BETWEEN

POINTS AND PLACES IN THE STATE OF

RHODE ISLAND

(As Indicated Herein)

EFFECTIVE: _____ (previously January 1, 2009)

ISSUED BY:

Interstate Navigation Company
Susan Linda, President
Post Office Box 482
New London, Connecticut 06320

RULE NO. 5 PETS OR ANIMALS ACCOMPANYING PASSENGERS:

Animals or pets will not be allowed to accompany passengers aboard ships unless such animals are securely under leash.

RULE NO. 10 BAGGAGE DEFINED:

- (a) Baggage may be either personal or sales sample cases defined as follows: Personal luggage or baggage consists of wearing apparel, toilet articles or similar effects in actual use, necessary and appropriate for the wear, use, comfort or convenience of the passenger for the purpose of the trip and not intended for other persons or for sale. Sample cases are those to be used by salesman containing samples or articles or merchandise for sale and for future transportation and not articles for immediate sale forthwith.
- (b) Money, jewelry, negotiable papers or like valuables should not be enclosed in baggage to be checked. This carrier will not be responsible for such articles in baggage.
- (c) All baggage must be enclosed in receptacles such as trunks, valises, suit cases, leather hat boxes or satchels provided with handles, securely locked or otherwise fastened and made of material of sufficient strength and durability and quality to withstand the rapid handling and piling incidental to its transportation.

RULE NO. 15 BAGGAGE ACCOMPANYING PASSENGERS:

Each passenger purchasing an adult or child one way ticket will be allowed to transport without charge fifty (50) pounds of luggage or baggage, which must be carried on and off the ship by the passenger at points of embarkation and debarkation.

RULE NO. 20. ARTICLES IN AUTOMOBILES:

Carrier will not be responsible for articles left in automobiles when not loaded in car trunks.

RULE NO. 25 DAMAGE TO AUTOMOBILES IN TRANSIT:

Any alleged damage to automobiles aboard ship shall be reported to ship's officers prior to leaving the dock at destination.

RULE NO. 30 ROUND TRIP TICKET:

The carrier will not be responsible to persons holding round trip tickets for failure to provide return carriage due to weather or mechanical failure; the carrier will honor the return ticket by providing carriage as soon as the weather and the sea are fit for navigation and the equipment is fit to operate.

RULE NO. 35a OVERSIZED VEHICLES:

Deck space in general is restricted in the vessels by height and width. Outside deck space (which can accommodate higher vehicles) is also very limited in availability. Therefore, Oversized Vehicles, (which include cars, pick-up trucks, SUVs and vans) that do not fit the standard sized description of a standard car, pick-up truck, or van, will be charged an Oversized Vehicle rate of \$3.95 per linear foot, but only if they are 7' in height or less. If they are over 7' high, see Rule 35b. A standard car is no more than 18' long, 6' wide, and 5' high. As examples, without limiting the generality of the foregoing, the following are Oversized Vehicles that will be charged the per linear foot Oversized Vehicle rate of \$3.95 per linear foot but only if they are 7' in height or less:

- Any vehicles (including but not limited to cars, vans, and pick-ups) that are over 6' in width at the widest point.
- Extended cab pick-up trucks.
- Dual-wheel vehicles (including but not limited to the F350 Ford Series).
- Small dump trucks with a pick up front, and a dump body.
- Stake body trucks.
- Vehicles where racks extend the length of the car, van or pick-up.
- Vehicles that are wider than standard. For example, the vehicle has a utility body containing tool boxes, or the body of the vehicle is not ordinary or standard open backed.
- Vehicles that have ladder racks, or racks that hold pipes or other items on their roof.
- Any trailers (including but not limited to utility trailers), that are longer or wider than a standard car or are over 6' wide at the widest.

RULE 35b VEHICLES OVER 7' HIGH OR THAT REQUIRE OUTSIDE DECK SPACE:

- Any vehicles (including but not limited to cars, vans, pick-ups, SUVs, and trailers of any type) that are over 7' in height at the highest point will be charged the \$5.35 per linear foot truck rate.
- Any vehicles that require the use of the limited outside deck space will charged the per linear foot truck rate of \$5.35 per linear foot. For example, people will often put their bikes on their car, and they often need outside deck space due to the extra height. We cannot guarantee them the outside deck space (trucks have priority) and the bikes and racks may have to come down. In such a case, if the bikes and racks come down and the car, van or pick-up is then otherwise standard size, the standard car, van or pick-up truck rate will apply, and the standard charges will also apply to the bikes, racks, or other items removed from the vehicle.

RULE NO. 40 TIME LIMIT ON SUITS:

Suits to recover on any claim for loss of life or bodily injury must be instituted within one (1) year from the day when the death or injury occurred. Suits to recover on any claim other than loss of life or bodily injury, including breach of contract, must be instituted within six (6) months of the scheduled arrival of the passenger or property at destination.

RULE NO. 45 SCREENING AND INSPECTION:

Pursuant to Homeland Security Coast Guard Regulations, entering the ferry facility is deemed valid consent to screening or inspection; and failure to consent or submit to screening or inspection will result in denial or revocation of authorization to enter.

RULE NO. 50 ARTICLES LEFT ABOARD VESSEL:

Carrier will not be responsible for articles left aboard the vessel. Such shipments shall be charged for at the minimum rates provided in the company's tariffs.

RULE NO. 55 DAMAGE TO AUTOMOBILES:

All vehicles are transported at owner's sole risk. Drivers must accompany vehicles. The company will not be responsible for any damages to vehicles while in transport or while they are being loaded and unloaded aboard the vessel. The owner or driver must drive the vehicle on and off the vessel. In the event a vessel is canceled, the car reservation is also canceled. Any alleged damage to automobiles shall be reported to vessel's officers prior to leaving dock at destination.

RULE NO. 60 CAR RESERVATION CANCELLATIONS:

Car reservations may be changed two times 7 full days in advance of departure, then only one time within 7 days of departure. Cancellations made 7 full days in advance will be assessed a \$10.50 cancellation fee for each cancellation. No refunds will be made for cancellations made within 7 days of departure.

RULE NO. 65 VEHICLE OVERHANG CHARGE:

There is a \$7.35 additional charge per each way, in addition to the vehicle fee, for items over 7' on top of cars, and the same fee will be charged for items on the front, back and side of vehicles as well as items overhanging the roof of vehicles that exceed the length or width of the vehicle.

RULE NO. 70 NON-STANDARD VEHICLE CHARGES:

Vehicles that require more than one car space (such as limousines) may be charged an increased rate based on the amount of deck space required for the vehicle as opposed to a standard car or SUV (see also Rule 35).

RULE NO. 75 BLOCK TICKET SALES CHARGE:

There is a \$20.50 block ticket sales service charge for all block sales of 25 or more tickets. The block ticket sales service charge for arrangements made for group travel that includes making luncheon reservations, bus tours, and/or other similar amenities shall be \$36.80.

RULE NO. 80 ONLINE SALES CHARGE:

For all online internet and telephone call center passenger transactions, there is a \$2.10 convenience fee per transaction, to cover postage/handling charges.

RULE NO. 85 LOST TICKET CHARGE:

There is a \$13.70 charge for all lost tickets which are replaced (each way).

RULE NO. 90 GROUP DISCOUNTS:

Carrier may from time to time apply a 15% promotional group discount rate to groups of 25 or more.

RULE NO. 95 ADVANCE TICKET DISCOUNT:

Carrier may sell advance tickets on a pay for 9 tickets in advance, get 10 tickets basis.

RULE NO. 100 COMMUTER RATE ELIGIBILITY:

Only the holders of a Rhode Island driver's license with solely a Block Island address on the license are eligible for commuter rates, and to be eligible for the commuter standard sized car, SUV, van and pick up rates, (Oversized Vehicles as defined in Rule 35, are not eligible for the commuter vehicle rate), the vehicle (1) must be driven by a driver with solely a Block Island license, and (2) must have solely a Block Island address on its registration. Also, Block Island resident school students who are over the age of eleven, but under the age of sixteen who attend the Block Island School may obtain the adult resident commuter rate by presenting a valid Block Island School Photo Identification Card which will be issued by the Town of New Shoreham.

EXPLANATION OF ABBREVIATIONS

No. = Number

P.O. = Post Office

R.I. = Rhode Island

R.I.P.U.C = Rhode Island Public Utilities Commission

NA = Not Available

PLF. = Per Linear Foot

PASSENGER RATES
(Rates in Dollars and Cents Per Passenger)

ITEM:

Between Newport and Block Island Apply Column A Rates
 Between Point Judith and Block Island Apply Column B Rates
Between Point Judith and Newport Apply Column C Rates

COLUMN

A	B	C				
---	---	---	--	--	--	--

5 ADULT PASSENGER FARES

ONE WAY ADULT	\$10.35	\$10.65	\$8.00				
ROUND TRIP ADULT	\$15.25	\$17.40	\$12.00				

10 CHILDREN PASSENGER FARES

ONE WAY	\$4.90	\$5.45	\$4.00				
ROUND TRIP	\$7.05	\$8.65	\$6.00				

Commuter Rate \$10.50 (See Rule 100)

Senior Discount (over 65 years):

- \$.50 off non-commuter one way tickets
- \$1.00 off non-commuter round trip tickets

NOTE a. The passenger rates for children published in Item No. 10 will apply to children five (5) years of age up to and including children eleven (11) years of age when accompanied by an adult. For children twelve (12) years of age and older the adult passenger fares published in Item No. 5 will be charged.

NOTE b. Children under five (5) years of age when accompanied by an adult will be transported free.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS SEE PAGE 5.

VEHICLE RATES

ITEM:

Between Block Island and Newport Apply Column A Rates
 Between Block Island and Point Judith Apply Column B Rates
 Between Point Judith and Newport Apply Column C Rates

RATES IN DOLLARS AND CENTS PER UNIT (one way)

		COLUMN		
		A	B	C
15	Automobiles (See Rules 20, 25, 35, 50, 55, 60, 65 and 70 herein and Rule 20 of Freight Tariff)	n/a	47.35	N/A
16	Bicycles	3.05	3.05	2.50
16a	Bicycle wagons, whether or not attached to a bicycle	3.05	3.05	2.50
16b	Tandem Bicycles, whether or not attached to a bicycle	3.05	3.05	2.50
16c	Electric Bicycles, motorized skateboards, and mini-motorcycles	7.90	7.90	6.50
17	Motorcycles	20.70	20.70	16.50
18	Pick-up trucks, vans, and SUV's (See Rules 20, 25, 35, 50, 55, 60, 65 and 70 herein and Rule 20 of Freight Tariff)	n/a	57.10	N/A
19	Trucks* (See note)	n/a	5.35/lf	N/A
20	Hazardous Trucks* (See note)	n/a	8.05/lf	N/A

Commuter Vehicle Rates:

- Standard-sized Automobiles \$ 27.00
 (See Rules 20, 25, 35, 50, 55, 60, 65, 70, and 100 herein and Rule 20 of Freight Tariff)
- Standard-sized Pick-up Trucks, Vans, and SUVs \$ 32.75
 (See Rules 20, 25, 35, 50, 55, 60, 65, 70, and 100 herein and Rule 20 of Freight Tariff)

* Note:

Except as set forth below, trucks carrying hazardous materials or dangerous goods, as defined by 49 CFR, Subchapter C Hazardous Materials Regulations, the U.S. Coast Guard, and the International Maritime Organization, can not be transported aboard passenger vessels. Therefore, except as set forth below, when carrying these materials, the vessel must operate strictly as a cargo vessel, and the per foot rate is as set forth above for hazardous trucks. For this purpose, the Carrier will make a vessel available as a cargo vessel on a reservation only, as available basis, at the rate set forth above per same day round trip run from Point Judith to Block Island and return (maximum 4 hours). When available, the cargo vessel must be scheduled to leave Point Judith and complete the run at the discretion of the Carrier.

Trucks which carry sludge for the New Shoreham Sewer Commission will be required to travel on the hazardous truck cargo vessel, and will not be allowed to travel on a vessel with passengers, but will be allowed to travel at the regular truck rate of \$5.35 per linear foot, because the sludge is not a hazardous material or dangerous good as defined by 49 CFR, Subchapter C, but odor from the truck is a problem for ferry passengers. In addition, trucks which carry garbage for the Town of New Shoreham will also be allowed, on an as-needed basis, to travel on the hazardous truck cargo vessel, but at the standard truck rate of \$5.35 per linear foot, or they may travel on the usual passenger ferry.

Trucks which have a gross weight of 50,000 pounds or more and are not tractor trailer trucks and are not carrying property for the Town of New Shoreham will be required to pay, in addition to the per linear foot truck rate, a weight premium of \$52.60 per one way trip due to the weight limitations imposed upon the ferry vessels.