

# *Schacht & McElroy*

*Michael R. McElroy  
Leah J. Donaldson*

*Attorneys at Law*

*Michael@McElroyLawOffice.com  
Leah@McElroyLawOffice.com*

*Members of the Rhode Island  
and Massachusetts Bars*

*21 Dryden Lane  
Post Office Box 6721  
Providence, RI 02940-6721*

*(401) 351-4100  
fax (401) 421-5696*

December 10, 2015

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

Re: Compliance Filing – Interstate Navigation Company  
Docket No. 4373

Dear Luly:

As you know, this office represents Interstate Navigation Company d/b/a The Block Island Ferry (Interstate).

In Order No. 21069 in Docket No. 4373 issued on June 20, 2013, the Commission approved the Stipulation and Settlement filed by Interstate and the Division of Public Utilities and Carriers.

In paragraph II. of the Settlement Agreement, Interstate was required to “adjust its fuel surcharge level to reflect the base price of fuel of \$3.25 per gallon (including taxes), effective May 24, 2013, and will implement the fuel surcharges prospectively pursuant to the procedures specified in Section IV.B, below.” Paragraph IV.B.1. provides that: “The Base Price of fuel oil (“Base Price”) included in the determination of the Company’s revenue requirement for traditional ferry service in this Docket No. 4373 is \$3.25 per gallon, which includes all applicable taxes.” Interstate has implemented this \$3.25 per gallon provision.

Also, Paragraph IV.B.2. of the Settlement Agreement states:

“In any month in which the average price of fuel purchased for traditional ferry services, including all applicable taxes, is less than the Base Price, Interstate will accrue a reserve equal to the volume of fuel purchased in that

month times the difference between the actual average price and the Base Price. The reserve balance will be maintained in a separate account on the Interstate balance sheet, or in a readily identifiable sub-account.”

During approximately the past year, fuel prices have dropped below (and at times significantly below) the \$3.25 per gallon price that is built into the Base Price. Therefore, Interstate has been accruing a reserve that as of October 31, 2015 stands at \$432,679.

Paragraph IV.B.4. of the Settlement Agreement, entitled “Disposition of Balance in Reserve Account” provides in part as follows:

“If a credit balance exists in the reserve account of over \$150,000 for any rolling 3 month period pursuant to subsection 2, above, Interstate will consult with the Division to propose a mutually acceptable method of crediting customers for that balance. The agreed upon method will then be filed with the Commission for review and approval.”

This provision has been triggered. Therefore, Interstate met with the Division and also consulted with the Town of New Shoreham. A mutually acceptable method of crediting of Interstate’s customers was recommended by the Division and agreed to by Interstate and the Town. This method has two parts. First, the Base Price of fuel oil in Interstate’s rates will be reduced from \$3.25 per gallon including taxes, to \$1.50 per gallon including taxes. Second, Interstate’s passenger and vehicle base rates will be reduced. The base rate reduction will be funded by the reserve and will over time result in elimination of the reserve. Once the reserve has been fully credited back to Interstate’s ratepayers, the parties have agreed that Interstate will be allowed to once again collect a fuel surcharge, using either the \$1.50 per gallon base price of fuel oil or such other amount as is agreed to at that time.

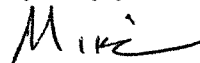
Enclosed are an original and nine copies of compliance testimony of David G. Bebyn, CPA, which explains how the parties have agreed to comply with the fuel provisions of the Settlement Agreement. Mr. Bebyn’s testimony and schedules contain the calculations for implementing the reduction in the base price of fuel oil and the reduction in passenger and vehicle base rates to credit customers for the fuel reserve balance. The overall rate impact of this compliance filing is shown in Mr. Bebyn’s testimony and schedules, and in general, will result in a rate reduction of approximately 8% to passenger and vehicle rates. Primarily because the fuel surcharge does not apply to freight rates or bicycles, those rates will remain unchanged.

Also enclosed are the existing tariffs, the proposed new tariffs (red-lined), and the proposed new tariffs (clean).

Because the Division and the Town are in agreement, and in order to begin this rate reduction as soon as possible, we respectfully request expedited approval without a hearing or published notice.

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

Very truly yours,

A handwritten signature in black ink, appearing to read "Mike" with a stylized flourish at the end.

Michael R. McElroy

MRMc:tmg

cc: Service List

**Docket No. 4373 – Interstate Navigation Co. – General Rate Filing  
Service List as of 12/27/12**

<b>Name</b>	<b>E-mail</b>	<b>Phone</b>
Michael McElroy, Esq. Schacht & McElroy PO Box 6721 Providence RI 02940-6721	<a href="mailto:Michael@McElroyLawOffice.com">Michael@McElroyLawOffice.com</a>	401-351-4100
Leo Wold, Esq. Dept. of Attorney General 150 South Main St. Providence RI 02903	<a href="mailto:Iwold@riag.ri.gov">Iwold@riag.ri.gov</a>	401-222-2424
	<a href="mailto:jbelle@ripuc.state.ri.us">jbelle@ripuc.state.ri.us</a>	
	<a href="mailto:sscialabba@ripuc.state.ri.us">sscialabba@ripuc.state.ri.us</a>	
	<a href="mailto:dmacrae@riag.ri.gov">dmacrae@riag.ri.gov</a>	
Walter E. Edge, Jr. B&E Consulting 21 Dryden Lane Providence RI 02904	<a href="mailto:wedge@beconsulting.biz">wedge@beconsulting.biz</a>	401-785-0800
	<a href="mailto:dbeyn@beconsulting.biz">dbeyn@beconsulting.biz</a>	
Katherine A. Merolla, Esq., Christopher Dovidio, Esq. Merolla & Accetturo 469 Centerville Road Suite 206 Warwick, RI 02886	<a href="mailto:KAMLA W2344@aol.com">KAMLA W2344@aol.com</a>	401-739-2900
	<a href="mailto:cdovidio@merollalaw.com">cdovidio@merollalaw.com</a>	
Nancy O. Dodge, Town Manager Town of New Shoreham PO Drawer 220 Block Island, RI 02807	<a href="mailto:townmanager@new-shoreham.com">townmanager@new-shoreham.com</a>	401-466-3219
David Efron Berkshire Consulting 12 Pond Path North Hampton, NH 03862-2243	<a href="mailto:Djeffron@aol.com">Djeffron@aol.com</a>	603-964-6526
Richard La Capra 5 Carmine St New York, NY 10014	<a href="mailto:Rlacapra@lacapra.com">Rlacapra@lacapra.com</a>	212-675-8123
<b>File an original &amp; nine (9) copies w/:</b> Luly E. Massaro, Commission Clerk Public Utilities Commission 89 Jefferson Blvd. Warwick RI 02888	<a href="mailto:Lmassaro@puc.state.ri.us">Lmassaro@puc.state.ri.us</a>	401-780-2107
	<a href="mailto:cwilson@puc.state.ri.us">cwilson@puc.state.ri.us</a>	
	<a href="mailto:anault@puc.state.ri.us">anault@puc.state.ri.us</a>	
Mark McSally, Esq. Kelly, Kelleher, Reilly & Simpson	<a href="mailto:mmcsally@kkrs.com">mmcsally@kkrs.com</a>	401-789-7800
Christopher Warfel, P.E. Entech Engineering, Inc.	<a href="mailto:cwarfel@aol.com">cwarfel@aol.com</a>	
	<a href="mailto:cwarfel@entech-engineering.com">cwarfel@entech-engineering.com</a>	

COMPLIANCE TESTIMONY

OF

DAVID G. BEBYN, CPA

**Compliance Testimony  
of  
David G. Bebyn CPA**

**Regarding Proposed Reduction in Traditional Ferry Service Rates  
due to Fuel Reserve**

**Interstate Navigation Company  
Docket No. 4373**

**December 2015**

1 **Q. Please state your name and business address for the record.**

2 A. My name is David G. Bebyn, CPA and my business address is 21 Dryden Lane,  
3 Providence, Rhode Island 02904.

4

5 **Q. By whom are you employed and in what capacity?**

6 A. I am the President of B&E Consulting LLC. (B&E). B&E is a CPA firm that  
7 specializes in utility regulation, expert rate and accounting testimony, school budget  
8 reviews and accounting services.

9

10 **Q. Are you the same David Bebyn who filed direct testimony in this docket?**

11 A. Yes.

12

13 **Q. What is the purpose of your testimony in this docket?**

14 A. My testimony and schedules will provide the support and information needed by the  
15 Division of Public Utilities and Carriers (DPUC) and the Public Utilities Commission  
16 (PUC) to review and approve Interstate's requested compliance reductions to Interstate's  
17 rates pursuant to Paragraph IV.B.4. of the Settlement Agreement in Order No. 21069 in  
18 Docket No. 4373 entitled "Disposition of Balance in Reserve Account."

19

20 **Q. Mr. Bebyn can you provide some background regarding this reserve account?**

21 A. Certainly. In paragraph II. of the Settlement Agreement, Interstate was required to  
22 "adjust its fuel surcharge level to reflect the base price of fuel of \$3.25 per gallon  
23 (including taxes), effective May 24, 2013, and will implement the fuel surcharges  
24 prospectively pursuant to the procedures specified in Section IV.B, below." Paragraph  
25 IV.B.1 provides that the Base Price of fuel be set at \$3.25, which includes all applicable  
26 taxes. Paragraph IV.B.2 provides that "in any month in which the average price of fuel  
27 purchased for traditional ferry services, including all applicable taxes, is less than the  
28 Base Price, Interstate will accrue a reserve equal to the volume of fuel purchased in that  
29 month times the difference between the actual average price and the Base Price." Lastly  
30 paragraph IV.B.4 provides in part as follows:

31

1 “If a credit balance exists in the reserve account of over \$150,000 for any rolling 3 month  
2 period pursuant to subsection 2, above, Interstate will consult with the Division to  
3 propose a mutually acceptable method of crediting customers for that balance. The  
4 agreed upon method will then be filed with the Commission for review and approval.”  
5

6 **Q. Mr. Bebyn, has the reserve account accumulated to a balance which has  
7 triggered this provision?**

8 A. Yes. During approximately the past year, fuel prices have dropped below (and at  
9 times significantly below) the \$3.25 per gallon Base Price which is built into Interstate’s  
10 Base Rates. Therefore, Interstate has accrued a reserve which as of October 31, 2015  
11 stands at \$432,679.  
12

13 **Q. Now that this provision has been triggered, what method are you proposing?**

14 A. Interstate met with the Division and also consulted with the Town of New Shoreham  
15 to come up with a mutually acceptable method of crediting Interstate’s customers for this  
16 accumulated balance. The Division recommended, and Interstate and the Town agreed,  
17 to first reduce the Base Price of fuel from \$3.25 to \$1.50 then to reduce the passenger and  
18 vehicle Base Rates. The passenger and vehicle Base Rate reductions will be funded by  
19 the reserve and will over time result in an elimination of the reserve. Once the reserve  
20 has been fully credited back to Interstate’s ratepayers, the parties have agreed that  
21 Interstate will be allowed to once again collect a fuel surcharge, using either the \$1.50 per  
22 gallon Base Price of fuel or such other amount as is agreed to at that time.  
23

24 **Q. How long will it take for the reserve to be eliminated and fully credited back to  
25 Interstate’s ratepayers?**

26 A. It will depend on what happens to fuel prices. If fuel prices remain relatively flat at  
27 current prices, it will take approximately three years. If fuel prices increase at an average  
28 rate of \$0.10 per gallon per month, then it could take as little as one year. It should be  
29 noted that a fluctuation of \$0.10 per gallon per month is not unlikely since prices declined  
30 by this average rate over the past year. I have prepared Schedule DGB-1 which  
31 calculates the date the reserve would be expected to be eliminated and what the estimated



1 fuel price would be on that date under different scenarios. Furthermore, this Schedule  
2 also shows need for a mutually agreed increase in the Base Price per gallon of fuel after  
3 repayment. If the average monthly increase rises too quickly and the Base Price per  
4 gallon is not increased, then there would be sizable monthly fuel surcharges.

5  
6 **Q. Mr. Bebyn, what steps did you take to calculate new rates?**

7 A. First, I calculated the reduction in revenue from Base Rates which will occur from  
8 dropping the Base Price of fuel from \$3.25 per gallon to \$1.50 per gallon. My  
9 calculations are presented on **Schedule DGB-2**. In preparing my calculations, I used the  
10 rate year consumption of 419,336 gallons of fuel, which is the same as what was filed in  
11 Docket No. 4373. Dropping the Base Price of fuel to \$1.50 would result in a reduction of  
12 revenue from Base Rates of \$733,842. While this seems higher than the accumulated  
13 reserve of \$432,679, this reduction is also compensating for the current differential in  
14 fuel price so that no additional reserve would be accumulated during the pay back period.

15  
16 Second, I applied this reduction in revenue from Base Rates and allocated it to the  
17 various rate classes identical to the rates generated from the Cost of Service allocation  
18 approved in Docket No. 4373. My calculations are presented on **Schedule DGB-3**. The  
19 individual rates by rate class are calculated on subsequent schedules. Freight and  
20 bicycles receive no allocation, primarily because the fuel surcharge does not apply to  
21 freight rates or bicycles. Also, freight and bicycles did not receive their full cost of  
22 service in Docket No. 4373.

23  
24 Third, I prepared schedules for passenger rates (**Schedule DGB-4**), vehicle rates  
25 (**Schedule DGB-5**), truck rates (**Schedule DGB-6**), freight rates (**Schedule DGB-7**), and  
26 bicycle rates (**Schedule DGB-8**) to determine the proposed rates.

27  
28 Regarding the passenger rates, I first utilized the passenger rates allocation of the  
29 reduction in the revenue required from base rates as presented on **Schedule DGB-3**. This  
30 allocation was then adjusted for the portions of freight and bicycles that are reallocated to  
31 passengers. Then the reduction in revenue was further adjusted for the amount which

1 vehicles would cover. I maintained the same 40.7% of the total freight and bicycles  
2 adjustment to be covered by vehicle rates. This adjusted reduction in the revenue  
3 required from base passenger rates was then divided by all equivalent passengers per  
4 Docket No. 4373 to arrive at a rate reduction per equivalent passenger, the result of  
5 which was multiplied by the equivalency ratio to determine the proposed rate reduction  
6 for each passenger category.

7  
8 Regarding the vehicle rates, I utilized the same steps as previously mentioned in the  
9 calculation of passenger rates. This included calculating an adjusted reduction in the  
10 revenue required from base vehicle rates, calculating rate reduction per equivalent vehicle  
11 and finally calculating the proposed rate reduction for each vehicle category. Since the  
12 rates are rounded to the nearest nickel, I had to adjust the reduction in the revenue  
13 required from base vehicle rates for a rounding factor so the Proof of Revenues on  
14 **Schedule DGB-9** would reconcile.

15  
16 Regarding truck rates, I first utilized the truck rate allocation of the reduction in the  
17 revenue required from Base Rates as presented on **Schedule DGB-3** and divided it by the  
18 truck revenue at current rates to determine the percentage decrease required for truck  
19 rates. This percentage decrease was then applied to the current truck rates.

20  
21 **Q. Mr. Bebyn, what other schedules have you prepared?**

22 A. I prepared a proof of revenues schedule which is on **Schedule DGB-9**, and a  
23 ratepayer impact schedule which is on **Schedule DGB-10**.

24  
25 **Q. Mr. Bebyn, have you provided new tariffs that reflect the proposed reductions?**

26 A. Yes. The tariffs for freight rates, bicycle rates, and fast ferry rates were not changed.  
27 The new tariffs for the rates that are changing are provided as a separate document  
28 included with my testimony.

29  
30 **Q. Does that conclude your testimony?**

31 A. Yes.

Analysis of Repayment of Fuel Reserve

*Schedule DGB-1*

Interstate Navigation Company

November 2015

Proposed Fuel Floor \$ 1.50      Beginning Reserve \$ (432,679) Schedule DGB-1a

If Prices rise an Average \$___/Gallon per month	Date Reserve is expected to be repaid	Price/Gallon estimated on repayment date	Estimated Average Winter Surcharge needed after Repayment if Floor is not increased
\$ -	Sep-18	\$ 1.87	\$ 0.40
\$ 0.01	Dec-17	\$ 2.12	\$ 1.27
\$ 0.05	May-17	\$ 2.77	\$ 2.40
\$ 0.07	Feb-17	\$ 2.92	\$ 3.28
\$ 0.10	Nov-16	\$ 3.07	\$ 4.18

As the above table demonstrates, the reserve will be paid back quicker as the market rate increases. The table also shows that the quicker the market rates increase the larger the average winter fuel surcharges will be after repayment. Since one of the main reasons for adjusting the fuel floor in Docket 4373 was to avoid large fuel surcharges, Interstate is requesting that the Fuel Floor be increased to market rates (not to exceed the \$3.25 floor from Docket 4373) the month after the reserve is repaid. Any shortfalls in any subsequent months after the repayment will be recovered by the fuel surcharge rates. Any overages in any subsequent months after the repayment will be reserved by the fuel surcharge calculation.

Monthly Over Collection due to Fuel Prices being below Fuel Floor in Rates  
Interstate Navigation Company

Schedule DGB-1a

	14-Oct	14-Nov	14-Dec	15-Jan	15-Feb	15-Mar	15-Apr
Fuel/Exp	95,913	53,411	51,407	37,877	43,304	50,836	47,107
Fuel Gallons	31,211	18,001	20,089	17,571	16,895	20,673	20,401
Cost per Gallon	\$ 3.07	\$ 2.97	\$ 2.56	\$ 2.16	\$ 2.56	\$ 2.46	\$ 2.31
Passenger Trips	22,282	12,402	9,858	7,433	5,802	9,318	17,688
Vehicles Trips	4,051	2,339	1,872	1,481	1,216	1,888	3,224
One way trips	215	130	126	116	106	138	160
Gallons per trip	145	138	159	151	159	150	128
Amount under Fuel Floor	\$ 0.18	\$ 0.28	\$ 0.69	\$ 1.09	\$ 0.69	\$ 0.79	\$ 0.94
Over collection	\$ 5,523	\$ 5,092	\$ 13,882	\$ 19,229	\$ 11,605	\$ 16,351	\$ 19,196
Reserve	\$ 5,523	\$ 10,615	\$ 24,497	\$ 43,726	\$ 55,331	\$ 71,682	\$ 90,878

	15-May	15-Jun	15-Jul	15-Aug	15-Sep	15-Oct
Fuel Exp	97,680	124,522	142,099	131,570	84,339	50,493
Fuel Gallons	40,309	53,490	66,360	68,264	43,861	26,948
Cost per Gallon	\$ 2.42	\$ 2.33	\$ 2.14	\$ 1.93	\$ 1.92	\$ 1.87
Passenger Trips	42,878	62,913	132,296	149,438	76,409	21,373
Vehicles Trips	5,288	7,153	10,800	9,824	7,412	3,912
One way trips	274	380	512	512	312	180
Gallons per trip	147	141	130	133	141	150
Amount under Fuel Floor	\$ 0.83	\$ 0.92	\$ 1.11	\$ 1.32	\$ 1.33	\$ 1.38
Over collection	\$ 33,324	\$ 49,321	\$ 73,571	\$ 90,288	\$ 58,209	\$ 37,088
Reserve	\$ 124,203	\$ 173,523	\$ 247,094	\$ 337,382	\$ 395,591	\$ 432,679
Drop in \$/Gallon from Prior Year			\$ (1.35)	\$ (1.15)	\$ (1.15)	\$ (1.09)
Ave Drop in \$/Gallon from Prior Year			\$ (0.11)	\$ (0.10)	\$ (0.10)	\$ (0.09)

Fuel Expenses Summary - Rate Year  
Interstate Navigation Company

*Schedule DGB-2*

	Total Gallons		Fuel Floor		Total Dollars
Fuel Gallons and Fuel Floor Rate used to estimate rates in Docket 4373	419,338	\$	3.25	\$	1,362,849
Proposed Fuel Floor Rate used to repay fuel reserve and prevent any further accumulation in the reserve	419,338	\$	1.50	\$	<u>629,007</u>
Proposed reduction in Base Rates due to Fuel Floor Adjustment to repay fuel reserve and prevent any further accumulation in the reserve				\$	<u><u>733,842</u></u>



Rate Design - Calculation of Passenger Rates  
Interstate Navigation Company

*Schedule DGB-4*

Calculation of Net amount required from all passengers

Fuel Floor Adjustment Allocation to Passenger Rates	\$ (405,814)	Schedule DGB-3
Adjustment for Freight Increase in Docket #4373 covered by Passenger Rates	\$ (102,738)	Schedule DGB-7
Adjustment for Bike Increase in Docket #4373 covered by Passenger Rates	\$ (17,612)	Schedule DGB-8
Passenger Rates increase covered by vehicle in Docket #4373 (40.7% of Freight & Bike Adjustment)	\$ 48,982	Schedule DGB-5
<b>Net amount required from all Passengers</b>	<b>\$ (477,182)</b>	

Calculation of all equivalent Passengers Per Docket 4373

	Counts	Equivalency Ratio	Equivalent Passengers
Adult One Way	132,088	1.00	132,088
Adult Round Trip	147,402	1.83	269,746
Child One Way	13,308	0.51	6,743
Child Round Trip	14,082	0.92	12,885
Commuter Round Trip	20,528	1.30	26,584
			<u>448,045</u>

Calculation of Rate per Equivalent Passenger

Net amount required from All Passengers	\$ (477,182)
Equivalent Passengers	448,045
<b>Rate per Equivalent Passenger</b>	<b>\$ (1.07)</b>

Calculation of Reduction in Rates

	Equivalency Ratio	Proposed Reduction *		
Adult One Way	1.00	\$ (1.05)	2X one way	RT Discount
Adult Round Trip	1.83	\$ (1.95)	\$ (2.10)	\$ (0.15)
Child One Way	0.51	\$ (0.55)		
Child Round Trip	0.92	\$ (0.95)	Proposed RT	Comm Discount
Commuter Round Trip	1.30	\$ (1.40)	\$ (1.95)	\$ (0.55)

Calculation of Rates

	Current Rate	Proposed Reduction *	Proposed Rate	% Decrease
Adult One Way	\$ 13.60	(1.05)	\$ 12.55	-8%
Adult Round Trip	\$ 24.85	(1.95)	\$ 22.90	-8%
Child One Way	\$ 6.90	(0.55)	\$ 6.35	-8%
Child Round Trip	\$ 12.45	(0.95)	\$ 11.50	-8%
Commuter Round Trip	\$ 16.00	(1.40)	\$ 14.60	-9%

\* Rounded to the nearest nickel

Rate Design - Calculation of Vehicle Rates  
Interstate Navigation Company

Schedule DGB-5

Calculation of Net amount required from all vehicles

Fuel Floor Adjustment Allocation to Vehicle Rates	\$ (118,148)	Schedule DGB-3
Passenger Rates increase covered by vehicle in Docket #4373 (40.7% of Freight & Bike Adjustment)	(48,982)	Schedule DGB-4
Factor to correct for rounding (overall reduction is reconciled on Schedule DGB-9)	26,000	
<b>Net amount required from all Vehicle</b>	<u><u>\$ (141,131)</u></u>	

Calculation of equivalent Vehicles per Docket 4373

	Counts	Equivalency Ratio	Equivalent Vehicle
Cars	30496	1.00	30,496
Pick-ups & SUVs	7153	1.23	8,798
Commuter Cars	3843	0.84	3,228
Commuter Pick-ups & SUVs	1031	1.01	1,044
			<u><u>43,567</u></u>

Calculation of Rate per Equivalent Vehicle

	\$ (141,131)
Equivalency Vehicle	43,567
<b>Rate per Equivalent Vehicle</b>	<u><u>\$ (3.24)</u></u>

Calculation of Reduction in Rates

	Equivalency Ratio	Proposed Reduction *	
Cars	1.00	\$ (3.25)	
Pick-ups & SUVs	1.23	\$ (4.00)	Comm Discount
Commuter Cars	0.84	\$ (2.70)	\$ (0.55)
Commuter Pick-ups & SUVs	1.01	\$ (3.30)	\$ (0.70)

Calculation of Rates

	Current Rate	Proposed Reduction *	Proposed Rate	% Decrease
Cars	\$ 42.85	\$ (3.25)	\$ 39.60	-8%
Pick-ups & SUVs	\$ 52.70	\$ (4.00)	\$ 48.70	-8%
Commuter Cars	\$ 32.70	\$ (2.70)	\$ 30.00	-8%
Commuter Pick-ups & SUVs	\$ 39.45	\$ (3.30)	\$ 36.15	-8%

\* Rounded to the nearest nickel



Rate Design - Calculation of Truck Rates  
Interstate Navigation Company

Schedule DGB-6

Calculation of Rates

Fuel Floor Adjustment Allocation to Truck Rates	\$	(89,529) Schedule DGB-3
Truck Revenue Generated at Current Rates	\$	1,297,061 WEE-2c per Docket 4373-A
Percentage Decrease required from Trucks		-6.9%

	Current Rate	Percentage Increase	Proposed Rate *
Trucks	\$ 6.70	-6.90%	\$ 6.25
Hazardous Trucks	\$ 10.20	-6.90%	\$ 9.50
Oversized Vehicles	\$ 4.95	-6.90%	\$ 4.60
Vehicles over 7' High	\$ 6.70	-6.90%	\$ 6.25
Vehicle Overhang Charge	\$ 9.30	-6.90%	\$ 8.65
Weight Premium	\$ 66.40	-6.90%	\$ 61.80

\* Rounded to the nearest nickel

Rate Design - Calculation of Freight Rates  
Interstate Navigation Company

Schedule DGB-7

Calculation of Rates

Fuel Floor Adjustment Allocation to Freight	\$ (102,738)	Schedule DGB-3
Adjustment for Freight Increase in Docket #4373 covered by Passenger Rates	102,738	Schedule DGB-4
Revenue Decrease required from Freight	<u>\$ 0</u>	
Freight Revenue Generated at Current Rates	\$ 995,909	WEE-2c per Docket 4373-A
Percentage Increase required from Freight	0%	

Rate Design - Calculation of Bike Rates  
Interstate Navigation Company

**Schedule DGB-8**

**Calculation of Rates**

Fuel Floor Adjustment Allocation to Bikes	\$	(17,612)	Schedule DGB-3
Adjustment for Bike Increase in Docket #4373 covered by Passenger Rates		17,612	Schedule DGB-4
Revenue Decrease required from Bikes	\$	(0)	
 Bike Revenue Generated at Current Rates	 \$	 149,283	 WEE-2c per Docket 4373-A
Percentage Decrease required for Bikes			0%

	Current Rate	Percentage Increase	Proposed Rate	
Bicycles	\$ 3.50	0.00%	\$ 3.50	
Electric Bicycles	\$ 9.15	0.00%	\$ 9.15	
Motorcycles	\$ 24.00	0.00%	\$ 24.00	

**Proof of Revenues**  
**Interstate Navigation Company**

**Schedule DGB-9**

	Count or Usage per Docket 4373A	Current Rate	Proposed Rate	Current Revenue	Projected Revenue	Dollar Decrease
<b><i>Passenger</i></b>						
Adult One Way	135,182	\$ 13.60	\$ 12.55	\$ 1,838,475	\$ 1,696,534	\$ (141,941)
Adult Round Trip	149,912	\$ 24.85	\$ 22.90	\$ 3,725,313	\$ 3,432,985	\$ (292,328)
Child One Way	12,681	\$ 6.90	\$ 6.35	\$ 87,499	\$ 80,524	\$ (6,975)
Child Round Trip	13,215	\$ 12.45	\$ 11.50	\$ 164,527	\$ 151,973	\$ (12,554)
Commuter One Way	-	\$ -	\$ -	\$ -	\$ -	\$ -
Commuter Round Trip	19,124	\$ 16.00	\$ 14.60	\$ 305,984	\$ 279,210	\$ (26,774)
				<u>\$ 6,121,798</u>	<u>\$ 5,641,226</u>	<u>\$ (480,572)</u>
<b><i>Vehicles</i></b>						
Cars	35,209	\$ 42.85	\$ 39.60	\$ 1,508,706	\$ 1,394,276	\$ (114,429)
Pick-ups & SUVs	8,668	\$ 52.70	\$ 48.70	\$ 456,804	\$ 422,132	\$ (34,672)
Commuter Cars	3,901	\$ 32.70	\$ 30.00	\$ 127,563	\$ 117,030	\$ (10,533)
Commuter Pick-ups & SUVs	1,079	\$ 39.45	\$ 36.15	\$ 42,567	\$ 39,006	\$ (3,561)
Trucks & Oversize Trucks		See Individual Tariff for Rates		<u>\$ 1,297,061</u>	<u>\$ 1,207,532</u>	<u>\$ (89,529)</u>
				<u>\$ 3,432,700</u>	<u>\$ 3,179,976</u>	<u>\$ (252,723)</u>
<b><i>Freight</i></b>						
-Freight		See Individual Tariff for Rates		<u>\$ 995,909</u>	<u>\$ 995,909</u>	<u>\$ 0</u>
<b><i>Bikes, Mopeds, Etc.</i></b>						
-Bikes, Mopeds, etc.		See Individual Tariff for Rates		<u>\$ 149,283</u>	<u>\$ 149,283</u>	<u>\$ (0)</u>
Total Rates and Charges				\$ 10,699,690	\$ 9,966,394	\$ (733,295)
Proposed reduction in Base Rates due to Fuel Floor Adjustment used to repay fuel reserve and prevent any further accumulation in the fuel reserve (See Schedule DGB-2)						<u>\$ (733,842)</u>
						variance <u>\$ 546</u>

Ratepayer Impact  
Interstate Navigation Company

*Schedule DGB-10*

	Current Rate	Proposed Rate	Dollar Decrease	Percentage Decrease
<hr/> <i>Passenger</i> <hr/>				
Adult One Way	\$ 13.60	\$ 12.55	\$ (1.05)	-7.7%
Adult Round Trip	\$ 24.85	\$ 22.90	\$ (1.95)	-7.8%
Child One Way	\$ 6.90	\$ 6.35	\$ (0.55)	-8.0%
Child Round Trip	\$ 12.45	\$ 11.50	\$ (0.95)	-7.6%
Commuter One Way	\$ -	\$ -	\$ -	0.0%
Commuter Round Trip	\$ 16.00	\$ 14.60	\$ (1.40)	-8.8%
<hr/> <i>Vehicles</i> <hr/>				
Cars	\$ 42.85	\$ 39.60	\$ (3.25)	-7.6%
Pick-ups & SUVs	\$ 52.70	\$ 48.70	\$ (4.00)	-7.6%
Commuter Cars	\$ 32.70	\$ 30.00	\$ (2.70)	-8.3%
Commuter Pick-ups & SUVs	\$ 39.45	\$ 36.15	\$ (3.30)	-8.4%
Trucks & Oversize Trucks				
Trucks	\$ 6.70	\$ 6.25	\$ (0.45)	-6.7%
Hazardous Trucks	\$ 10.20	\$ 9.50	\$ (0.70)	-6.9%
Oversized Vehicles	\$ 4.95	\$ 4.60	\$ (0.35)	-7.1%
Vehicles over 7' High	\$ 6.70	\$ 6.25	\$ (0.45)	-6.7%
Vehicle Overhang Charge	\$ 9.30	\$ 8.65	\$ (0.65)	-7.0%
Weight Premium	\$ 66.40	\$ 61.80	\$ (4.60)	-6.9%
<hr/> <i>Freight</i> <hr/>				
-Freight				0.0%
<hr/> <i>Bikes, Mopeds, Etc.</i> <hr/>				
-Bikes, Mopeds, etc.				
Bicycles	\$ 3.50	\$ 3.50	\$ -	0.0%
Electric Bicycles	\$ 9.15	\$ 9.15	\$ -	0.0%
Motorcycles	\$ 24.00	\$ 24.00	\$ -	0.0%

# EXISTING RATES

STATE OF RHODE ISLAND

PUBLIC UTILITIES COMMISSION

Docket No. 4373

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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: May 24, 2015

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.

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The carrier will not be responsible to persons holding return 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.



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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 \$4.95 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 \$4.95 per linear foot but only if they are 7' in height or less:

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- 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 \$6.70 per linear foot truck rate.
- Any vehicles that require the use of the limited outside deck space will be charged the per linear foot truck rate of \$6.70 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.

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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.

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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.

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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.

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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 \$12.85 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 \$9.30 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 \$25.10 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 \$45.00.

**RULE NO. 80           ONLINE SALES CHARGE:**

For all online internet and telephone call center passenger transactions, there is a \$2.65 convenience fee per transaction, to cover postage/handling charges.

**RULE NO. 85           LOST TICKET CHARGE:**

There is a \$16.70 charge for all lost tickets which are replaced (each way).

**RULE NO. 90           DISCOUNTS:**

Carrier may from time to time apply a 15% promotional group discount rate to groups of 25 or more. Carrier may from time to time apply up to a 25% discount on Monday through Thursday, inclusive, during the months of May through September, inclusive. Carrier may also from time to time offer non-rate incentive promotions.

**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         ISLANDER DISCOUNT COMMUTER RATE ELIGIBILITY:**

Only those who certify under oath that they are full time residents of Block Island, residing for at least nine (9) months per calendar year at a physical Block Island address (not a post office box) are eligible for the islander discount commuter rate, provided that: (1) they also hold a current Rhode Island Registry of Motor Vehicles drivers' license that has a Block Island address as the sole address on the license and present the license for inspection and copying (or are too young to obtain a drivers' license, but attend the Block Island school and present a current Block Island school photo I.D. for inspection and copying), and (2) they also are duly registered and valid Block Island voters, as shown on the Block Island voters registration list (or are too young to register to vote and present a current Block Island school photo I.D.) If the discounted Islander commuter rate is sought for a standard size car, SUV, van, or pickup (oversized vehicles as defined in Rule 35 and regular trucks are not eligible for the discounted islander rate) the vehicle (1) must be driven by a driver with solely a Block Island address on his or her drivers' license, and (2) must have solely a Block Island address on its registration and the registration for each vehicle must be produced for inspection and copying

1. The PUC has ruled that those who are authorized to receive the discounted islander commuter rates "are islanders who commute to the mainland."
2. Block Island ordinances state in pertinent part:
  - [A] resident is defined as one who resides full time in the Town of New Shoreham.
  - Full time Block Island residency status is not affected by absence due to enrollment at an educational institution or fulfilling a military obligation providing that the resident is also a registered Block Island voter.

- Full time Block Island residency status is not affected by absence, whatever the reason, of up to three (3) months in any calendar year providing that the resident is also a registered Block Island voter.
3. The Block Island Ferry Islander card must be renewed annually, and you must appear in person to obtain or renew your card.
  4. Discounted islander commuter tickets will only be sold on Block Island on a round trip basis. Passenger tickets will be good for 7 days; vehicle tickets will be good for 30 days.
  5. If you do not obtain a Block Island Ferry Islander card because you are not a full time Block Island resident, you can still purchase discounted (frequent user) tickets (10 for the price of 9).
  6. Block Island Ferry also has reduced rates in effect for all children under 12 and seniors 65 and over, whether or not you are a full time Block Island resident.
  7. If your application for an Islander Card is denied, you may appeal the denial in writing to Joshua Linda, Vice President, Interstate Navigation Co., P.O. Box 482, New London, CT 06320. Please state why you feel you are a full time Block Island resident (at least 9 months per year). Please include with your written appeal any evidence of your Block Island residency that you wish Mr. Linda to review.

#### **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					
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**5 ADULT PASSENGER FARES**

ONE WAY ADULT	\$25.00	\$13.60	\$25.00				
ROUND TRIP ADULT	\$50.00	\$24.85	\$50.00				

**10 CHILDREN PASSENGER FARES**

ONE WAY	\$13.00	\$6.90	\$13.00				
ROUND TRIP	\$26.00	\$12.45	\$26.00				

**Commuter Rate \$16.00 (See Rule 100)**

**Senior Discount (over 65 years):**

- \$ .50 off one way
- \$1.00 off round trip

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 6.

## 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	42.85	n/a
16	Bicycles	6.00	3.50	6.00
16a	Bicycle wagons, whether or not attached to a bicycle	6.00	3.50	6.00
16b	Tandem Bicycles, whether or not attached to a bicycle	6.00	3.50	6.00
16c	Electric Bicycles, motorized skateboards, and mini-motorcycles	8.30	9.15	8.30
17	Motorcycles	n/a	24.00	n/a
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	52.70	n/a
19	Trucks* (See note)	n/a	6.70/lf	n/a
20	Hazardous Trucks* (See note)	n/a	10.20/l f	n/a

Commuter Vehicle Rates:

- Standard-sized Automobiles \$32.70  
 (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 \$39.45 (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 \$6.70 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 \$6.70 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 \$66.40 per one way trip due to the weight limitations imposed upon the ferry vessels.

# PROPOSED NEW RATES



STATE OF RHODE ISLAND

PUBLIC UTILITIES COMMISSION

Docket No. 4373

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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)

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EFFECTIVE: \_\_\_\_\_

ISSUED BY:

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

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3. The Block Island Ferry Islander card must be renewed annually, and you must appear in person to obtain or renew your card.
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  5. If you do not obtain a Block Island Ferry Islander card because you are not a full time Block Island resident, you can still purchase discounted (frequent user) tickets (10 for the price of 9).
  6. Block Island Ferry also has reduced rates in effect for all children under 12 and seniors 65 and over, whether or not you are a full time Block Island resident.
  7. If your application for an Islander Card is denied, you may appeal the denial in writing to Joshua Linda, Vice President, Interstate Navigation Co., P.O. Box 482, New London, CT 06320. Please state why you feel you are a full time Block Island resident (at least 9 months per year). Please include with your written appeal any evidence of your Block Island residency that you wish Mr. Linda to review.

#### 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					
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**5 ADULT PASSENGER FARES**

ONE WAY ADULT	\$25.00	\$12.55	\$25.00				
ROUND TRIP ADULT	\$50.00	\$22.90	\$50.00				

**10 CHILDREN PASSENGER  
 FARES**

ONE WAY	\$13.00	\$6.35	\$13.00				
ROUND TRIP	\$26.00	\$11.50	\$26.00				

**Commuter Rate \$14.60 (See Rule 100)**

**Senior Discount (over 65 years):**

\$.50 off one way  
 \$1.00 off round trip

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 6.

## 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	39.60	n/a
16	Bicycles	6.00	3.50	6.00
16a	Bicycle wagons, whether or not attached to a bicycle	6.00	3.50	6.00
16b	Tandem Bicycles, whether or not attached to a bicycle	6.00	3.50	6.00
16c	Electric Bicycles, motorized skateboards, and mini-motorcycles	8.30	9.15	8.30
17	Motorcycles	n/a	24.00	n/a
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	48.70	n/a
19	Trucks* (See note)	n/a	6.25/lf	n/a
20	Hazardous Trucks* (See note)	n/a	9.50/lf	n/a

Commuter Vehicle Rates:

- Standard-sized Automobiles \$30.00  
 (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 \$36.15 (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 \$6.25 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 \$6.25 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 \$61.80 per one way trip due to the weight limitations imposed upon the ferry vessels.

Docket No. 4373

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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)

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EFFECTIVE: May 24, 2015

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            RETURN TICKET:**

The carrier will not be responsible to persons holding return 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 ~~\$4.95~~60 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 ~~\$4.95~~60 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 ~~\$6.70~~25 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 ~~\$6.70~~25 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 \$12.85 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 ~~\$98.30~~65 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 \$25.10 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 \$45.00.

**RULE NO. 80            ONLINE SALES CHARGE:**

For all online internet and telephone call center passenger transactions, there is a \$2.65 convenience fee per transaction, to cover postage/handling charges.

**RULE NO. 85            LOST TICKET CHARGE:**

There is a \$16.70 charge for all lost tickets which are replaced (each way).

**RULE NO. 90            DISCOUNTS:**

Carrier may from time to time apply a 15% promotional group discount rate to groups of 25 or more. Carrier may from time to time apply up to a 25% discount on Monday through Thursday, inclusive, during the months of May through September, inclusive. Carrier may also from time to time offer non-rate incentive promotions.

**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          ISLANDER DISCOUNT COMMUTER RATE ELIGIBILITY:**

Only those who certify under oath that they are full time residents of Block Island, residing for at least nine (9) months per calendar year at a physical Block Island address (not a post office box) are eligible for the islander discount commuter rate, provided that: (1) they also hold a current Rhode Island Registry of Motor Vehicles drivers' license that has a Block Island address as the sole address on the license and present the license for inspection and copying (or are too young to obtain a drivers' license, but attend the Block Island school and present a current Block Island school photo I.D. for inspection and copying), and (2) they also are duly registered and valid Block Island voters, as shown on the Block Island voters registration list (or are too young to register to vote and present a current Block Island school photo I.D.) If the discounted Islander commuter rate is sought for a standard size car, SUV, van, or pickup (oversized vehicles as defined in Rule 35 and regular trucks are not eligible for the discounted islander rate) the vehicle (1) must be driven by a driver with solely a Block Island address on his or her drivers' license, and (2) must have solely a Block Island address on its registration and the registration for each vehicle must be produced for inspection and copying

1. The PUC has ruled that those who are authorized to receive the discounted islander commuter rates "are islanders who commute to the mainland."
2. Block Island ordinances state in pertinent part:
  - [A] resident is defined as one who resides full time in the Town of New Shoreham.
  - Full time Block Island residency status is not affected by absence due to enrollment at an educational institution or fulfilling a military obligation providing that the resident is also a registered Block Island voter.

- Full time Block Island residency status is not affected by absence, whatever the reason, of up to three (3) months in any calendar year providing that the resident is also a registered Block Island voter.
3. The Block Island Ferry Islander card must be renewed annually, and you must appear in person to obtain or renew your card.
  4. Discounted islander commuter tickets will only be sold on Block Island on a round trip basis. Passenger tickets will be good for 7 days; vehicle tickets will be good for 30 days.
  5. If you do not obtain a Block Island Ferry Islander card because you are not a full time Block Island resident, you can still purchase discounted (frequent user) tickets (10 for the price of 9).
  6. Block Island Ferry also has reduced rates in effect for all children under 12 and seniors 65 and over, whether or not you are a full time Block Island resident.
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**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					
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**5 ADULT PASSENGER FARES**

ONE WAY ADULT	\$25.00	<del>\$1312.</del> <del>6055</del>	\$25.00				
ROUND TRIP ADULT	\$50.00	<del>\$2422.</del> <del>8590</del>	\$50.00				

**10 CHILDREN PASSENGER  
 FARES**

ONE WAY	\$13.00	<del>\$66.90</del> <del>35</del>	\$13.00				
ROUND TRIP	\$26.00	<del>\$12.45</del> <del>\$11.50</del>	\$26.00				

**Commuter Rate** ~~\$1614.00-60~~ (See Rule 100)

**Senior Discount** (over 65 years):

- \$ .50 off one way
- \$1.00 off round trip

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.

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## VEHICLE RATES

ITEM:

Between Block Island and Newport Apply Column A Rates  
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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	<del>4239.8</del> 560	n/a
16	Bicycles	6.00	3.50	6.00
16a	Bicycle wagons, whether or not attached to a bicycle	6.00	3.50	6.00
16b	Tandem Bicycles, whether or not attached to a bicycle	6.00	3.50	6.00
16c	Electric Bicycles, motorized skateboards, and mini-motorcycles	8.30	9.15	8.30
17	Motorcycles	n/a	24.00	n/a
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	<del>5248.7</del> 0	n/a
19	Trucks* (See note)	n/a	<del>6.7025/</del> lf	n/a
20	Hazardous Trucks* (See note)	n/a	<del>109.20</del> 50/lf	n/a

Commuter Vehicle Rates:

- Standard-sized Automobiles ~~\$3230.7000~~  
 (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 ~~\$3936.45-15~~ (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.

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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 \$~~6661.40~~80 per one way trip due to the weight limitations imposed upon the ferry vessels.