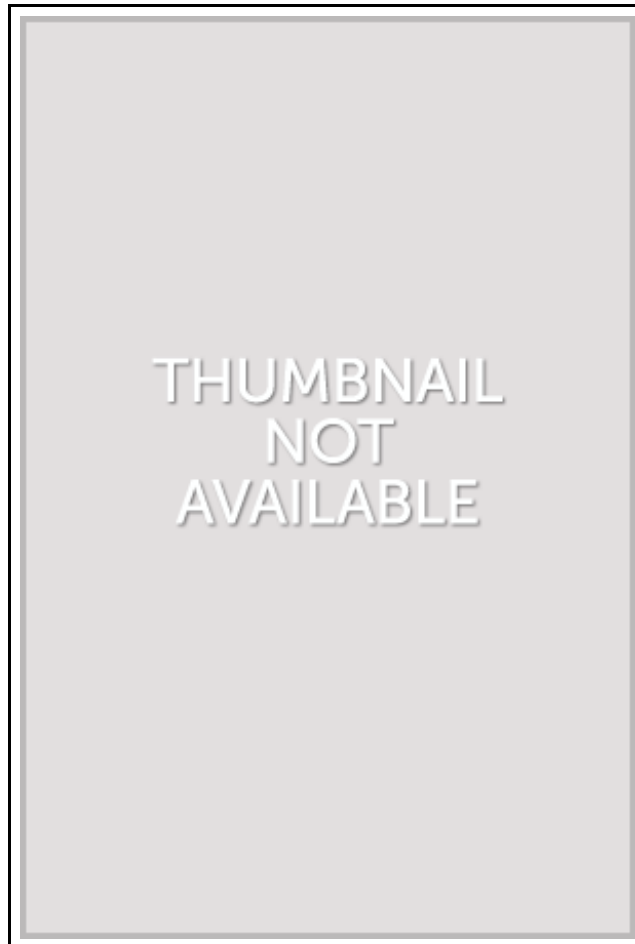


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Reviews

Basically no words to clarify. Of course, it is perform, still an amazing and interesting literature. Its been printed in an exceptionally basic way which is only soon after i finished reading through this ebook where actually altered me, change the way i really believe.

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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 32 pages. OCLC Number: (OCoLC)181592723 Subject: Railroads -- Freight -- Rates -- United States. Excerpt: . . . Figure 6: Tonnage Traveling at Rates over 300 Percent R VC, 1985-2005 Tons (in millions) 180 160 140 120 100 80 60 40 20 0 2005 1985 2000 2003 2001 2004 1998 1996 1999 1993 1994 1997 1988 1991 1992 1995 1986 1989 1987 1990 2002 Year Source: GAO analysis of STB data. Some areas with access to one Class I railroad also have more than half of their traffic traveling at rates that exceed the statutory threshold for rate relief. For example, parts of New Mexico and Idaho with access to one Class I railroad had more than half of all traffic originating in those same areas traveling at rates over 180 percent R VC. However, we also found instances in which an economic area may have access to two or more Class I railroads and still have more than 75 percent of its traffic traveling at rates over 180 percent R VC, as well as other instances in which an economic area may have access to one Class I railroad and have less than 25 percent of its traffic traveling at rates over 180 percent R VC. STB has taken a number of actions to provide relief for captive shippers. STB Has Taken Actions to While the Staggers Rail and ICC Termination Acts encourage competition Protect Captive Shippers as the preferred way to protect shippers and to promote the financial but Efforts Have Led to health of the railroad industry, they also give STB the authority to Little Effective Relief adjudicate rate cases to resolve disputes between captive shippers and railroads upon receiving a complaint from...



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