

Ex parte no. MC-37 (Sub-no. 26) - Commercial zones and terminal areas.

Interstate Commerce Commission - Ex parte no. MC



Description: -

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Cousin, Victor, -- 1792-1867

Yue, Fei, -- 1103-1141

Carriers -- Law and legislation -- United States.

Freight forwarders -- Law and legislation -- United States.

Terminals (Transportation) -- Law and legislation -- United States.

Zoning law -- United States. Ex parte no. MC-37 (Sub-no. 26) -

Commercial zones and terminal areas.

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Size of carriers subject to these rules. Commitments to submit all such claims to arbitration will be favored. Our prior rule required major merger applicants to disclose all intercorporate or financial relationships between applicant carriers and persons affiliated with applicant carriers, on the one hand, and, on the other hand, other carriers or persons affiliated with such other carriers.

Browse subject: Hire

As to the first issue, we have acknowledged that, as a general matter, single-line service is superior to joint-line service. CMA and SPI raise an issue of potential congestion at Harrisburg, PA, which will be served by NS, but they offer no evidence to support this contention. Submit: the two most recent annual reports to stockholders by each applicant, or by any entity that is in control of an applicant, made within 2 years of the date of filing of the application.

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Also, we will give greater emphasis to the role of Class II and III carriers and ports in the broader transportation infrastructure. .

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Third, our rule has been revised to specify the format of the required employee impact exhibit.

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Our procedures at 49 CFR 1146 and 1147 allow for a temporary substitution of another carrier's service for that of the carrier whose service is disrupted or inadequate.

Thus, in addition to full-system competitive analyses and operating plans including plans for FRA cooperation required of applicants with transnational operations, we will require all applicants to address any ownership restrictions by law or corporate initiative , and any pertinent governmental restrictions or preferences. Without these conditions, the service provided by BNSF over trackage rights -- limited as they were to service at 2-to-1 points -- would not have replicated all of the lost competitive opportunities. Parties will be given the opportunity to comment on applicants' submissions, and applicants will be given the opportunity to reply to the parties' comments.

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