

**Surface Transportation Board, DOT**

**§ 1139.20**

**APPENDIX II TO SUBPART A OF PART 1139—FINANCIAL RATIOS (TRAFFIC AND COST STUDY CARRIER \_\_\_\_\_)**

[Complete appendix II for each traffic and cost study carrier and for all such carriers combined]

| Line No. | Item   | Source <sup>1</sup>             | Third preceding calendar year (actual) | Second preceding calendar year (actual) | First preceding calendar year (actual or estimated) |
|----------|--|---------------------------------|--|---|---|
|          | (1)  | (2)                             | (3)                                    | (4)                                     | (5)   |
| 1        | Current assets <sup>2</sup> .....  | A.R. Sch. 100, L. 18 .....      | \$                                     | \$                                      | \$  |
| 2        | Net carrier operating property (owned) <sup>2</sup> .....                                | A.R. Sch. 100, L. 21.           |  |   |   |
| 3        | Net carrier operating property (owned plus leased to others) <sup>2</sup> .....          | A.R. Sch. 100, L. 21+L. 23.     |  |   |   |
| 4        | Net tangible property <sup>2</sup> .....   | A.R. Sch. 100, L. 26.           |  |   |   |
| 5        | Intangibles <sup>2</sup> .....   | A.R. Sch. 100, L. 32.           |  |   |   |
| 6        | Current liabilities <sup>2</sup> .....   | A.R. Sch. 101, L. 13.           |  |   |   |
| 7        | Long-term debt <sup>2</sup> .....  | A.R. Sch. 101, L. 15+L. 25.     |  |   |   |
| 8        | Shareholders' equity <sup>2</sup> .....  | A.R. Sch. 101, L. 55.           |  |   |   |
| 9        | Operating revenues .....   | A.R. Sch. 2998, L. 3.           |  |   |   |
| 10       | Depreciation plus or minus depreciation adjustment.                                      | A.R. Sch. 2998, L. 6+ or -L. 7. |  |   |   |
| 11       | Operating expenses .....   | A.R. Sch. 2998, L. 10.          |  |   |   |
| 12       | Net carrier operating income .....   | A.R. Sch. 2998, L. 14.          |  |   |   |
| 13       | Ordinary income before income taxes .....  | A.R. Sch. 2998, L. 28.          |  |   |   |
| 14       | Net income or loss .....   | A.R. Sch. 2998, L. 35.          |  |   |   |
| 15       | Net income or loss plus or minus depreciation <sup>3</sup>                               | L. 10 Plus L. 14 .....          | \$                                     | \$                                      | \$  |
| 16       | Percent owned and leased property to net tangible property (3 decimals).                 | L. 3+L. 4 .....                 | %                                      | %                                       | %   |
| 17       | Investment in owned and leased property plus working capital <sup>4</sup> .              | .....                           | \$                                     | \$                                      | \$  |
| 18       | Shareholders' equity less intangibles .....  | L. 8 - L. 5 .....               | \$                                     | \$                                      | \$  |
| 19       | Long-term debt plus shareholders' equity less intangibles.                               | L. 7+L. 18 .....                | \$                                     | \$                                      | \$  |
| 20       | Operating ratio (2 decimals) .....   | L. 11+L. 9 .....                | %                                      | %                                       | %   |
| 21       | Current ratio (2 decimals) .....   | L. 1+L. 6.                      |  |   |   |
| 22       | Ratio net income or loss to operating revenue (2 decimals).                              | L. 14+L. 9 .....                | %                                      | %                                       | %   |
| 23       | Rate of return on owned and leased operating property plus working capital (2 decimals). | L. 12+L. 17 .....               | %                                      | %                                       | %   |
| 24       | Rate of return on shareholders' equity less intangibles (2 decimals).                    | L. 14+L. 18 .....               | %                                      | %                                       | %   |
| 25       | Capital structure ratio (2 decimals) .....   | L. 7+L. 19 .....                | %                                      | %                                       | %   |
| 26       | Throwoff to debt ratio (2 decimals) .....  | L. 15+L. 7 .....                | %                                      | %                                       | %   |
| 27       | Ratio long-term debt to shareholders' equity less intangibles (2 decimals).              | L. 7+L. 18 .....                | %                                      | %                                       | %   |

<sup>1</sup> Annual report sources refer to 1970 Motor Carrier Annual Report Form A for Class I Motor Carriers of Property. For class II carriers use the comparable sources. For years prior to 1970 use the comparable annual report sources.

<sup>2</sup> Show average of beginning and end of year figures.

<sup>3</sup> If carrier shows a net income, the amount shown for depreciation should be added to it; if a net loss, then the net loss and the amount for depreciation should be netted and the appropriate figure shown.

<sup>4</sup> Multiply the percent on line 16 by the difference between line 1 and line 6. Add the resulting amount to line 3.

[47 FR 49580, Nov. 1, 1982; 47 FR 54081, Dec. 1, 1982]

**Subpart B—Intercity Bus Industry**

SOURCE: 42 FR 32541, June 27, 1977, unless otherwise noted. Redesignated at 47 FR 49571, Nov. 1, 1982.

**§ 1139.20 Application.**

(a) Upon the filing by the National Bus Traffic Association, Inc., (NBTA) on behalf of its carrier members, or by such other agencies as the Board may by order otherwise designate, of agency

tariff schedules which contain proposed general increases in fares or charges where such proposal would result in an increase of \$1 million or more in the annual operating revenues on the traffic affected by the proposal, the motor common carriers of passengers on whose behalf such schedules are filed shall, concurrently with the filing of those schedules, file and serve, as provided hereinafter, a verified statement presenting and comprising the entire

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evidential case which is relied upon to support the proposed general increase. Carriers thus required to submit their evidence when they file their schedules are hereby notified that special permission to file those schedules shall be conditioned upon the publishing of an effective date at least 30 days later than the date of filing, to enable proper evaluation of the evidence presented. Data to be submitted in accordance with §§ 1139.21 through 1139.23 represent the minimum data required to be filed and served, and in no way shall be considered as limiting the type of evidence that may be presented at the time of filing of the schedules. If a formal proceeding is instituted, the carriers are not precluded from updating the evidence submitted at the time of filing of the schedules to reflect the current situation.

(b) When filing tariff schedules other than those described hereinabove, the carriers or their tariff publishing agencies shall be required to comply with such procedures as the Board may direct in the event an investigation is instituted. Nothing stated in this part shall relieve the carriers of their burden of proof imposed under the Interstate Commerce Act.

[42 FR 40860, Aug. 12, 1977. Redesignated at 47 FR 49577, Nov. 1, 1982, and amended at 51 FR 6238, Feb. 21, 1986]

### § 1139.21 Study carriers.

(a) For the purposes of this proceeding the "study carriers" shall consist of those Class I motor common carriers of passengers which are members of NBTA and which, during the latest calendar year available preceding the filing date of the proposed increase in fares and/or charges, derived \$500,000 or more in annual operating revenues from the issue traffic, or 1 percent or more of the total annual operating revenues received by all Class I carriers from the issue traffic. Issue traffic is defined as that traffic (services) directly affected by the proposed increases in fares and/or charges.

(b) To corroborate the selection of the above study carriers, and to provide a data base for a continuing evaluation of the validity and usefulness of those carriers as a study group, respondents shall submit, as a part of

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their verified statement (justification), a list of all Class I motor common carriers of passengers participating in the issue traffic (services). For the above specified calendar year, the dollar amounts of total system operating revenues for each such carrier shall be arrayed in descending order; and, there shall be shown the amount of annual operating revenues received by each carrier from the total traffic at issue. Also, to be shown is the percent that each such carrier's total issue traffic revenue is to its total system revenues, and the percent that each carrier's total issue traffic revenue is to the total issue traffic revenues for all Class I carriers indicated in the above list. This list of carriers and the carrier's applicable revenues shall be referred to as Schedule A, Class I Participating Carriers' Revenue Data.

[42 FR 40860, Aug. 12, 1977. Redesignated at 47 FR 49577, Nov. 1, 1982]

### § 1139.22 Revenue data for study carriers.

The study carriers, as identified above, shall submit the revenue data called for in Schedule B herein, the purpose of which is to determine the amount of increased revenues which might be expected under the proposed increase in fares and/or charges on the issue traffic, and to evaluate the revenue aspects of the non-issue traffic, including that traffic subject to Surface Transportation Board rate regulation but not here at issue, and that traffic which is intrastate in character and under the jurisdiction of state public commissions.

[42 FR 40860, Aug. 12, 1977, as amended at 42 FR 56333, Oct. 25, 1977. Redesignated at 47 FR 49577, Nov. 1, 1982; 64 FR 53268, Oct. 1, 1999]

### § 1139.23 Revenue need.

The "study carriers" shall submit evidence of the sum of money, in addition to operating expenses, including that needed to attract debt and equity capital, which they require to insure financial stability and the capability to render service. This evidence shall include data required by Schedules C through G.