

ORIGINAL

Decision No. 70459

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
into the rates, rules, regulations,)
charges, allowances and practices)
of all common carriers, highway)
carriers and city carriers relating)
to the transportation of property)
in the City and County of San)
Francisco, and the Counties of)
Alameda, Contra Costa, Lake, Marin,)
Mendocino, Monterey, Napa, San)
Benito, San Mateo, Santa Clara,)
Santa Cruz, Solano and Sonoma.)

Case No. 5441
(Petition for Modification
No. 97)
(Filed December 13, 1965)

SUPPLEMENTAL OPINION AND ORDER

Decision No. 70457, entered today in Case No. 5435

(Petition for Modification No. 69), et al., established rules and regulations in City Carriers' Tariff No. 1-A and Minimum Rate Tariffs Nos. 1-B, 5 and 9-B for the free return transportation of empty pallets. The decision also provided that, in order to avoid duplication of tariff distribution, City Carriers' Tariff No. 1-A should be amended by a separate order.

IT IS ORDERED that:

1. City Carriers' Tariff No. 1-A (Appendix A of Decision No. 41363, as amended) is hereby further amended by incorporating therein, to become effective April 23, 1966, the revised pages attached hereto and listed in Appendix A also attached hereto, which pages and appendix are by this reference made a part hereof.

C. 5441, Pet. 97 (CCT 1-A) - ag

2. In all other respects Decision No. 41363, as amended, shall remain in full force and effect.

This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 15th day of March, 1966.

Friedrich B. Habeloff
President
John E. McMillin
George H. Grover
Augustus
William W. Bennett
Commissioners

APPENDIX A TO DECISION NO.

~~70459~~

List of Revised Pages to City Carriers' Tariff No. 1-A

Authorized by said Decision

Thirteenth Revised Page 2

Twelfth Revised Page 12

Fifth Revised Page 13

Twentieth Revised Page 16

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(END OF APPENDIX A LIST)

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* Addition, Decision No. **70459**

EFFECTIVE APRIL 23, 1966

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San Francisco, California.

Correction No. 521

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>10</p>	<p style="text-align: center;">(1) DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 20)</p> <p>ARMORED CAR means any motor truck and/or other highway vehicle which has been armored with bullet resistant metal and/or bullet proof glass, and which is manned by an armed crew.</p> <p>CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles operated by the carrier.</p> <p>CITY DELIVERY or CITY DELIVERIES means the transportation of property to retail stores or direct consumers of the property transported when the shipment originates within the City and County of San Francisco at other than a carrier's depot, dock, wharf, pier or landing.</p> <p>ESCORT SERVICE means the furnishing of pilot cars or vehicles by a carrier as may be required by any governmental agency to accompany a shipment for highway safety.</p> <p>GOVERNING CLASSIFICATION means National Motor Freight Classification A-8 (CAL), as governed by National Motor Freight Classification A-8.</p> <p>HOLIDAYS means New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Admission Day, Thanksgiving Day and Christmas Day. When such holidays fall on Sunday, the following Monday shall be considered as a holiday.</p> <p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>INHAUL means transportation of property received from another carrier at a depot, dock, wharf, pier, landing or other point at which facilities are maintained for the loading of property into or upon, or the unloading of property from rail cars or vessels, or received from another carrier at truck loading facilities of plants or industries located at such rail or vessel loading or unloading point, when originating beyond the limits of the City and County of San Francisco; and also means transportation of property from public warehouses to wholesalers.</p> <p>OUTHAUL means transportation of property in City Delivery and Shipping as defined in Items Nos. 10 and 20.</p> <p>PERMIT SHIPMENT means a shipment which because of its width, length, height, weight or size requires special authority from a governmental agency regulating the use of highways, roads or streets for the transportation of such shipment in whole or in part.</p> <p>POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p>

POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.

POOL SHIPMENT means a shipment consisting of component parts which are for reshipment to two or more points of destination, such shipment being consigned to:

1. A carrier with instructions for unloading, distribution and delivery of one or more component parts to consignees, their agents, or to other carriers; or

2. A consignee (other than a carrier) in connection with which pool shipment a carrier is instructed to unload, distribute and deliver one or more component parts to the consignee, subconsignees, their agents or to other carriers.

The term "delivery" as used in this definition means relinquishing the property to the consignee, his agent, or another carrier entitled to receive such property, whether at the point of distribution or elsewhere.

*POWER EQUIPMENT means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift truck equipment.

(Continued in Item No. 20)

(1) Definition of "Rate," "Same Transportation" and "Shipment" transferred to Fifth Revised Page 13.

Change)
* Addition) Decision No. 70459

EFFECTIVE APRIL 23, 1966

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San Francisco, California.

Correction No. 522

Cancels

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
Δ20	<p>(1) DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 20 series)</p> <p>RATE includes charge, and also the ratings, minimum weight, rules and regulations governing, and the accessory charges applying in connection therewith.</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p>SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination.</p> <p>SHIPPING means transportation of property to another carrier when destined beyond the limits of the City and County of San Francisco.</p> <p>TAILGATE LOADING means loading of the shipment into or upon carrier's equipment from a point at street level not more than 20 feet distant from said equipment or at other than street level when vehicular ramp is provided and made available to the carrier.</p> <p>TAILGATE UNLOADING means unloading of the shipment from carrier's equipment and placing it at a point at street level not more than 20 feet distant from said equipment, or at other than street level when vehicular elevator service or vehicular ramp is provided and made available to the carrier.</p> <p>TON means 2,000 pounds.</p> <p>TOW CAR means a motor vehicle which has been altered or designed and equipped for and exclusively used in the business of towing or is otherwise exclusively used to render assistance to other vehicles.</p>
30	<p>APPLICATION OF TARIFF - CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the City Carriers' Act. They apply for the transportation of property by carriers as defined in said City Carriers' Act.</p> <p>Rates, rules and regulations named in this tariff shall not apply to transportation by independent-contractor subhaulers when such transportation is performed for other carriers. This exception shall not be construed to exempt from the tariff provisions carriers for whom the independent contractors are performing transportation service.</p>
<p>(1) Definition of "Rate," "Same Transportation" and "Shipment" formerly appeared on Eleventh Revised Page 12.</p> <p>Δ Change, neither increase nor) reduction) Decision No. 70459</p>	
<p>EFFECTIVE APRIL 23, 1966</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 523</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)						
60	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 20 from point of origin to point of destination and include tailgate loading into and tailgate unloading from the carrier's equipment with services of the driver only.</p>						
70	<p style="text-align: center;">APPLICATION OF GOVERNING CLASSIFICATION</p> <p>(a) Except as otherwise provided, class rates in this tariff are subject to the ratings shown in the Governing Classification.</p> <p>(b) Where the ratings are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p> <p>(c) Except as otherwise provided, rates in this tariff are subject to the provisions of the following rules only of the Governing Classification:</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="padding-right: 100px;">1</td> <td>80</td> </tr> <tr> <td>70</td> <td>115 (Table A)</td> </tr> <tr> <td>75</td> <td></td> </tr> </table>	1	80	70	115 (Table A)	75	
1	80						
70	115 (Table A)						
75							
75	<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs or classifications include references to amendments and successive issues of such publications.</p>						
80	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>For other than tailgate loading or tailgate unloading, for help in addition to driver for loading or unloading furnished by the carrier at request of consignor or consignee; for distribution, segregation, tagging, reconditioning, stacking, sorting or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, an additional charge shall be made as follows:</p>						

(a) The time consumed by the driver in performing such services shall be charged for at the rate of \$6.60 per hour, minimum charge \$1.65.

(b) The time consumed by the helper or helpers in performing such services shall be charged for at the rate of \$6.60 per helper per hour, minimum charge one hour for each helper used.

∅ Change	}	Decision No. 70459
* Addition		
Δ Change, neither increase nor reduction		

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San Francisco, California.

Correction No. 524

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">EMPTY PALLET RETURN</p> <p>When palletized shipments are transported under truckload rates and are subject to minimum weights of not less than 20,000 pounds, empty pallets may be transported from point of destination of shipment to its point of origin without charge, subject to the terms and conditions in Notes 1, 2, 3, 4, 5 and 6.</p> <p>NOTE 1.--Shipments must be loaded into carrier's equipment by the consignor and/or unloaded by the consignee with power equipment as described in Item No. 10, furnished and used without expense to the carrier and where no services are performed at carrier's expense.</p> <p>NOTE 2.--Shipper must indicate the number of pallets and weight thereof on bill of lading covering the loaded movement.</p> <p>NOTE 3.--Shipper must indicate on shipping instructions that palletized shipments were loaded directly onto trailers by power-loading equipment operated by personnel furnished by shipper; and/or receivers must show on carrier's delivery receipt that shipments were removed by power-loading equipment operated by personnel furnished by receiver.</p> <p>NOTE 4.--On the return movement of pallets, the shipper must give reference to the inbound movement on the out-bound shipping document.</p> <p>NOTE 5.--Carrier must assess applicable tariff charges on empty pallets under the following conditions:</p> <p>(a) If consignee immediately upon receipt of shipment fails to provide carrier with up to a like number of pallets, either for a return movement, or loaded for a beyond move by carrier, or</p> <p>(b) For any empty pallets tendered in excess of the number of loaded pallets transported by carrier on said shipment.</p> <p>NOTE 6.--For the purpose of this item, empty pallets shall be metal or wooden, six inches or less in height or nested solid (subject to Rule 5, Section 13(b) of the Governing Classification) as described in Items 150370, Sub. 1, 150380, 150390, 150410 or 150430, Sub. 2, of the Governing Classification.</p>
* Addition b Reduction	Decision No. 70459
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