

ORIGINALDecision No. 71043

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. 103
 (Filed March 14, 1966)

SUPPLEMENTAL OPINION AND ORDER

Decision No. 71040, entered today in Case No. 5441 (Petition for Modification No. 103) et al., established revised rules and charges, competitive with the so-called "going rates" of United Parcel Service, Inc., in City Carriers' Tariff No. 1-A and Minimum Rate Tariffs Nos. 1-B and 5 for the local drayage of parcel delivery shipments. The decision also provided that, in order to avoid duplication of tariff distribution, Minimum Rate Tariff No. 1-B should be amended by a separate order.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 1-B (Appendix B of Decision No. 65834, as amended) is hereby further amended by incorporating therein, to become effective September 3, 1966, the revised pages which are attached hereto and by this reference made a part hereof, which revised pages are numbered as follows:

Sixth Revised Page 11
 Second Revised Page 22
 Second Revised Page 43

2. Tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order on not less than ten days' notice to the Commission and to the public and such tariff publications shall be made effective not later than September 3, 1966; and the tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

3. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures to this order.

4. In all other respects, said Decision No. 65834, as amended, shall remain in full force and effect.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 26th day of JULY, 1966.

John Mitchell
President

George A. Chaver

Frederick B. Holcliff

Augustus

William W. Bennett
Commissioners

SECTION NO. 1--RULES AND REGULATIONS

Item
No.DEFINITION OF TECHNICAL TERMS
(Items Nos. 10 and 11)

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.

CITY DELIVERY or CITY DELIVERIES means transportation of property to retail stores or direct consumers of the property transported when the shipment originates within the territory covered by this tariff at other than a carrier's depot, dock, wharf, pier, or landing.

COMMISSION means the Public Utilities Commission of the State of California.

COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b) (6) or Section 203(b) (8) of Part II of the Interstate Commerce Act.

ø10

*DANGEROUS ARTICLES means articles described in Motor Carriers' Explosives and Dangerous Articles Tariff 12, Cal.P.U.C. 7, of American Trucking Associations, Inc., Agent, and supplements thereto or reissues thereof.

DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee or other party.

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.

GOVERNING CLASSIFICATION means National Motor Freight Classification A-8 (CAL) as governed by National Motor Freight Classification A-8.

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.

INHAUL means the transportation of property received from another carrier at a depot, wharf, pier, or landing originating beyond the limits of the territory covered by this tariff and delivered at one address to the consignee shown on the bill of lading of the carrier from which the shipment is received, or the transportation of property from public warehouses when delivered to one wholesaler consignee at one address.

~~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.

OUTHAUL means transportation of property in City Delivery and Shipping as defined herein.

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.

POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.

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.

(Continued in Item No. 11)

ø Change }
* Addition } Decision No.

71043

EFFECTIVE SEPTEMBER 3, 1966

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 148

SECTION NO. 1—RULES AND REGULATIONS (Continued)

Item
No.

COLLECT ON DELIVERY (C.O.D.) SHIPMENTS (Concluded)
(Items Nos. 150, 151 and 152)

10. If, in any particular case, exemption or deviation from any of the requirements herein is deemed necessary by the carrier concerned, the Commission will consider the application of such carrier for such exemption or deviation when accompanied by a full statement of the conditions existing and the reasons why such exemption or deviation is considered necessary.

11. A carrier not electing to undertake transportation of C.O.D. shipments shall be deemed to have given notice of such election by not filing the bond provided for herein for carriers handling such shipments.

*(1)12. The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments transported under the provisions of Item No. 840 or 850 shall be 30 cents for each C.O.D. without regard to the amount collected.

13. Except as otherwise provided, the charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:

When the amount collected is	Charge for collecting and remitting will be
Not over \$20.00	\$0.81
Over 20.00 not over 25.00	0.85
Over 25.00 not over 40.00	0.92
Over 40.00 not over 50.00	1.06
Over 50.00 not over 60.00	1.32
Over 60.00 not over 80.00	1.38
Over 80.00 not over 100.00	1.44
Over 100.00 not over 102.50	1.78
Over 102.50 not over 105.00	1.84
Over 105.00 not over 110.00	1.91
Over 110.00 not over 120.00	1.96
Over 120.00 not over 140.00	2.04
Over 140.00 not over 150.00	2.09
Over 150.00 not over 160.00	2.24
Over 160.00 not over 180.00	2.29
Over 180.00 not over 200.00	2.32
Over 200.00 not over 250.00	2.62
Over 250.00 not over 300.00	3.01
Over 300.00 not over 350.00	3.41
Over 350.00 not over 400.00	3.79
Over 400.00 not over 450.00	4.19
Over 450.00 not over 500.00	4.60
Over 500.00 not over 550.00	4.97
Over 550.00 not over 600.00	5.34
Over 600.00 not over 650.00	5.75
Over 650.00 not over 700.00	6.14
Over 700.00 not over 750.00	6.54
Over 750.00 not over 800.00	6.92
Over 800.00 not over 850.00	7.33
Over 850.00 not over 900.00	7.71
Over 900.00 not over 950.00	8.10
Over 950.00 not over 1,000.00	8.48
Over 1,000.00 at rate of \$8.48 per \$1,000.00	

152

(1) Provisions in this paragraph transferred from Items Nos. 840 and 850.

∅ Change	}	Decision No. 71043
Δ Change, neither increase nor reduction		
* Addition		

EFFECTIVE SEPTEMBER 3, 1966

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 149

SECTION NO. 3--COMMODITY RATES (Concluded) In cents per 100 pounds, except as noted		Item No.
COMMODITY	RATE	
<p>PARCEL CITY DELIVERY (Wholesale Only) (See Note)</p> <p>Within and between all zones, and applies on packages containing property, weighing not to exceed (1) 40 pounds per package, and only on deliveries from jobbers, wholesalers, industries and retail stores to other jobbers, wholesalers, industries and retail stores.</p> <p>1 to and including 100 packages per week.. Over 100 to and including 400 packages per week.. Over 400 to and including 800 packages per week.. Over 800 packages per week</p> <p>(1) On all packages exceeding 40 pounds in weight, an additional charge of 3 cents per pound shall be made for each pound or fraction thereof in excess of 40 pounds.</p> <p>NOTE.--The above rates are subject to a service charge of 50 cents for each pickup stop made at consignor's place of business.</p>	<p>In Cents Per Package</p> <p>71 55 50 49</p>	<p>(2) 840</p>
<p>◊FREIGHT, REGARDLESS OF CLASSIFICATION, transported within and between all zones:</p> <p>PARCEL DELIVERIES</p> <p>1. The rates and provisions of this item are limited in their application to shipments of general commodities, except articles of unusual value, dangerous articles (Class A and B explosives), household goods, commodities in bulk, and commodities requiring temperature control or special equipment. Each package or article shall be considered as a separate and distinct shipment.</p> <p>2. The provisions of this item will not apply to the transportation of:</p> <p>(a) Any package or article weighing more than 50 pounds or exceeding 108 inches in length and girth combined.</p> <p>(b) Any packages or articles weighing in the aggregate more than 100 pounds from one consignor at one location to one consignee at one location during a single day.</p>	<p>In Cents Per Package</p> <p>19 Plus 3cents for each pound or fraction thereof (See Note)</p>	<p>(2) 850</p>

- (c) Any package or article when consignor requests delivery on the same day that package or article is picked up at consignor's place of business or delivered to carrier's terminal.
- (d) Any shipment between retail stores and their branches or warehouses on the one hand, and on the other hand, the premises of the customers of such stores.

3. Rates and charges in this item shall apply only on prepaid shipments and only where the shipper elects in writing in advance to utilize the rates and charges herein for all packages weighing 50 pounds or less tendered by said shipper to the carrier for delivery during the same calendar week.

NOTE--In addition to the rates named herein the carrier shall assess a service charge of \$2.00 per week unless all packages or pieces are tendered at carrier's terminal.

(2) C.O.D. provisions formerly shown in this item transferred to Item No. 152.

∅ Change)
◇ Increase) Decision No. 71043
◊ Reduction)

EFFECTIVE SEPTEMBER 3, 1966

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 150