

ORIGINALDecision No. 73258

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 sand, rock,
 gravel, and related items (commodities)
 for which rates are provided in
 Minimum Rate Tariffs Nos. 7 and 17).

Case No. 5437
 Petition for Modification
 No. 136
 (Filed August 12, 1966)
 Petition for Modification
 No. 138
 (Filed August 22, 1966)

E. O. Blackman, for California Dump Truck Owners Association, petitioner in Petition No. 136 and interested party in Petition No. 138.

Richard W. Smith, H. F. Kollmyer and Arlo D. Poe, for California Trucking Association, petitioner in Petition No. 138 and interested party in Petition No. 136.

Bert Ferre, for Kaiser Cement & Gypsum Co.; G. Ralph Grago, for Associated Independent Owner-Operators; Harry C. Phelan, Jr., for California Asphalt Pavement Association; H. Pointer, in propria persona; Robert H. Brewster, in propria persona; James E. Bays, in propria persona; Leonard F. Schempp, in propria persona; Homer J. Owen, in propria persona; and Richard A. Atkins and James L. Atkins, for Atkins Trucking, interested parties in Petitions Nos. 136 and 138.

Robert E. Walker, for the Commission staff.

O P I N I O N

Petition No. 136, filed by the California Dump Truck Owners Association (CDTOA) on August 12, 1966, seeks revision of the documentation rules in Items 93 and 93.1 of Minimum Rate Tariff No. 7 and the Shipping Order and Freight Bill and the Hourly Service Freight Bill forms in Items 370-A and 375 of said tariff. It is requested that certain detailed documentation requirements be modified or eliminated and that the rules be clarified regarding responsibility for issuance of shipping documents when both an overlying and underlying carrier are involved.

Petition No. 138, filed by the California Trucking Association (CTA) on August 22, 1966, seeks revision of the documentation rules in Items 93 and 93.1 of Minimum Rate Tariff No. 7 and Item 480 of Minimum Rate Tariff No. 17 so as to make said rules uniform in both tariffs and thereby permit the use of a single billing procedure and a single freight bill for both tariffs.

Petitions Nos. 136 and 138 were consolidated for public hearing, which was held before Examiner Mooney on February 28 and March 1 and 14, 1967, in San Francisco and on May 22, 1967, in Los Angeles. The matter was submitted on the latter date.

Tariffs Nos. 7 and 17 contain minimum rates and rules governing the transportation of sand, rock, gravel and related commodities over the public highways in dump truck equipment by highway permit and city carriers. Statewide hourly and distance rates and zone rates outside the area covered by Tariff No. 17 are published in Tariff No. 7. Tariff No. 17 includes zone rates only and applies within the area referred to as the "Southern California Core Area" which encompasses all or part of Los Angeles, Orange, Riverside, San Bernardino, San Diego, Santa Barbara and Ventura Counties.

Paragraph (a) of Item 93 of Tariff No. 7 provides that a Distance Rate Notice shall be issued by the shipper to the carrier prior to the performance of any transportation if the distance rates in Section 2 of the tariff are to be applied, and lists nine items of information that must be included thereon. Paragraph (b) of said item provides that a Shipping Order and Freight Bill shall be issued in individual or manifest form for each shipment transported under the distance rates in Section 2 of the tariff, or the production area to delivery zone rates in Section 3 of the tariff,

C. 5437 (Pets. 136, 138) ds

and lists 22 items of information that must be included thereon. Paragraph (c) of said item provides that an Hourly Service Freight Bill shall be prepared by the carrier each day for each unit of equipment furnished under the hourly rates in Section 4 of the tariff, and lists 23 items of information that must be included thereon. Paragraph (d) of said item requires that, except when an underlying carrier performs the transportation, at least two copies of the aforementioned documents must be prepared; that one copy shall be furnished to the shipper; and that one copy shall be retained by the carrier for a three-year period. Paragraph (e) of said item provides that if the transportation is performed by an underlying carrier, an additional copy must be prepared; that the additional copy of the Shipping Order and Freight Bill or the Hourly Service Freight Bill shall be retained by the underlying carrier for a three-year period; and that the additional copy of the Distance Rate Notice shall be available for inspection by the underlying carrier at the time and place of his employment by the overlying carrier. Forms of shipping documents to which reference is made in paragraphs (a), (b) and (c) of Items 93 and 93.1 are set forth in Items 370-A, 375 and 380, respectively, of Section No. 5 of the tariff.

Paragraph (a) of Item 480 of Tariff No. 17 provides that a shipping document in individual or manifest form shall be issued by the carrier to the shipper for each shipment received for transportation, and lists eight items of information that must be shown thereon. Paragraph (b) of the item provides that when an underlying carrier is utilized, said underlying carrier shall issue a similar shipping document for each shipment to the carrier for which service is rendered. Paragraph (c) provides that a copy of

each shipping document shall be retained by the carrier for not less than three years. Paragraph (d) states that the forms of shipping documents which are set forth in Items 1300 and 1320 of the tariff for the principal or overlying carrier and the underlying carrier, respectively, will be suitable and proper.

Evidence was presented on behalf of CDTOA, CTA, Associated Independent Owner-Operators (AIOO) and the Commission staff (staff). The evidence presented by each of the associations and the staff is discussed hereinafter under separate heading.

CDTOA

The evidence presented by CDTOA related to Tariff No. 7 only. The general manager of CDTOA testified that the present documentation rules in said tariff are complex and the terminologies used therein are not understood by many carriers and shippers. The witness pointed out that some carriers are concerned only with tonnage rates, while others are concerned only with zone or with hourly rates, and that the documentation requirements for each type of service should be clarified and simplified to the extent possible. His suggested changes are set forth in Exhibit 1.

The general manager explained the numerous changes he has proposed in the documentation rules in Items 93 and 93.1 of the tariff. He testified that the reason for suggesting that the title of the "Distance Rate Notice" referred to in paragraph (a) of Item 93 be changed to "Distance Rate Agreement" is to make it clear to everyone that a bilateral agreement between both the shipper and the carrier is required prior to any transportation under distance rates in Section 2 of the tariff rather than a mere unilateral notice from the shipper. He stated that because the origin and destination may change many times while the agreement is in effect,

the requirement that point of origin and point of destination be shown on the document should be canceled. He recommended that an adequate description of the transportation to be performed be substituted for this requirement.

With respect to paragraph (b) of Item 93, which sets forth the data required to be shown on the "Shipping Order and Freight Bill" to be used in connection with distance and zone rates in Sections 2 and 3, respectively, of the tariff, it is suggested in Exhibit 1 that the title of said document be shortened to "Shipping Document". The cancellation of the requirement that the number and capacity of the equipment in cubic yards be shown on the document is also suggested in Exhibit 1. The witness asserted that this information is superfluous. He stated that the requirement that the consignor and consignee or their respective agents sign the document should also be eliminated. He explained that many times either no one is available at origin or destination to sign the document or, if someone is available, he refuses to sign. In addition, it is proposed in the exhibit that the address of the carrier be added to the list of information required to be shown on the document and that the addresses of the consignor and consignee be deleted from the list of required information.

It is recommended in Exhibit 1 that the title of the document to be used in connection with hourly rates in Section 4 of the tariff be changed from "Hourly Service Freight Bill" to "Hourly Service Shipping Document". The witness pointed out that it is suggested in Exhibit 1 that the permit or file number of the carrier and underlying carrier, if one is used to perform the transportation, and a description of the job be added to the list of information required to be shown thereon. He explained that the

reasons for these additions are that many carriers have similar names and the job description would identify the origin and destination. It is also suggested in the exhibit that the requirement that the consignor and consignee, or their agents, sign this document be eliminated and that the method for calculating time be simplified.

The general manager testified that the tariff now imposes no responsibility insofar as documentation is concerned on an underlying carrier. He stated that certain of the information required to be shown on the documents is known to the underlying carrier only. An example of this, he explained, is the time information required to be shown on documents for hourly rated shipments. The witness asserted that the overlying carrier must rely on the underlying carrier for the time data and that if this information is not completely and correctly furnished to the overlying carrier, said carrier is nonetheless held responsible by the current tariff rule for any errors in connection therewith. He recommended that the documentation rules be revised to specifically provide that the underlying carrier is responsible for the proper recordation of information of which he has knowledge. Exhibit 1 lists the following information in this category: date service is performed; equipment identification and capacity; name of overlying and underlying carriers and their permit or file numbers; job description; weight of shipment; points of origin and destination; production area and delivery zone designations; actual miles traversed; type of loading; commodity description; time data; supplemental charges; driver's signature. The witness stated, however, that he is of the opinion that the overlying carrier should not be relieved of any of his responsibility for keeping adequate records so he can bill the debtor. He explained that his recommendation would not require additional documentation. He

asserted that the underlying carrier could record the information he is responsible for on a basic document which could be completed by the overlying carrier with the information he has available to him.

It is also recommended in Exhibit 1 that the driver be required to keep certain time information concurrently with the performance of service under hourly rates. The witness testified that this could be used as a check to determine if the time information shown on the shipping document is correct.

In addition, it is suggested that Item 94 of the tariff be amended to provide that underlying carriers shall present shipping documents for transportation and accessorial charges to overlying carriers within five days after the service is performed. This, the witness asserted, is necessary to allow overlying carriers sufficient time to bill the debtor within the time limit set forth in the tariff.

The general manager recommended that the document forms in Items 370-A, 375 and 380 of the tariff be canceled. He testified that they serve no useful purpose and it is not clear as to whether they are required forms which the dump truck industry must use. He stated that he objected to a rigid rule which would not allow carriers to set up their own document forms designed to meet their individual requirements.

The witness recommended that carriers be authorized to substitute code designations for the required information on shipping documents provided that an explanation of the codes is printed on the document or a separate list explaining the codes is in the possession of all parties to the transaction and readily available to anyone inspecting the documents. He asserted that carriers are required to perform a substantial amount of paper work

C. 5437 (Pets. 136, 138) ds

and anything that will help streamline this task is desirable.

Certain other changes which the witness stated were for clarification and simplification were also suggested.

CTA

The Assistant Director of the Division of Transportation Economics of CTA testified in support of Petition 138. Exhibits 2, 3, 3-A and 5, which set forth recommended changes in the documentation rules and document forms in Tariffs 7 and 17, were presented by the witness.

The witness recommended that the requirement in paragraph (a) of Item 93 of Tariff No. 7 that the carrier or his agent sign the Distance Rate Notice be eliminated. He stated that, in his opinion, this is a unilateral document notifying the carrier that distance rates are to be used. He stated that under the present rule, the notice might be considered invalid if the carrier does not sign it. He explained that this document does not affect the level of rates but merely requires the use of distance rather than hourly rates.

In paragraph (b) of Item 93 of Tariff No. 7, it is suggested that the equipment number and capacity in cubic yards be canceled from the list of information required to be shown on the shipping order and freight bill, and that the requirement that the address of the consignee be shown on this document and on the hourly service freight bill in paragraph (c) of Item 93.1 be eliminated. The witness asserted that this information is not necessary to determine transportation rates and charges. In addition it is suggested that Item 93.1 be further amended by

adding paragraph (g), which would provide that the signatures of the consignor and the consignee are not required on the shipping order and freight bill or on the hourly service freight bill if they appear on a supporting document such as a weight ticket.

The assistant director testified that, in his opinion, an underlying carrier has no responsibility for compliance with any of the documentation requirements. The overlying carrier alone, he asserted, should be held accountable for compliance therewith. To clarify any uncertainty regarding this, it is suggested that paragraph (e) of Item 93.1 be amended to specifically provide that when the transportation is performed by an underlying carrier, the overlying carrier shall prepare the documentation. The witness stated that the underlying-overlying carrier relationship is adequately covered by General Order No. 102-B (Bonding Requirements in connection with Subhauling by Underlying Carriers or Equipment Leasing). In answer to this statement, the general manager of CDTOA pointed out that although there is a requirement in said general order that the underlying carrier furnish the overlying carrier with a receipted bill of lading or other written shipping document as a condition precedent to executing against the bond for nonpayment, it does not impose any requirement per se that the underlying carrier prepare any documentation. The assistant director of CTA further stated that the overlying carrier could either withhold payment from the underlying carrier or refuse to hire it again if it did not furnish documentation requested by the overlying carrier. He also pointed out that most underlying carriers are small one-truck operators who have little or no knowledge of or familiarity with tariff requirements.

A proposed form of document is set forth in Exhibit 3-A. The witness explained that the proposed form could be used for distance, zone or hourly rated shipments and is a suggested form only. He recommended that it be included with the forms already in Tariff No. 7 and that it also be included in Tariff No. 17 for consistency.

It is proposed in Exhibit 2 that the documentation requirements in Item 480 of Tariff No. 17 be revised and made similar to those in paragraph (b) of Item 93 of Tariff No. 7 for zone rated shipments. This would include cancelling the provision that when an underlying carrier is utilized, said carrier must furnish a document to the carrier for which service is rendered and substituting therefor a provision that would require documentation by the overlying carrier only. The assistant director testified that many carriers transport zone rated shipments under both tariffs and uniformity in documentation requirements in both tariffs is desirable.

With respect to the use of code designations on shipping documents, the witness stated that if they are to be authorized, the tariff should require that the codes be defined prior to the performance of any transportation and a copy of the explanatory sheet be retained in the carrier's files with the documents. He testified that it is unlikely that code designations would be used in connection with transportation subject to Tariff No. 7.

Staff

A rate expert for the Rate Branch of the Commission's Transportation Division testified that he conducted a field study to determine what revisions, if any, should be made in the

documentation rules in Tariffs Nos. 7 and 17. He stated that in the course of his study he had interviewed 43 dump truck carriers and reviewed a substantial number of freight bills. The revisions suggested by the witness are set forth in Exhibits 4 and 4-A.

With respect to the issue of responsibility for compliance with documentation rules in Tariff No. 7 when an underlying carrier performs the transportation, the rate expert recommended that responsibility be placed on the underlying carrier for documenting all of the required information of which he would ordinarily have knowledge and that the overlying carrier be required to complete the documentation with the information which is generally only within his knowledge. It is stated in Exhibit 4 that generally the following information is within the knowledge of the underlying carrier: equipment number and capacity; names and addresses of consignor and consignee; points of origin and destination; production area and delivery zone designations; actual distance; commodity description; weight; time involved in performing the transportation; type of loading. The exhibit states that ordinarily only the overlying carrier has knowledge of the following information: Date and number of Distance Rate Notice; name and address of debtor; rate and charge assessed debtor by overlying carrier. The witness stated, however, that since the overlying carrier is responsible to the shipper for the transportation, the overall responsibility for compliance with all documentation requirements should remain with said carrier. Suggested revisions in Tariff No. 7 to implement these changes are set forth in Exhibit 4. The rate expert stated that the collation of information by the subhauler and overlying carrier will insure the

C. 5437 (Pets. 136, 138) ds

necessary accounting review of documents without undue hardship on either or duplication of paper work.

It is also proposed in Exhibit 4 that a rule be added to both Tariffs Nos. 7 and 17 which would require the underlying carrier to furnish the overlying carrier with two or more copies of its shipping document within seven calendar days of the date the transportation is performed, and in no event later than three calendar days following the month in which the transportation is performed. This, the witness asserted, is to assure that the overlying carrier will receive the underlying carrier's documentation in sufficient time to allow it to bill the shipper within the time period specified in the tariffs.

The rate expert pointed out that it is suggested in Exhibit 4 that the provision in both paragraphs (b) and (c) of Items 93 and 93.1 of Tariff No. 7 requiring the signature of both the consignor and consignee on the document be canceled. He explained that in many instances either the consignor or consignee, or both, are not available to sign the document. For this reason, he asserted, the requirement is impractical. He explained that the proposed document form in Exhibit 4-A is a multidocument form which could be used with any of the rates stated in Tariff No. 7. This, he stated, is a suggested form only. It is recommended that this form be substituted for the documentation forms in Section 5 of Tariff No. 7. Certain other changes for clarification are also suggested in both tariffs.

The rate expert testified that the staff has no objection to the use of code designations as a substitute for the information required to be shown on the documents if explanatory sheets clearly defining the codes are readily available to everyone, including the Commission staff.

AIOO

Three members of the AIOO testified. It was stipulated that two additional members would have presented similar testimony had they been called.

Each of the three witnesses testified that he has permitted authority and operates as a dump truck carrier; that he owns one piece of dump truck equipment; and that he operates as an underlying carrier in the Los Angeles area. They stated that certain information required to be shown on the documents is within the knowledge of the overlying carrier, while other information is within the knowledge of the underlying carrier. All testified that it would be unfair to hold the underlying carrier responsible for compliance with all of the documentation requirements. One stated that the underlying carrier should record the information he is aware of and be responsible therefor; whereas, the others were of the opinion that no responsibility for documentation should be placed on underlying carriers.

With respect to the problem of obtaining the signature of the consignor and consignee on documents, one testified that he has had practically no success in obtaining the consignor's signature on documents and on numerous occasions has been unsuccessful in obtaining the consignee's signature. Another testified that he has experienced little difficulty in obtaining the required signatures. The third did not comment on this issue but stated that in his opinion the requirement that the underlying carrier bill the overlying carrier within seven days after the transportation is performed is too short a period. He suggested that a requirement that the billing be rendered by the fifth of the month following the month in which the transportation was performed be substituted for the staff proposed seven-day rule.

Discussion

We agree with CDTOA that the Distance Rate Notice in paragraph (a) of Item 93 of Tariff No. 7 is a bilateral agreement between the shipper and the carrier that distance rates are to be applied to the transportation covered by the agreement and not, as urged by CTA, a unilateral instruction by the shipper informing the carrier that distance rates must be applied. Tariff No. 7 allows the parties to the transaction the option of selecting either distance or hourly rates when zone rates are not specifically provided for the transportation. The tariff states a Distance Rate Notice must be executed by both the shipper and carrier, otherwise hourly rates are applicable. This is an election which must be concurred in by both. To hold otherwise would deprive the carrier of any control of the basis of rates to be applied. The fact that a bilateral agreement is required for distance rates certainly does not prejudice the shipper. If the shipper wishes distance rates and the carrier refuses to sign the notice, the shipper has the alternative of selecting another carrier. We will not adopt the recommendation by CTA to eliminate the requirement that the carrier sign the notice.

The proposal by CDTOA to delete the requirement that the point of origin and the point of destination be shown on the Distance Rate Notice and to substitute therefor a requirement that an adequate description of the transportation be shown thereon, will likewise not be adopted. The purpose of the notice is to cover a particular movement between particular points. It is not an open agreement to cover any movements between any points which may occur after the agreement has been executed. Should the origin or

destination or both subsequently change, the parties may, if they wish to continue to use distance rates, execute a new Distance Rate Notice covering said transportation.

We concur with the proposal by both CDTOA and the staff to cancel the requirement that the signatures of both the consignor and consignee or their agents be included on the Shipping Order and Freight Bill and the Hourly Service Freight Bill in paragraphs (b) and (c) of Items 93 and 93.1 of Tariff No. 7. The evidence clearly establishes that in many instances it is impossible to obtain either or both signatures. Any tariff requirement which cannot be complied with under usual and ordinary circumstances should be either canceled or revised. It is impractical to insist on compliance with this requirement. Furthermore, it is noted that the documentation rule in Item 480 of Tariff No. 17 does not require said signatures. We likewise agree with CDTOA and the staff that the capacity of the equipment used to transport the shipment is not a necessary item of information to determine distance or zone rates and, therefore, should not be required to be shown on the Shipping Order and Freight Bill.

We will not adopt the proposal by CDTOA to consolidate and simplify the time information required to be shown on documents for hourly rated shipments. The formula for calculating time in connection with hourly rates is set forth in paragraphs (a) and (b) of Item 300 of Tariff No. 7. The formula provides that "chargeable time" is the overall time from "reporting for work to start of last trip plus double the driving time of last trip plus unloading time of last load" less "delay caused by failure of equipment or time taken out for meals". The time data required to be shown on the

Hourly Service Freight Bill by paragraph (c) of Item 93.1 reflects this formula. The fact that the proposal by CDTOA would not result in any major distortion of the formula is irrelevant. The record herein is concerned only with documentation rules. The formula in Item 300 for calculating charges for hourly rated shipments is not involved. It is apparent, therefore, that until the formula for determining hourly charges has been revised, there is no basis for amending the time data required to be shown on hourly documents.

With respect to the issue of whether an underlying carrier is responsible for compliance with any of the documentation rules in Tariff No. 7, our answer is in the affirmative. The record clearly establishes that the overlying carrier must rely on the underlying carrier for certain of the information required to be shown on the documentation. CTA asserts that if such information is not voluntarily furnished or is incomplete, the overlying carrier can either withhold payment until it is furnished or refuse to engage that particular underlying carrier again. However, the fact remains that if the documentation is not complete or the overlying carrier does not bill the debtor within the time period specified in the tariff, the overlying carrier is subject to sanctions for tariff violations. Compliance with the documentation requirements is a joint responsibility of both the overlying and underlying carriers, although the extent of the responsibility of each is not the same. The underlying carrier cannot be expected to assume responsibility for the proper recordation of any information which usually and ordinarily would not be within its knowledge. The overlying carrier, in addition to being held responsible for all information within its knowledge, must of necessity be held accountable for overall compliance with all of the documentation

provisions. Where an overlying-underlying carrier relationship exists, the contract of carriage is between the overlying carrier and the shipper. Although it is an accepted practice in the dump truck industry that the carrier engaged by the shipper can delegate its duty to perform, it cannot delegate its responsibility therefor. We have held in Decision No. 71658, dated December 6, 1966, in Case No. 8412, and numerous other decisions, that the overlying carrier engaged by the shipper is responsible for any errors or omissions in the documentation irrespective of whether it is prepared by said carrier, an underlying carrier or anyone else.

We will adopt the proposal by the staff (in Exhibit 4) to require the underlying carrier to record all information listed in paragraphs (b) and (c) of Items 93 and 93.1 of Tariff No. 7, whichever is applicable, on the documentation except the date and number of the applicable Distance Rate Notice, the name and address of the debtor if other than the consignor and the rate and charge assessed. As suggested by the staff, the underlying carrier will be required to furnish two copies of the document to the overlying carrier and retain a copy in its records for three years. The overlying carrier will be required to complete the document. The purpose of this revision is to assure correct and complete documentation. In the event the underlying carrier authorizes the overlying carrier or anyone else to prepare any of the documentation for it, the underlying carrier will, nonetheless, be held accountable for any errors in the information for which it is responsible. The fact that the underlying carrier may not be familiar with tariff requirements is no excuse. All permit carriers, including overlying and underlying carriers, are responsible for complying with all applicable provisions of minimum rate tariffs governing the transportation they perform.

It is noted that Item 94 of Tariff No. 7 requires the underlying carrier to present the overlying carrier with a freight bill for transportation and accessorial charges within three days after the last calendar month in which the transportation is performed. This is a separate document from the shipping documents referred to in Items 93 and 93.1. The freight bill is an invoice for charges due the underlying carrier and need only include such information as is necessary to support the charges shown thereon.

Tariff No. 17 now requires the underlying carrier to prepare documentation. Paragraph (b) of Item 480 provides that the underlying carrier shall furnish the carrier for whom the service is performed with a shipping document including all information necessary to rate the shipment.

The proposal by CIA to revise the documentation requirements in paragraph (a) of Item 480 of Tariff No. 17 and make them similar to those in paragraph (b) of Item 93 of Tariff No. 7 for zone rated shipments will not be adopted. It has not been shown on this record that the requirements in Tariff No. 17 are inadequate or have created any problems. The documentation rules in both Tariffs Nos. 7 and 17 set forth minimum requirements only. Should anyone wish to include additional information on his document, he may do so.

The forms of shipping documents in Items 370-A, 375 and 380 of Tariff No. 7 and Items 1300 and 1320 of Tariff No. 17 are suggested forms. Headings and spaces for recording all of the information required by the various documentation rules are included on the respective forms relating to each. Carriers may use either the suggested forms or any other forms which include all required information. The multipurpose form suggested by the staff in

Exhibit 4-A which can be used for either zone, distance or hourly rates, will be substituted for the present forms in Tariff No. 7. According to the record, many carriers perform transportation under the three bases of rates and prefer to have a single multipurpose form rather than three separate forms for each basis of rates. The suggested documentation forms will be revised to the extent necessary to reflect the rule revisions adopted herein. It is noted that the present paragraph (d) of Item 480 of Tariff No. 17 provides the document forms in said tariff will be "suitable and proper". A similar provision will be inserted in Item 93.1 of Tariff No. 7 to remove any doubt that the document forms in Section No. 5 of the tariff are suggested forms only.

We have consistently held in numerous recent decisions involving violations of the documentation rules in Tariffs Nos. 7 and 17 by various dump truck carriers that under the current rules, code designations or abbreviations which are not explained on the shipping document may not be used as a substitute for the information required to be shown thereon. The evidence points out that dump truck carriers are required to perform a substantial amount of paper work and any procedure that would assist in expediting this task would be desirable. CTA, CDTOA and the staff all agree that the use of separate sheets to explain codes or abbreviations on documents should be authorized, provided that copies are furnished to all parties and a copy is retained in the carrier's files with its copy of the documents for the required three-year period. A provision adopting this suggestion will be included in the documentation rules in both tariffs. Additionally, it is recognized that code designations are extensively used in business today in connection with data processing to streamline paper work.

The method for computing hourly rates for all commodities other than the so-called lightweight commodities listed in Item 321 of Tariff No. 7 (except debris from street or highway maintenance) has been revised to a per axle basis by a separate Commission decision issued today in Petition No. 145. Said change has been incorporated in the revised documentation rules adopted herein.

All other suggested changes in the documentation rules in both tariffs proposed by the parties have been considered. They will not be adopted.

Findings and Conclusions

The Commission finds that:

1. The Distance Rate Notice referred to in paragraph (a) of Item 93 of Tariff No. 7 is a bilateral agreement, between the dump truck carrier engaged by the party for whom the transportation is performed and said party, to apply distance rates to the transportation covered thereby. Both parties must sign the agreement.

2. On frequent occasions, the consignor or consignee, or both, have either refused to sign shipping documents for dump truck carriers or do not have personnel available at origin or destination to sign the documents. The requirement in paragraphs (b) and (c) of Items 93 and 93.1 of Tariff No. 7 that said signatures be obtained on the Shipping Order and Freight Bill and the Hourly Service Freight Bill cannot be complied with in such instances. Said requirement should be canceled.

3. The capacity of the equipment in cubic yards in tons or number of axles is not a necessary item of information to determine distance or zone rates in Tariff No. 7. The requirement that said information be shown on the Shipping Order and Freight Bill referred

to in paragraph (b) of Item 93 of Tariff No. 7 is superfluous and should be canceled.

4. The formula for computing chargeable time and allowances in connection with hourly rates in Tariff No. 7 is set forth in paragraphs 3(a) and (b) of Item 300 of said tariff. The time data required to be shown on the Hourly Service Freight Bill by paragraph (c) of Item 93.1 of the tariff reflects this formula. Since neither the hourly rates nor the formula for computing time in connection therewith are in issue in this proceeding, there is no basis herein for revising the requirements regarding time data to be shown on documents for hourly rated shipments.

5. When the transportation is performed by an underlying carrier, the overlying carrier must rely on the underlying carrier for certain information required by Tariff No. 7 to be shown on the Shipping Order and Freight Bill or the Hourly Service Freight Bill. The underlying carrier would have knowledge of all information required to be shown on said documents by the applicable tariff rules except the date and number of the Distance Rate Notice if distance rates are applied, the name and address of the debtor if other than the consignor and the rate and charge assessed. A provision should be inserted in the tariff requiring the underlying carrier to prepare documentation showing all information within its knowledge. The underlying carrier should be held jointly responsible with the overlying carrier for such information.

6. The forms of shipping documents shown in both Tariffs Nos. 7 and 17 are suggested forms only. Tariff No. 17 now so provides. Tariff No. 7 should be amended accordingly. Carriers may use either the suggested forms or any other document forms which include all required information.

7. Many carriers operating under distance, zone and hourly rates in Tariff No. 7 prefer to have a single multipurpose document that can be used for any of the three bases of rates. A suggested multipurpose document form should be substituted for the present suggested forms in said tariff.

8. The use of abbreviations or code numbers, letters or other similar designations in connection with documentation of transportation subject to Tariffs Nos. 7 and 17 would assist in expediting and simplifying the preparation thereof. A provision should be included in the documentation rules in both tariffs authorizing the use of abbreviations and codes provided that they are defined on the document or on a separate explanatory sheet and that if a separate explanatory sheet is used, a copy is furnished to all parties and a copy is retained with the carrier's records for three years.

9. The specific revisions in the documentation rules and suggested document forms referred to in Findings 6 and 8 and those proposed by the staff in Exhibit 4, as amended by Exhibit 4-A, will result in just, reasonable and nondiscriminatory documentation rules for the transportation to which they refer and should be adopted.

10. Other proposed changes in the documentation rules and suggested document forms in Tariffs Nos. 7 and 17 have not been justified on this record.

The Commission concludes that Tariffs Nos. 7 and 17 should be amended as provided in the order which follows.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 7 (Appendix "A" of Decision No. 32566, as amended) is hereby further amended by incorporating

therein, to become effective December 10, 1967, the original and revised pages attached hereto and listed in Appendix A also attached hereto and by this reference made a part hereof.

2. Minimum Rate Tariff No. 17 (Appendix "B" of Decision No. 69469, as amended) is hereby further amended by incorporating therein, to become effective December 10, 1967, the revised pages attached hereto and listed in Appendix B also attached hereto and by this reference made a part hereof.

3. In all other respects Decisions Nos. 32566 and 69469, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 27th day of OCTOBER, 1967.

[Signature]
President

[Signature]

[Signature]

[Signature]
Commissioners

Commissioner William Symons, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

C. 5437 (Pets. 136 and 138) - mm

APPENDIX A TO DECISION NO. 73258

List of Original and Revised Pages to Minimum Rate
Tariff No. 7 Authorized by Said Decision

Fifth Revised Page 5-A
Seventh Revised Page 5-B
First Revised Page 5-C
Original Page 5-D
Third Revised Page 44
Third Revised Page 45

(END OF APPENDIX A LIST)

Item No.	SECTION NO. 1-RULES AND REGULATIONS (Continued)
90	<p data-bbox="380 367 1405 463" style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES (APPLICABLE ONLY WITHIN SOUTHERN TERRITORY OR FROM SOUTHERN TERRITORY TO NORTHERN TERRITORY)</p> <p data-bbox="334 497 1456 593">When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p data-bbox="334 614 1439 809">(a) When point of origin is located beyond railhead and point of destination is located at railhead, add to the common carrier rate applying from any team track to point of destination the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies. (See Notes 1, 2, 3 and 4.)</p> <p data-bbox="334 822 1439 1018">(b) When point of origin is located at railhead and point of destination is located beyond railhead, add to the common carrier rate applying from point of origin to any team track, the rate provided in this tariff for the distance from the team track to which the common carrier rate used applies to point of destination. (See Notes 1, 3 and 4.)</p> <p data-bbox="334 1031 1474 1257">(c) When both point of origin and point of destination are located beyond railhead, add to the common carrier rate applying between any railheads the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track to which the common carrier rate used applies to point of destination. (See Notes 1, 2, 3 and 4.)</p> <p data-bbox="334 1291 1405 1453">NOTE 1.-In the event, under the provisions of Items Nos. 70 and 90 series, a rate of a common carrier is used in constructing a rate for highway transportation and such common carrier rate does not include accessorial services performed by the highway carrier, the following charge for such accessorial services shall be added:</p> <p data-bbox="415 1473 1098 1505" style="padding-left: 40px;">For loading and unloading, 12 cents per ton.</p> <p data-bbox="334 1538 1439 1791">NOTE 2.-When the point of origin located beyond railhead is a commercial producing plant located within any of the production areas described in Section No. 3, in which a team track is located and the point of destination is outside such production area, the combination rate may be constructed by adding to the common carrier rate specified in this item series, the rate of 6 cents per ton in lieu of the rate provided in this tariff for the distance from the point of origin to the team track from which said common carrier rate applies.</p> <p data-bbox="334 1825 1422 1960">NOTE 3.-When the rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>

Note 4.-In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.

ISSUANCE OF SHIPPING DOCUMENT
(Items Nos. 93, 93.1 and 93.2)

(a) A Distance Rate Notice shall be issued by the shipper to the carrier prior to any transportation under Section No. 2 rates. This notice shall show the following information:

(1)
93

1. Date of notice and identifying number.
2. Name of carrier.
3. Name of shipper.
4. Point of origin.
5. Point of destination.
6. Date and time notice begins.
7. Date and time notice ends.
8. Signature of shipper (or agent).
9. Signature of carrier (or agent).

(Continued in Item No. 93.1)

(1) Paragraph (b) transferred to Seventh Revised Page 5-B,
Decision No. **73258**

EFFECTIVE DECEMBER 10, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1246

Item No.	SECTION NO. 1--RULES AND REGULATIONS (Continued)
	<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENT (Continued) (Items Nos. 93, 93.1 and 93.2)</p> <p>Ø(b) A shipping Order and Freight Bill shall be issued by the carrier to the shipper for each shipment received for transportation under Section No. 2 or Section No. 3 rates. Such document may be issued in individual or manifest form. This shipping order shall show the following information:</p> <ol style="list-style-type: none"> (1) Date and number of applicable Distance Rate Notice (distance rates only). (2) Equipment number. ** (3) Name of carrier. (4) Name of underlying carrier (if any). (5) Name of consignor. (6) Address of consignor. (7) Name of debtor if other than consignor. (8) Address of debtor if other than consignor. (9) Name of consignee. (10) Address of consignee. (11) Point of origin. (12) Production area letter (zone rates only). (13) Point of destination. (14) Delivery zone number (zone rates only). (15) Actual distance in miles (distance rates only). (16) Commodity description. (17) Weight or other unit of measurement upon which charges are based. (18) Rate and charges assessed. (19) Accessorial, helpers or other charges. (20) ** (21) Signature of driver. (22) ** * (23) Date of shipment. <p>Ø(c) An Hourly Service Freight Bill shall be prepared by the carrier each day for each unit of equipment supplied under the provisions of Section No. 4. This freight bill shall show the following information:</p> <ol style="list-style-type: none"> Ø(1) Date of shipment. (2) (a) Equipment number and capacity in cubic yards (in connection with rates in Item No. 367). Ø(b) Equipment number, number of axles, and for 5 axle equipment whether the distance between the first and last axles is 56 feet or over (in connection with rates in Items Nos. 360, 361 and 365). (3) Name of carrier. (4) Name of underlying carrier (if any). (5) Name of consignor. (6) Address of consignor. (7) Name of debtor if other than consignor. (8) Address of debtor if other than consignor. (9) Name of consignee. (10) Address of consignee.

(2)
Ø93.1

- (11) Type of loading at origin.
- (12) Commodity transported.
- (13) Time and location driver reported for work.
- (14) Starting, ending and elapsed time of the running time of the last trip.
- (15) Starting, ending and elapsed time of the unloading time of the last trip.
- (16) Overall time: From time reporting for work to start of last trip plus double the running time of last trip (elapsed time under paragraph 14) plus unloading time of last load (elapsed time under paragraph 15).
- (17) Any deductions for meals or failure of carrier equipment.
- (18) Net chargeable time (16 minus 17).
- (19) Applicable hourly rate.
- (20) Charges due.
- (21) **
- (22) Signature of driver.
- (23) **

(Continued in Item No. 93.2)

- (1) Paragraphs (d) and (e) transferred to First Revised Page 5-C.
- (2) Paragraph (b) transferred from Fourth Revised Page 5-A.

∅ Change)
 * Addition) Decision No. 73258
 ** Eliminated)

EFFECTIVE DECEMBER 10, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
 SAN FRANCISCO, CALIFORNIA.
 Correction No. 1247

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
(2) *93.2	<p data-bbox="531 463 1304 531">ISSUANCE OF SHIPPING DOCUMENT (Concluded) (Items Nos. 93, 93.1 and 93.2)</p> <p data-bbox="343 557 1504 723">ø(d) In the event that transportation is performed by an underlying carrier a shipping document shall be issued by such underlying carrier to the carrier for which service is rendered. Such document must contain all of the information contained in Item No. 93.1, except for the following:</p> <ol data-bbox="531 789 1373 953" style="list-style-type: none">1. Date and number of applicable Distance Rate Notice2. Name of debtor if other than consignor3. Address of debtor if other than consignor4. Rate and charges assessed. <p data-bbox="343 984 1487 1150">Two or more copies of the document shall be presented by the underlying carrier to the overlying carrier within seven calendar days of the date transportation is performed, except that they shall be presented no later than three days after the last calendar day of the month. (See Note 1)</p> <p data-bbox="343 1182 1470 1275">The information not required to be shown by the underlying carrier must be completed on two copies of the shipping document by the overlying carrier.</p> <p data-bbox="343 1307 1453 1411">A copy of the Distance Rate Notice shall be available for inspection by the underlying carrier at the time and place of his employment by the overlying carrier.</p> <p data-bbox="343 1442 1492 1833">ø(e) The documents issued shall be prepared in two or more copies. A copy of each shall be furnished to the shipper, and a copy of each shipping document, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for any transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p> <p data-bbox="343 1864 1504 2255">*(f) Abbreviations or code numbers, letters or other similar designations may be used to record information required to be shown on the document by Items 93 and 93.1 provided that all abbreviations or codes are clearly defined on the document or on a separate explanatory sheet. If the definitions are on a separate explanatory sheet, a copy thereof shall be furnished to all parties receiving copies of documents on which said abbreviations and codes are used, and a copy shall be retained with the carrier's copy of the documents relating thereto in accordance with the provisions of paragraph (e). The term carrier as used herein includes both overlying and underlying carriers.</p>

*(g) The forms of shipping documents set forth in Section No. 5 will be suitable and proper.

*NOTE 1.--When United States mail service is used, the postmark shall be deemed to be the time of presentation of the document.

- (1) Items Nos. 94 and 96 transferred to Original Page 5-D.
- (2) Paragraphs (d) and (e) transferred from Sixth Revised Page 5-B.

∅ Change)
* Addition) Decision No. 73258

EFFECTIVE DECEMBER 10, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1248

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Concluded)
94	<p style="text-align: center;">PAYMENTS TO UNDERLYING CARRIERS</p> <p>Charges paid by any overlying carrier to an underlying carrier and collected by the latter carrier from the former for the service of said underlying carrier shall be not less than 95 percent of the charges applicable under the minimum rates prescribed in this tariff, less the gross revenue taxes applicable and required to be paid by the overlying carrier. (See Notes 1 and 2.) The underlying carrier may extend credit to the overlying carrier for a period not to exceed twenty days following the last day of the calendar month in which the transportation was performed, and payment to the underlying carrier must be made within that time. Freight bills for transportation and accessorial charges shall be presented by underlying carriers to overlying carriers within three days after the last calendar day of the month in which the transportation was performed.</p> <p>NOTE 1.-As used in this item the term gross revenue taxes means the California Transportation Tax payable to the California Board of Equalization and the tax payable to the California Public Utilities Commission under the Transportation Rate Fund Act.</p> <p>NOTE 2.-Nothing herein contained shall prevent an overlying carrier, in paying such charges, from deducting therefrom such liquidated amounts as may be due from the underlying carrier to the overlying carrier, providing such deductions have been authorized in writing by the underlying carrier. Any overlying carrier electing to employ this procedure shall itemize such amounts and maintain for the Commission's inspection all documents involved in the transaction.</p>
96	<p style="text-align: center;">RATES BASED ON VARYING MINIMUM TRUCKLOAD WEIGHTS (Applies only in connection with rates making reference to this item)</p> <p>When charges on a shipment transported in one unit of dump truck equipment at one time based on actual weight exceed the charges which would accrue if charges were computed upon a rate based upon a higher minimum weight, the latter will apply.</p>
<p>(1) Items Nos. 94 and 96 transferred from Original Page 5-C, Decision No. 73258</p>	
<p>EFFECTIVE DECEMBER 10, 1967</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1249</p>	

SECTION NO. 5 - FORMS OF SHIPPING DOCUMENTS

Item No. 370

COMBINATION SHIPPING ORDER AND FREIGHT BILL

Carrier Name: _____

Carrier Address: _____

Underlying Carrier: _____

Bill No. _____

Equipment No. _____

Date _____

Consignor (Received From)	Consignee (Delivered to)	Debtor (If other than Consignor)
Address	Address	Address

DISTANCE AND ZONE RATE FREIGHT BILL

Distance Rate Notice No. & Date	Miles	Production Area	Delivery Zone		
Point of Origin		Point of Destination			
Commodity	Tag No.	Weight	Commodity	Tag No.	Weight
Total Weight	Rate	Charges	Accessorial Charges	Total Charges	

HOURLY SERVICE FREIGHT BILL

Number of Axles	If distance between first and last axles is 56 feet or over, check <input type="checkbox"/>	Capacity in Cubic Yards	
Type of Loading	Commodity	Reporting Location	Driver Reporting Time
Starting Time Last Trip	Ending Time Last Trip	Running Time Last Trip	
Starting Time Last Unloading	Ending Time Last Unloading	Unloading Time Last Trip	
Overall Time (1)	Deductible Time (Meals or equipment failure)	Net Chargeable Time (Overall time minus deductible time)	
Rate Per Hour	Charges		

(1) From time reporting for work to start of last trip plus double the running time of last trip plus unloading time of last load.

SIGNATURE SECTION

Driver's Signature:

Change, Decision No. 73258

EFFECTIVE DECEMBER 10, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1250

~~44~~

Third Revised Page 45
Cancels
Second Revised Page . . . 45

MINIMUM RATE TARIFF NO. 7

SECTION NO. 5--FORMS OF SHIPPING DOCUMENTS

** Hourly Service Freight Bill eliminated

(See Item No. 370 "Combination Shipping
Order and Freight Bill")

** Eliminated, Decision No. 73258

EFFECTIVE DECEMBER 10, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 1251

APPENDIX B TO DECISION NO. 73258

LIST OF ORIGINAL AND REVISED PAGES TO MINIMUM
RATE TARIFF 17 AUTHORIZED BY SAID DECISION

SECOND REVISED PAGE 1-1

SIXTEENTH REVISED PAGE 1-2

FOURTH REVISED PAGE 1-21

FIRST REVISED PAGE 1-22

ORIGINAL PAGE 1-23

(END OF APPENDIX B LIST)

SECTION 1--RULES AND REGULATIONS

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. Correction numbers appearing on all added and revised pages will be shown consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in tariff.

CORRECTION NUMBERS

281	321	361	401	441	481	521
282	322	362	402	442	482	522
283	323	363	403	443	483	523
284	324	364	404	444	484	524
285	325	365	405	445	485	525
286	326	366	406	446	486	526
287	327	367	407	447	487	527
288	328	368	408	448	488	528
289	329	369	409	449	489	529
290	330	370	410	450	490	530
291	331	371	411	451	491	531
292	332	372	412	452	492	532
293	333	373	413	453	493	533
294	334	374	414	454	494	534
295	335	375	415	455	495	535
296	336	376	416	456	496	536
297	337	377	417	457	497	537
298	338	378	418	458	498	538
299	339	379	419	459	499	539
300 #	340	380	420	460	500	540
301 #	341	381	421	461	501	541
302	342	382	422	462	502	542
303	343	383	423	463	503	543
304	344	384	424	464	504	544
305	345	385	425	465	505	545
306	346	386	426	466	506	546
307	347	387	427	467	507	547
308	348	388	428	468	508	548
309	349	389	429	469	509	549
310	350	390	430	470	510	550
311	351	391	431	471	511	551
312	352	392	432	472	512	552
313	353	393	433	473	513	553
314	354	394	434	474	514	554
315	355	395	435	475	515	555
316	356	396	436	476	516	556
317	357	397	437	477	517	557
318	358	398	438	478	518	558
319	359	399	439	479	519	559
320	360	400	440	480	520	560

CORRECTIONS 300 AND 301) DECISION NO. 73258
 NOT USED)

EFFECTIVE DECEMBER 10, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
 SAN FRANCISCO, CALIFORNIA.
 CORRECTION 405

SECTION 1--RULES AND REGULATIONS (CONTINUED)

∅TARIFF PAGES CHECK SHEET

ORIGINAL AND REVISED PAGES AS NAMED BELOW AND SUPPLEMENTS 2 AND 4 CONTAIN ALL CHANGES FROM THE ORIGINAL TARIFF IN EFFECT ON DATES SHOWN THEREON.

PAGE NUMBER	REVISION NUMBER	PAGE NUMBER	REVISION NUMBER	PAGE NUMBER	REVISION NUMBER	PAGE NUMBER	REVISION NUMBER
TITLE	2ND	4	2ND	5-B-2	2ND	7-L	2ND
1	ORIGINAL	4-A	2ND	5-D	2ND	7-L-1	2ND
1-1	∅2ND	4-A-1	2ND	5-D-1	2ND	7-L-2	2ND
1-2	∅16TH	4-A-2	2ND	5-D-2	2ND	7-M	2ND
1-3	3RD	4-B	2ND	5-D-3	2ND	7-M-1	2ND
1-3.1	2ND	4-B-1	2ND	5-F	2ND	7-M-2	2ND
1-4	2ND	4-B-2	2ND	5-G	3RD	8	ORIGINAL
1-5	1ST	4-CC	2ND	5-G-1	1ST	9	ORIGINAL
1-6	1ST	4-CC-1	2ND	5-G-2	1ST	10	2ND
1-7	1ST	4-E	2ND	5-G-3	2ND	10-B	2ND
1-8	2ND	4-E-1	2ND	5-G-4	2ND	10-C	2ND
1-9	ORIGINAL	4-E-2	2ND	5-G-5	1ST	10-E	2ND
1-10	ORIGINAL	4-F	2ND	5-L	2ND	10-G	2ND
1-11	ORIGINAL	4-F-1	2ND	5-L-1	2ND	10-I	2ND
1-12	ORIGINAL	4-F-2	2ND	5-M	2ND	10-J	2ND
1-13	ORIGINAL	4-F-3	2ND	5-M-1	2ND	10-K	2ND
1-14	2ND	4-G	2ND	5-O	2ND	10-L	2ND
1-15	1ST	4-G-1	2ND	5-P	2ND	10-M	2ND
1-16	3RD	4-G-2	2ND	5-P-1	2ND	10-N	1ST
1-17	ORIGINAL	4-G-3	2ND	6	2ND	10-N-1	1ST
1-18	ORIGINAL	4-I	2ND	6-F	2ND	10-O	1ST
1-19	ORIGINAL	4-II	2ND	6-G	2ND	10-O-1	1ST
1-20	ORIGINAL	4-II-1	2ND	6-G-1	2ND	10-P	1ST
1-21	∅4TH	4-JA	2ND	6-O	1ST	10-P-1	1ST
1-22	∅1ST	4-JJ	2ND	6-O-1	1ST	11	2ND
1-23	*ORIGINAL	4-JJ-1	2ND	7	2ND	11-1	2ND
2	2ND	4-L	2ND	7-A	2ND	11-2	2ND
2-1	ORIGINAL	4-L-1	2ND	7-A-1	2ND	12	1ST
2-2	ORIGINAL	4-L-2	2ND	7-B	2ND	12-P	1ST
2-3	ORIGINAL	4-M	2ND	7-B-1	2ND	12-P-1	1ST
2-4	ORIGINAL	4-M-1	2ND	7-D	2ND	12-P-2	1ST
2-5	ORIGINAL	4-M-2	2ND	7-D-1	2ND	12-Q	ORIGINAL
2-6	ORIGINAL	4-M-3	2ND	7-E	2ND	12-Q-1	ORIGINAL
2-7	ORIGINAL	5	2ND	7-E-1	2ND	12-Q-2	ORIGINAL
2-8	ORIGINAL	5-A	2ND	7-H	2ND	13	1ST
2-9	ORIGINAL	5-A-1	2ND	7-H-1	2ND	13-1	ORIGINAL
2-10	ORIGINAL	5-A-2	2ND	7-H-2	2ND	13-2	ORIGINAL
2-11	ORIGINAL	5-B	2ND	7-I	2ND		
3	ORIGINAL	5-B-1	2ND	7-I-1	2ND		

∅ CHANGE)
 * ADDITION) DECISION NO. 73258

EFFECTIVE DECEMBER 10, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
 SAN FRANCISCO, CALIFORNIA.
 CORRECTION 406

SECTION 1 - RULES AND REGULATIONS (CONTINUED)	ITEM
<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENT (Items 480 and 490)</p> <p>ø(a) A shipping document (either in individual or manifest form) shall be issued by the carrier, other than an underlying carrier, to the shipper for each shipment received for transportation. The shipping document shall show the following information:</p> <ol style="list-style-type: none"> (1) Name of consignor. (2) Name of consignee. (3) Point of origin and production area. (4) Point of destination and delivery zone, if any. ø(5) Commodity description. (6) Weight of the shipment. (7) Rate and charge assessed. (8) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p>ø(b) In the event that transportation is performed by an underlying carrier, a shipping document (either in individual or manifest form) shall be issued for each shipment by such underlying carrier to the carrier for which service is rendered. Two copies of the shipping document shall be presented to the overlying carrier within seven calendar days of the date transportation is performed, except that they shall be presented no later than three days after the last calendar day of the month. (See Note 1) Such document shall contain:</p> <ol style="list-style-type: none"> (1) Name of such other carrier. (2) Name of consignee. (3) Point of origin and production area. (4) Point of destination and delivery zone, if any. ø(5) Commodity description. (6) Weight of the shipment. (7) Rate and charge assessed. (8) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p>NOTE 1.--When United States mail service is used, the postmark shall be deemed to be the time of presentation of the document.</p> <p style="text-align: center;">(Continued in Item 490)</p>	<p>(1) ø480</p>
<p>(1) Paragraphs (c) and (d) transferred to First Revised Page 1-22. ø CHANGE, DECISION NO. 73258</p>	
<p>EFFECTIVE DECEMBER 10, 1967</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. CORRECTION 407</p>	

SECTION 1 - RULES AND REGULATIONS (CONTINUED)	ITEM
<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENT (CONCLUDED) (Items 480 and 490)</p> <p>(c) A copy of each shipping document, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for any transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p> <p>* (d) Abbreviations or code numbers, letters or other similar designations may be used to record information required to be shown on the document by paragraphs (a) and (b) provided that all abbreviations or codes are clearly defined on the document or on a separate explanatory sheet. If the definitions are on a separate explanatory sheet, a copy thereof shall be furnished to all parties receiving copies of documents on which said abbreviations and codes are used, and a copy shall be retained with the carrier's copy of the documents relating thereto in accordance with the provisions of paragraph (c). The term carrier as used herein includes both overlying and underlying carriers.</p> <p>(e) The forms of shipping documents in Section 13 will be suitable and proper.</p>	<p>(1) *490</p>
<p>(1) Paragraphs (c) and (e) transferred from Third Revised Page 1-21.</p> <p>* ADDITION, DECISION NO. 73258</p>	
<p>EFFECTIVE DECEMBER 10, 1967</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. CORRECTION 408</p>	

SECTION 1 - RULES AND REGULATIONS (CONCLUDED)	ITEM
<p style="text-align: center;">UNLOADING AND SPREADING SERVICE</p> <p>When a carrier performs unloading and spreading service by spreader box which the carrier pushes or pulls, a charge of \$1.00 per load, or fraction thereof, shall apply in addition to the charges otherwise applicable under this tariff.</p> <p>When a carrier moves a push or pull spreader box from one location to another at the same job site in a movement which is other than that by which the carrier is concurrently performing an unloading and spreading service, a charge of \$3.00 per movement shall apply in addition to the charges otherwise applicable under this tariff.</p> <p>The carrier shall not perform unloading and spreading service by spreader box which it pushes or pulls, nor shall it otherwise move such a spreader box from one location to another at a job site, unless it has been first given a written order for said services, which order has been signed by the party (or authorized representative) who assumes the responsibility for the payment of the applicable charges.</p>	500
<p>(1) Item 500 transferred from Original Page 1-22, Decision No. 73258</p>	
<p>EFFECTIVE DECEMBER 10, 1967</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	
<p>CORRECTION 409</p>	