

ORIGINAL

Decision No. 73820

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 relat-)
 ing to the transportation of prop-)
 erty within San Diego County)
 (transportation for which rates)
 are provided in Minimum Rate Tariff)
 No. 9-B).

Case No. 5439
 Petition for Modification
 No. 65
 Filed December 12, 1967

Arlo D. Poe, H. F. Kollmyer and J. C. Kaspar,
 for California Trucking Association,
 petitioner.
John R. Chamberlain, Earl W. Dowdy, James G.
Gibbons, Olin Lucas, and Ray Merwin, for
 various for-hire carriers, respondents.
Ralph Staunton and J. M. Jenkins, for the
 Commission staff.

O P I N I O N

By this petition California Trucking Association (CTA) seeks increases in the rates and charges named in Minimum Rate Tariff No. 9-B governing the transportation of general commodities by highway and city carriers within the San Diego Drayage Area. The increases average about 4 percent.

Public hearing was held on January 8, 1968, at San Diego, before Examiner Bishop. Evidence was presented by the CTA's assistant director of transportation economics. Representatives of the Commission staff assisted in developing the record.

The present rates and charges named in Minimum Rate Tariff No. 9-B reflect carrier labor costs and allied payroll expenses as of April 1, and in some instances May 1, 1967. Said

rates and charges became effective September 23, 1967.¹ Petitioner's witness testified that since such last revision of the rates in question, the cost of transporting property by motor vehicle has increased and will increase. The cost increases principally involved are in wage rates, fringe benefits and in payroll taxes. Under the existing wage agreements, increases averaging about 4 percent will become effective April 1, 1968. These increases, he pointed out, will affect substantially all categories of city carriers, including truck drivers, helpers, freight handlers, dock employees, maintenance employees and clerical employees. An exhibit was introduced setting forth in detail the effect of these increases on operating costs. Changes in the contract provisions covering holidays and funeral leave were not reflected in petitioner's cost projections because of lack of carrier experience thereunder.

The adjusted cost figures reflect a 5 percent reduction in workman's compensation insurance rates, which took effect in 1967. On January 1, 1968 an increase in social security taxes was experienced. The witness included an upward adjustment in these taxes in preparing his cost figures, but it does not reflect the full amount of the increase which was finally adopted by Congress in the last days of the 1967 session.

The aforesaid wage and cost exhibit, the witness testified, constitutes an updating of a similar exhibit which was introduced in the proceeding in Petition No. 57, above. Thus, the application of the basic wage and tax data to the various services follows the same pattern as heretofore utilized. The witness stated however,

¹ Pursuant to Decision No. 72950, dated August 22, 1967, in Case No. 5439, Petition No. 57.

that an increment of cost was added to reflect increased collection charges assessed by Transport Clearings. To this extent the cost presentation deviates from normal "labor offset" procedures.

The rate increases now sought, petitioner avers, are intended merely to offset the increases in operating costs of city carriers and highway carriers which have occurred since the last general revision of said rates and which will transpire on April 1, 1968. The method employed to determine the percentage increases in rates and charges necessary to offset the increases in operating costs, the witness testified, was precisely the same as that utilized in the corresponding development in the Petition No. 57 proceeding.

No increases are sought in the accessorial charges published in connection with the rules for alternative application of common carrier rates (Item No. 110), nor in charges for handling C.O.D. shipments (Items Nos. 180, 181 and 182), nor in parcel rates (Item No. 420). According to the witness, the charges in Item No. 110 have been getting out of line with corresponding charges published in other minimum rate tariffs. Petitioner believes that these charges should be uniform in all the tariffs. Petitioner, he said, is also of this opinion with respect to the C.O.D. charges and the parcel rates, and is working toward that end. The record further shows that the parcel rates are predicated upon, and are competitive with the rates of United Parcel Service.

In Decision No. 72950 above, the Commission denied increases sought in Petition No. 57 in charges for handling pool lots.² A petition for rehearing was filed and granted, but

² The reasons for the denial are set forth in the cited decision; they will not be repeated herein. Similar denials were involved in connection with proposed increases in pool lot charges named in other minimum rate tariffs.

has not yet been decided.³ The increases now proposed in the pool lot charges, the witness explained, were developed by applying an increase of 4.25 percent, the estimated increase in cost of performing the pool lot services effective April 1, 1968, to the rates as sought to be increased in Petition No. 57.

At the close of the hearing a representative of the Commission's Transportation Division staff stated that the staff has no objection to the matter being submitted, except that no action should be taken on the proposal to increase the pool lot rates prior to the rehearing of the earlier proposal and hearing on the Commission's Order Setting Hearing, hereinabove mentioned. Counsel for petitioner stated that petitioner had no objection to action being withheld on the pool lot increases, but urged that such procedure be not allowed to hold up decision on the remainder of the rate increases contemplated by the petition herein.

The record clearly demonstrates that, since the last adjustment of the rates and charges here in issue, for-hire carriers engaged in transportation within the San Diego drayage area have been subjected, and on April 1, 1968 will be further subjected, to increases in their operating costs. It has been shown that no provisions are included in the established rates in Minimum Rate Tariff No. 9-B for the purpose of compensating said carriers for such increases in operating costs.

Except as to the proposed increases in pool lot rates, and except for adjustment to eliminate the element of costs for Transport Clearings charges, the Commission finds that the proposed

³ The hearing also embraces the increases denied in pool lot rates named in other minimum rate tariffs and an order setting hearing (Decision No. 73408, dated November 28, 1967) to consider the pool lot rates and rules in all minimum rate tariffs.

rate increases are justified and will result in just, reasonable and nondiscriminatory minimum rates. Pending the rehearing on the matter of increases in pool lot rates proposed in Petition No. 57, and hearing on the general question of pool lot rates in the Commission's minimum rate tariffs, it would not be appropriate to act on that portion of Petition No. 65 relating to the pool car rates. Disposition of that feature should be made in a future order.

The Commission further finds that to the extent that the provisions of Minimum Rate Tariff No. 9-B have been found heretofore to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Act, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, to that same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation.

In addition to increases in the rates and charges in Minimum Rate Tariff No. 9-B, petitioner's proposals in this matter also include a request that certain common carriers be authorized to make corresponding increases in their rates for the transportation of exempt commodities -- commodities which are not subject to the rates in Minimum Rate Tariff No. 9-B. Requests in this proceeding for similar authority have heretofore been found to be justified in those instances in which the exempt commodities are transported

at the level of the minimum class rates and under the same transportation conditions as those which apply to transportation which is subject to the minimum class rates. Inasmuch as in these circumstances the increased costs shown herein would also apply to the transportation of the exempt commodities, we find that increases authorized herein for the exempt commodities are likewise justified.

In connection with the establishment of increased rates in conformity with the order herein, petitioner asks that common carriers be relieved from the long- and short-haul prohibitions of Article XII, Section 21, of the Constitution of California and Section 460 of the Public Utilities Code. Where common carriers have been heretofore authorized to depart from the long- and short-haul prohibitions, their outstanding authorities will be modified to the extent necessary to carry out the effect of the order herein.

The Commission concludes that Minimum Rate Tariff No. 9-B should be amended to incorporate the increased rates and charges herein found to be reasonable and that disposition of petitioner's request for increases in pool lot rates should be made in a supplemental order.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 9-B (Appendix A of Decision No. 67766, as amended) is further amended by incorporating therein, to become effective April 27, 1968, the revised pages attached hereto and listed in Appendix A also attached hereto, which pages and appendix by this reference are made a part hereof.
2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to said Decision No. 67766, as

amended, are directed to establish in their tariffs the rate increases necessary to conform with the further adjustments herein of that decision.

3. Except as is otherwise stated hereinbelow, the increased class rates, surcharges, minimum charges and accessorial charges which are established by ordering paragraph 1 hereof, be, and they hereby are authorized to be made applicable to the transportation of the commodities listed in Items Nos. 50 and 51 of Minimum Rate Tariff No. 9-B, by common carriers (as defined in Section 211 of the Public Utilities Act), except common carriers by railroad with respect to their carload rates and charges and common carriers by vessel, provided (a) that said transportation is performed between origins and destinations which are both located within the San Diego Drayage Area (as described in Minimum Rate Tariff No. 9-B); and (b) that said transportation is now subject to class rates in the tariffs of said common carriers.

EXCEPTIONS: The rate increase authority which is granted by this paragraph does not apply:

- (1) To transportation for which minimum rates apply in accordance with the provisions of other minimum rate tariffs of the Commission; and
- (2) To transportation which is being performed by dump or tank vehicles.

4. Tariff publications required or authorized to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and 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; such tariff publications as are required shall be made effective not later than April 27, 1968; and as to tariff

publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

5. 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 and to this order.

6. Disposition will be made of the request for increases in the pool lot rates (Item No. 230) by a supplemental order.

7. In all other respects said Decision No. 67766, 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 5th day of March, 1968.

William L. Bennett President
August
William J. Syronis
Jack P. Morissett Commissioners

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceedings.

APPENDIX A TO DECISION NO. 73820

List of Revised Pages to Minimum Rate Tariff No. 9-B

Authorized by said Decision

Fourth Revised Page-21

Fourth Revised Page 22

Fourth Revised Page 29

Fifth Revised Page 34

Fifth Revised Page 44

Fifth Revised Page 47

Fifth Revised Page 49

(END OF APPENDIX A LIST)

Fourth Revised Page 21
 Cancels

Third Revised Page 21

MINIMUM RATE TARIFF NO. 9-3

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.												
<p style="text-align: center;">ACCESSORIAL SERVICE</p> <p>When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as provided in Item No. 140. The charge therein provided for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p>	120												
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>When consignor or consignee is responsible for delay to carrier's equipment at or in vicinity of either point of loading or point of unloading in excess of 30 minutes (exclusive of time actually involved in loading or unloading), additional charges for delay time in excess of 30 minutes shall be assessed as provided in Item No. 140.</p>	130												
<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</p> <p>For accessorial services or delays under the conditions specified in Items Nos. 120 and 130, charges shall be assessed for each period or fraction thereof, as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;"><u>Charges in Cents</u></th> </tr> <tr> <th></th> <th style="text-align: center;">For First 30 Minutes</th> <th style="text-align: center;">For Each Additional 15 Minutes</th> </tr> </thead> <tbody> <tr> <td>(a) For driver, helper or other employee, per man -----</td> <td style="text-align: center;">0375</td> <td style="text-align: center;">0190</td> </tr> <tr> <td>(b) For unit of equipment</td> <td style="text-align: center;">30</td> <td style="text-align: center;">15</td> </tr> </tbody> </table>		<u>Charges in Cents</u>			For First 30 Minutes	For Each Additional 15 Minutes	(a) For driver, helper or other employee, per man -----	0375	0190	(b) For unit of equipment	30	15	140
	<u>Charges in Cents</u>												
	For First 30 Minutes	For Each Additional 15 Minutes											
(a) For driver, helper or other employee, per man -----	0375	0190											
(b) For unit of equipment	30	15											
<p>◇ Change) ◇ Increase) Decision No. 73820</p>													
<p>· EFFECTIVE APRIL 27, 1968</p>													
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 68</p>													

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.																					
<p style="text-align: center;">CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>(a) A charge of \$8.05 per hour, plus 9 cents per actual mile, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service. (See Notes 1 and 2)</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>NOTE 1.--Service shall commence with departure of each escort vehicle from its point of dispatch and terminate with the return of each escort car to its point of dispatch, excluding off-duty hours.</p> <p>NOTE 2.--Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">MINUTES</th> <th></th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td>----- omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td>----- shall be 1/4 hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td>----- shall be 1/2 hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td>----- shall be 3/4 hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td>----- shall be 1 hour</td> </tr> </tbody> </table>	MINUTES			Over	But Not Over		0	8	----- omit	8	23	----- shall be 1/4 hour	23	38	----- shall be 1/2 hour	38	53	----- shall be 3/4 hour	53	60	----- shall be 1 hour	<p>ø150</p>
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<p style="text-align: center;">CHARGES FOR PERMIT SHIPMENTS</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring transportation permits:</p> <p>(a) A charge of \$9.65 shall be made for the service of securing each permit, and</p> <p>(b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</p>	<p>ø160</p>																					
<p>ø Change) ø Increase) Decision No. 73820</p>																						
<p>EFFECTIVE APRIL 27, 1968</p>																						
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 69</p>																						

SECTION NO. 1 - RULES AND REGULATIONS (Continued)			Item No.
MINIMUM CHARGE			
Except as otherwise provided, the minimum charge per shipment shall be as follows: (See Note)			
<u>Weight of Shipment (In Pounds)</u>			
<u>Over</u>	<u>But Not Over</u>	<u>Charge (In Cents)</u>	
0	25	230	
25	50	265	
50	75	305	
75	100	325	
100	150	350	
150	200	380	0210
200	250	400	
250	300	425	
300	400	460	
400	500	495	
500	600	550	
600	700	600	
700	800	635	
800	900	700	
900	---	765	
NOTE.--Will not apply on shipments made under the provisions of Item No. 420.			
◇ Increase, Decision No. 73820			
EFFECTIVE APRIL 27, 1968			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 70			

SECTION NO. 1 - RULES AND REGULATIONS (Continued)		Item No.
SPLIT DELIVERY		
<p>The rate for transportation of a split delivery shipment shall be the rate applicable for the rate base determined as follows:</p>		
<p>(a) When point of origin and all points of destination are within a single zone, apply rate for rate basis B, subject to Notes 1, 2, and 3;</p>		
<p>(b) When point of origin and all points of destination are within the area encompassed by two adjoining Metropolitan Zones, apply rate for rate basis C, subject to Notes 1, 2, and 3 (Metropolitan Zone 305 does not adjoin any other zone, except Metropolitan Zone 311, for the purposes of this rule);</p>		
<p>(c) For all other shipments, apply rates for rate basis F, subject to Notes 1, 2, and 3.</p>		
<p>NOTE 1.-For each split delivery shipment a single bill of lading or shipping order shall be issued. It shall describe the kind and quantity of property for the entire shipment, and bear the date such property is physically accepted by the carrier. At the time of or prior to the tender of the shipment the carrier shall be furnished with written instructions showing the name of each consignee, the point or points of destination, and a description of the kind and quantity of property in each component part of the split delivery shipment.</p>		
<p>NOTE 2.-If shipping instructions do not conform with the requirements of Note 1 hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff. When shipping instructions do conform with the requirements of Note 1 hereof, component parts of split delivery shipments shall not be treated as separate shipments.</p>		
<p>NOTE 3.-In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:</p>		
<p>Weight of Component Parts (Pounds)</p> <p>Over But Not Over</p>		<p>♦Split Delivery Charge for Each Component Part in Cents</p>
0	500	----- 170
500	1000	----- 200
1000	2000	----- 295
2000	4000	----- 410
4000	10000	----- 465
10000		----- 555

§ 300

NOTE 4.-Rates provided in this tariff do not apply to transportation of split delivery shipments unless point of origin and all points of destination are within the San Diego Drayage Area. When point of origin or one or more points of destination are located outside of the San Diego Drayage Area, rates in Minimum Rate Tariff No. 2 shall apply.

Change)
Increase) Decision No. 73820

EFFECTIVE APRIL 27, 1968

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San Francisco, California.
Correction No. 71

SECTION NO. 2 - RATE BASES AND RATES (Continued)													Item No.	
CLASS RATES (In cents per 100 pounds)														
Rate Basis	Minimum Weight in Pounds													
	Any Quantity				2,000				4,000					
	1	2	3	4	1	2	3	4	1	2	3	4		
A	80	72	64	56	66	60	53	46	49	44	39	34	410	
B	96	86	77	67	77	69	61	54	57	52	46	40		
C	108	97	86	75	85	76	67	59	68	61	54	47		
D	121	108	96	84	95	85	76	66	76	68	60	53		
E	129	116	103	90	106	94	84	74	82	74	65	57		
F	140	126	112	98	117	105	93	82	91	82	73	64		
Rate Basis	Minimum Weight in Pounds													
	10,000				20,000				30,000					
	1	2	3	4	1	2	3	4	1	2	3	4		
A	35	32	28	24½	27½	24½	22	19	24½	22	19½	17		
B	44	40	35	31	34	30	27	23½	27½	24½	22	19		
C	51	46	40	35	38	34	30	26½	31	28	25	22		
D	56	51	44	39	44	39	35	31	34	31	27½	24		
E	65	58	52	45	48	43	38	34	38	34	31	27		
F	70	63	56	49	53	48	43	38	41	37	33	29		
◇ Increase, Decision No. 73820														
EFFECTIVE APRIL 27, 1968														
Issued by the Public Utilities Commission of the State of California, San Francisco, California.														
Correction No. 72														

SECTION NO. 3--EQUIPMENT RATES, RULES AND REGULATIONS	Item No.
<p style="text-align: center;">RULES AND REGULATIONS</p> <p>(a) Rates named in this section are subject to Items Nos. 10 and 11, Definitions of Technical Terms; Item No. 20, Application of Tariff; Item No. 30, Application of Tariff--Territorial; Items Nos. 50 and 51, Application of Tariff--Commodities; Item No. 150, Charges for Escort Service; Item No. 160, Charges for Permit Shipments; Item No. 170, Collection of Charges; Items Nos. 180, 181 and 182, Collect on Delivery (C.O.D.) Shipments; Items Nos. 200 and 201, Issuance of Shipping Documents; Item No. 250, References to Items and Other Tariffs; and Item No. 260, Units of Measurement to Be Observed. They are not subject to the other rules and regulations provided in Section No. 1.</p> <p>(b) Rates named in this section are subject to Rules 5 and 145 of the Governing Classification. They are not subject to the other rules of the Governing Classification.</p> <p>(c) Rates named in this section apply only when the property is transported by one carrier for one shipper.</p> <p>(d) Prior to the transportation of the property, the shipper must enter into a written agreement with the carrier to ship at rates no lower than those provided in this section, stating specifically the class of service desired. (See Item No. 510.) Except as herein provided, no single agreement shall cover shipments transported over a period in excess of 31 days. EXCEPTION: The agreement will not be necessary for transportation of overweight and/or over-size shipments for which a special permit has been issued pursuant to the provisions of Sections Nos. 35780 to 35784, inclusive, of the Vehicle Code, State of California, and attached to or identified on the shipping document.</p> <p>(e) Rates named in Item No. 520 are subject to an additional charge at the rate of \diamond\$6.60 per man, per hour, minimum charge one-half hour, when carrier furnishes help in addition to the driver. The time for computing the additional charge shall be not less than the actual time in minutes the helper or helpers are engaged in performing the services. The total time so computed shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the table provided in Note 1(c), Item No. 520.</p> <p>(f) When carrier's equipment is painted, lettered or marked, or when special equipment or accessories are furnished by the carrier, in connection with transportation which is performed subject to the rates named in Item No. 520, a charge not less than the cost of painting, lettering or marking or the costs applicable to the use of the special equipment or accessories shall be made.</p>	<p style="text-align: center;">500</p>

∅ Change)
◇ Increase) Decision No.

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EFFECTIVE APRIL 27, 1968

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

Correction No. 73

SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS (Concluded)				Item No.
FREIGHT, regardless of classification, subject to Note 1:				
<u>Weight in Pounds</u> (See Note 2)	<u>◊(1)(2) Rates in Cents Per Hour</u>			
	<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>	
Less than 12,000 -----	820	1160	1500	
12,000 but not over 20,000 ----	875	1190	1510	
Over 20,000 -----	975	1265	1555	
<p>(1) Minimum Charge - The charge for one hour.</p> <p>(2) Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.</p> <p>Column 1 - Rates per unit of equipment with driver, except for time equipment is operated in excess of 6 hours out of 9 consecutive hours, and except when operated on Saturdays, Sundays or holidays.</p> <p>Column 2 - Rates per unit of equipment with driver for time equipment is operated in excess of 8 hours out of 9 consecutive hours or on Saturdays, Sundays or the following holidays: Washington's Birthday, Memorial Day or the day before Christmas.</p> <p>Column 3 - Rates per unit of equipment with driver for time equipment is operated on the following holidays: Independence Day, Labor Day, Thanksgiving Day, Christmas or New Year's Day.</p> <p>NOTE 1.-(a) Subject to paragraph (b) below, rates in this item apply from the time the truck and driver report for service pursuant to the shipper's order to the time of completion of the last trip under such order. <u>Exception</u> - If the single transaction covers a period in excess of one day, time consumed in driving from last point of destination to the carrier's terminal at the close of one day's business, and from the carrier's terminal to the point of origin at the beginning of the next day's business will not be included in computing the chargeable time.</p> <p>(b) In computing time for trailer shuttle service no time shall be charged for the movement of truck tractors without load or for trailers or semitrailers without power unit except when such trailers are being loaded or unloaded.</p>				

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(c) In computing time under the basis outlined in paragraphs (a) and (b) hereof the various time factors shall not be less than the actual time involved in minutes. After the total time has been determined under the provisions of paragraph (a) hereof, it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:

Less than 8 minutes ----- omit.
8 minutes or more but less than 23 minutes shall be $\frac{1}{4}$ hour.
23 minutes or more but less than 38 minutes shall be $\frac{1}{2}$ hour.
38 minutes or more but less than 53 minutes shall be $\frac{3}{4}$ hour.
53 minutes or more shall be 1 hour.

NOTE 2.--The normal carrying capacity of each vehicle unit shall be determined by the carrier based upon that amount of property in pounds, which physically can be loaded therein and safely transported under normal conditions.

∅ Change)
◇ Increase) Decision No. 73820

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