

ORIGINAL

Decision No. 77026

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 highway carriers relating to
 the transportation of any and all
 commodities between and within all
 points and places in the State of
 California (including, but not
 limited to, transportation for which
 rates are provided in Minimum Rate
 Tariff No. 2).

Case No. 5432
 Petition for Modification
 No. 560
 (Filed October 24, 1969)

(Appearances are listed in Appendix A)

O P I N I O N

The minimum rates and rules established by the Commission for the statewide transportation of general commodities by highway carriers are contained in Minimum Rate Tariff No. 2 (MRT 2). Included in this tariff are provisions (Items 160-161 and 170-171) which govern the highway transportation of so-called split pickup and split delivery shipments.^{1/} By Petition No. 560, the California Trucking Association (CTA) seeks major revisions in the existing MRT 2 provisions governing split shipments. Public hearings were held in this matter before Examiner Gagnon at San Francisco on December 4 and 30, 1969. The petition stands submitted for decision.

The terms "Split Pickup Shipment" and "Split Delivery Shipment", as used in MRT 2, are defined in Item 12 of said tariff as follows:

^{1/} Collectively referred to as split shipments.

"SPLIT PICKUP SHIPMENT means a shipment consisting of two or more component parts picked up by a carrier within a period of two calendar days from one consignor at more than one point of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 5,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination. (See Note)

"NOTE. --In addition to the component parts picked up by the carrier, a split pickup shipment will include other component parts delivered to carrier's established depot by the consignor or the consignor's agent."

"SPLIT DELIVERY SHIPMENT means a shipment consisting of two or more component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 5,000 pounds, said shipment being shipped by one consignor from one point of origin. (See Note)

"NOTE. --All transportation charges must be prepaid and, except as provided in paragraph 3 of Item 255, charges shall be billed to and collected from only one debtor."

The line-haul rate applicable to a split shipment is determined and applied in accordance with the provisions of Items 160-161 and 170-171 of MRT 2. Said tariff rules also provide, among other requirements, that (1) carriers shall not transport a split shipment unless at the time of or prior to the pickup of the shipment certain written information has been furnished to the carrier by the consignor; (2) the carrier must issue to the consignor the necessary shipping documents at the time of or prior to the pickup of the split shipment; (3) split pickup or split delivery service only may be performed by the carrier in connection with any component part of a composite split shipment; and (4) charges for a split shipment may be determined, under certain circumstances, by rating any component part thereof as though it were a separate shipment.

In addition to the line-haul rate for transportation, accessorial split pickup and split delivery service charges are named in Items 161 and 171, respectively, of MRT 2 which must be assessed for each component part of a split shipment. The specific accessorial charges are as follows:

Weight of Component (In Pounds)	Charge Per Component (In Cents)	
	(1)	(2)
0 - 100	220	250
100 - 250	260	305
250 - 500	270	325
500 - 1,000	300	450
1,000 - 2,000	390	665
2,000 - 4,000	505	825
4,000 - 10,000	585	970
Over 10,000	655	1125

(1) Split shipments transported not over 100 constructive miles.

(2) Split shipments transported over 100 constructive miles.

Except for the general limitations of MRT 2 and the basic tariff definitions for split pickup and split delivery shipments, there are relatively few specific restrictions in the present split shipment rules relative to the character of the shipment tendered and the amount of accessorial service permitted. For example, at present there are no limitations as to the number of component parts that may be included in a split shipment; the type of split shipment and the kind of commodities that may be included therein are also approximately the same as authorized under the general provisions of MRT 2.

The Director for CTA's Division of Transportation Economics testified in support of petitioner's rate proposal. He noted that the split shipment rules named in MRT 2 were last generally considered by the Commission in Decision No. 50297, dated July 20, 1954, in Case No. 5432 (Petition for Modification No. 17). Since this last broad review, petitioner contends there have been significant changes in traffic and marketing patterns which, in turn, have been reflected in the operating experiences of the motor carriers. Such changes assertedly have had a considerable impact upon the performance of split pickup and split delivery service by motor carriers and in the costs related thereto. The director stated that there has been an increase in the number of components and the mileage traversed per split shipment with a resulting increase in the cost of transportation. The witness said that either the present expanded use of split shipment service must be measured with current cost levels and existing MRT 2 split shipment charges increased accordingly, or the current tariff provisions for such services be so revised as to restrict the excessive use thereof.

The petitioner states that shipper-carrier meetings were held to discuss and develop mutually acceptable changes in the application of the existing split shipment rules of Minimum Rate Tariff No. 2. As a result of such joint efforts, the director for the trucking association testified that it was deemed preferable to limit the number of split shipment components rather than seek substantial upward adjustments in the tariff charges therefor. In the light of such shipper-carrier determination, the CTA's rate proposal (Exhibit No. 1) was developed.

The main objective of the CTA's rate proposal is to place a ceiling over the number of component parts allowed in any one split shipment. Other tariff revisions suggested by the petitioner are either supplementary to CTA's major objective or are intended primarily for tariff clarification. The major and supplementary portions of CTA's split shipment proposal may be summarized as follows;

1. Split pickup or split delivery service will not apply to:
 - (a) Collect on Delivery (C.O.D.) shipments.
 - (b) Shipments transported on Order Notify Bill of Lading.
 - (c) Shipments containing any commodity in violation of the current regulations of the Dangerous Articles Tariff.

2. Split shipments shall be limited to the following number of component parts:

<u>Actual or Billed Weight of Shipment (Whichever is Greater)</u>	<u>Maximum Number of Components Allowed</u>
4,999 - 6,000	6
6,000 - 8,000	8
8,000 - 10,000	10
10,000 - Over	(See Note)

NOTE: One component part will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 40 components per split shipment; however, for each component in excess of 20, a \$3.00 charge shall be assessed in addition to all other applicable rates and charges.

The additional \$3.00 charge proposed for each component part in excess of 20, as developed (Exhibit 2) by the CTA's witness, represents an alleged deficiency between the added weighted cost for handling a 1,000 pound component part of a truckload composite split shipment and the present accessorial tariff charge for handling said component part.^{2/}

^{2/} The CTA's cost computations were predicated upon the April 1, 1969 cost factors of record in Exhibit 1, Petition for Modification No. 523, in Case No. 5432 (Decision No. 75520 of April, 1969). The truckload weighting factors are based on Exhibit 2, Petition for Modification No. 17, in Case No. 5432 (Decision No. 50297 of July 20, 1954). Said weighting factors are 13.24% at 20,000 pounds; 12.89% at 30,000 pounds, and 73.87% at 40,000 pounds.

The CTA director stated that, under present ordinary usage of split pickup or split delivery service, petitioner found composite split shipments to contain an average of 10 component parts. Although the director referred to a split delivery shipment allegedly having 237 splits, the number of composite shipments having in excess of 40 splits is assertedly not large. The witness also stated that the average weight of component parts of split shipments was found to be slightly higher than 1,000 pounds. As to the CTA's suggested restrictions upon the amount of accessorial services that may be performed by the carriers in connection with split shipments, it is clear such restrictions reflect petitioner's efforts to hold down the alleged accelerating cost of performing the basic split pickup or split delivery services as reflected in the existing provisions of MRT 2.

A witness on behalf of the California Retailers Association presented testimony contending that CTA's proposed limitation on the number of splits per shipment was unduly biased in favor of the heavier loaded composite shipments. The shipper's particular concern centered on the CTA's suggestion that split shipments weighing less than 10,000 pounds be limited to a fixed maximum number of components; whereas composite shipments weighing over 10,000 pounds would have a variable maximum number of splits, subject to a total of 40 components. The witness submitted an alternative proposal (Exhibit 5) which was acceptable to the CTA and resolved the objections of several interested shippers. The alternative shipper proposal may be summarized as follows:

Actual or Billed
Weight of Shipment
(Whichever is Greater)

Maximum Number
of Components
(See Exception)

4,999 - 6,000
6,000 - 8,000
8,000 - 10,000
10,000 - Over

6
8
10
(See Note)

NOTE: One component part will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 components per shipment.

EXCEPTION: The total number of components may exceed the allowed number shown, provided that for each component in excess of said allowed number a charge of \$3.00 shall be assessed in addition to all other applicable rates and charges. In no event shall there be more than 40 components per shipment.

In addition to the qualified support of the California Retailers Association, the CTA's split shipment proposal also received the support from several other shipper interests. The Commission's Transportation Division staff did not present any direct evidence nor express any position relative to the merits of Petition No. 560. Protestant's concern goes to the potential increase in their freight charges should the CTA' proposal be adopted. One protestant contends that the motor carrier's costs of operations experienced in transporting split pickup or split delivery shipments are relatively the same as the handling of straight less-truckload shipments. However, it should be noted that truckload composite shipments, the component parts of which protestant contends are accorded less-truckload service, are subject to truckload rates, whereas the component parts of said composite shipments would take substantially higher less-truckload rates if tendered as separate shipments.

The California Trucking Association has endeavored to justify its rate proposal in this proceeding mainly by (1) reflecting agreements reached at prior informal discussions assertedly held between certain shippers and carriers, and their representatives; and (2) the oral testimony of the director for CTA's Division of Transportation Economics. Under ordinary circumstances, approval of the substantive tariff adjustments proposed herein on the basis of the evidence now before us would be at least deferred, if not denied, for lack of sufficient factual proof to support the conclusions advanced by petitioner. In this particular instance, however, CTA's concern over the potential and actual excessive use of the existing split shipment provisions of MRT 2 is not altogether without merit. It has been established that some additional restrictions should be placed upon the split pickup and split delivery services currently available under the minimum rate provisions of MRT 2. The record supports the adoption of the major and supplementary phases of CTA's split shipment proposal, subject to the alternative suggestions of the California Retailers Association, on a temporary basis pending the receipt of additional evidence.^{3/} Other tariff changes suggested by the petitioner which are primarily for tariff clarification purposes have been shown to be justified and should be adopted on other than a temporary basis.

^{3/} The phase of petitioner's rate proposal relating to Dangerous Articles is, in the first instance, a matter currently before the Commission in Case No. 5432 (Petition for Modification No. 561) et al. No further consideration will be given in this proceeding, therefore, to CTA's proposal concerning so-called Dangerous Articles.

The Commission finds that:

1. The split pickup and split delivery provisions of Minimum Rate Tariff No. 2 were last generally considered by Decision No. 50297, dated July 20, 1954, In Case No. 5432.

2. The split pickup and split delivery provisions of Minimum Rate Tariff No. 2 should now be revaluated in the light of current traffic and marketing conditions as reflected in the present operating experiences of the for-hire motor carriers.

3. The number of component parts (splits) that may be included in a single split pickup or split delivery shipment, including the related accessorial services that may be performed by for-hire motor carriers in connection with said composite shipments and/or component parts thereof, is generally unlimited under the existing provisions of Minimum Rate Tariff No. 2.

4. The petitioner has demonstrated that the number of component parts to be included in a single split shipment, including the related accessorial services that for-hire motor carriers should be allowed to perform in connection with said composite shipment and/or component parts thereof, should be made subject to some reasonable limitations under the provisions of Minimum Rate Tariff No. 2.

5. The petitioner's suggested limitations, as amended by the California Retailers Association's Exhibit No. 5, of the number of component parts to be allowed in a single split pickup or split delivery shipment have, in the absence of additional factual evidence been at least justified as a reasonable temporary adjustment of the split shipment provisions of Minimum Rate Tariff No. 2. Except for the reference to Dangerous Articles, the proposed restrictions as to the related accessorial services that may be accorded split

shipments and/or component parts thereof have also been shown to be a just and reasonable temporary revision in the established split shipment provisions of Minimum Rate Tariff No. 2.

6. The tariff changes proposed primarily to clarify the present application of the split shipment provisions of Minimum Rate Tariff No. 2 have been demonstrated to be justified on other than a temporary basis and should be adopted.

7. The rates and charges resulting under the application of the proposed split pickup and split delivery tariff rules, as further modified herein, are, and for the future will be, the just, reasonable and nondiscriminatory minimum rates and charges for the transportation of property by highway carriers subject to the provisions of Minimum Rate Tariff No. 2.

8. To the extent that the provisions of Minimum Rate Tariff No. 2 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 the 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.

9. Where common carriers have been heretofore authorized to depart from the so-called long-and short-haul prohibitions of Article XII, Section 21, of the Constitution of the State of

California and of Section 460 of the Public Utilities Code, such outstanding authorities should be modified, as requested by petitioner, to the extent necessary to carry out the effect of the order herein.

The Commission concludes that Petition for Modification No. 560 should be granted to the extent authorized by the order herein and that Minimum Rate Tariff No. 2 should be amended accordingly. Since the circumstances which justified the granting of certain phases of petitioner's rate proposal, as modified herein, on a temporary basis may change said temporary tariff adjustments will be made subject to an expiration date of June 1, 1971. To the extent not granted herein, Petition for Modification No. 560 should be denied.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 2 (Appendix D to Decision No. 31606, as amended) is further amended by incorporating therein, to become effective May 9, 1970, the revised pages attached hereto and listed in Appendix B, 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 Decision No. 31606, as amended, are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered herein.

3. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff No. 2 are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff No. 2 rates herein.

4. Common carriers maintaining rates on the same level as Minimum Rate Tariff No. 2 rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff No. 2 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff No. 2 rates herein.

5. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff No. 2 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff No. 2 rates herein.

6. 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 May 9, 1970; 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.

7. 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.

8. Except as otherwise granted by this order, Petition for Modification No. 560 is denied.

9. In all other respects Decision No. 31606, as amended, shall remain in full force and effect.

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

Dated at ^{SAN FRANCISCO} _____, California, this 31st
day of MARCH, 1970.

William Synnott Jr.
President

Anthony
William

James
Vernon L. Sturgeon
Commissioners

APPENDIX A

Appearance List

Petitioner:

Richard W. Smith, A. D. Poe and H. F. Kollmyer, for
California Trucking Association.

For Respondent Carriers:

W. N. Greenham, Harold Culy, A. W. Savage, R. C. Ellis,
Armand Karp, F. S. Kohles, Joseph E. MacDonald, John
F. McSweeney, John Odoxta, Lee Pfister, George E. Sloat,
T. W. Curley, W. C. Johnson, Gordon S. Raney, James L.
Roney and Elio Sartori.

For Protestants:

G. R. Arvedson, for Metalcraft Products Company, and
Richard F. Hanley, for S & W Fine Foods, Inc.

For Interested Parties:

Kenneth C. Delaney, Harriet Adams, Folger Athearn, Jr.,
Keith M. Brown, Robert W. Candlish, C. H. Costello,
W. R. Donovan, A. T. Eche, Gordon G. Gale, Donald C.
Garland, Earl W. Gerloff, C. D. Gilbert, Ronald James
Graham, Meyer Kapler, Lloyd K. Hoffman, R. N. Homlied,
Michael Kallas, Richard E. Kampa, Shelby L. Kanagy,
John P. Kissinger, James G. Kelley, Edward L. Mark,
Gordon Larsen, James L. Martin, William D. Mayer,
Patrick F. Murphree, D. R. Ranche, John T. Reed,
Kathryn W. Roche, Robert D. Stout, Clifford J. Van
Duker, E. F. Westberg, Norman I. Molaug, G. C. Willis,
Larry Zaro, Clarence L. Athanson and Lloyd E. Murdick.

Commission Staff:

T. H. Peccimer

APPENDIX B TO DECISION NO. ~~77026~~

List of Original and Revised Pages to Minimum Rate Tariff No. 2
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Twenty-third Revised Page 20-A

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SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items 10, 11 and 12)</p> <p>SPLIT PICKUP SHIPMENT means a shipment consisting of two or more component parts picked up by a carrier within a period of two calendar days for one person, firm or corporation at more than one point of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 5,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination. (See Note)</p> <p>NOTE.--In addition to the component parts picked up by the carrier, a split pickup shipment will include other component parts delivered to carrier's established depot for the person, firm or corporation for whom carrier made such pickups.</p> <p>SPLIT DELIVERY SHIPMENT means a shipment consisting of two or more component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 5,000 pounds, said shipment being shipped by one consignor from one point of origin. (See Note)</p> <p>NOTE.--All transportation charges must be prepaid and, except as provided in paragraph 3 of Item 255, charges shall be billed to and collected from only one debtor.</p> <p>STRINGING means the progressive delivery of a shipment at spaced intervals or designated points along a predetermined route.</p> <p>TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.</p> <p>TEMPERATURE CONTROL SERVICE means the protection from heat by the use of ice (either water or solidified carbon dioxide), by mechanical refrigeration, or by release of liquefied gases.</p>	12
<p style="text-align: center;">APPLICATION OF TARIFF--CARRIERS</p> <p>Rates provided in this tariff are minimum rates established pursuant to the Highway Carriers' Act and the Household Goods Carriers' Act and apply for transportation of property by radial highway common carriers, highway contract carriers, cement contract carriers, dump truck carriers and household goods carriers as defined in said Acts.</p> <p>When property in continuous through movement is transported by two or more such carriers, the rates (including minimum charges) provided herein shall be the minimum rates for the combined transportation.</p> <p>Rates, rules and regulations named in this tariff shall not apply to transportation by independent-contractor subhaulers when such transportation is performed for other carriers defined in this tariff or for common carriers defined in the Public Utilities Act.</p>	20
<p>Change, Decision No. 77026</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p> <p>Correction 2214</p>	

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM																		
<p>(1) SPLIT PICKUP (Items 160, 161, *162 and *163)</p> <p>*O(E)A. Except as otherwise provided, the provisions of this item do not apply to:</p> <ol style="list-style-type: none">Shipments, including any component part thereof, moving under provisions of Items 180, 181 or 182 (C.O.D. Shipments); norShipments, including any component part thereof, transported on Order Notify Bills of Lading. <p>*O(E)B. Each shipment shall be limited to the following numbers of split pickup components, including the original pickup:</p> <table><tr><th colspan="2">When The Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)</th><th>Maximum Number Of Split Pickup Components Allowed Will Be (See Exception)</th></tr><tr><th>Over</th><th>But Not Over</th><th></th></tr><tr><td>4,999</td><td>6,000</td><td>6</td></tr><tr><td>6,000</td><td>8,000</td><td>8</td></tr><tr><td>8,000</td><td>10,000</td><td>10</td></tr><tr><td>10,000</td><td></td><td>See Note</td></tr></table> <p>NOTE.--One split pickup component will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 pickup components per shipment.</p> <p>EXCEPTION.--The total number of split pickup components may exceed the allowed number shown, provided, however, that for each pickup component in excess of said allowed number, a charge of \$3.00 will be made in addition to all other applicable rates and charges. In no event shall there be more than 40 pickup components per shipment.</p> <p>(Continued in Item 161)</p>		When The Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)		Maximum Number Of Split Pickup Components Allowed Will Be (See Exception)	Over	But Not Over		4,999	6,000	6	6,000	8,000	8	8,000	10,000	10	10,000		See Note	160
When The Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)		Maximum Number Of Split Pickup Components Allowed Will Be (See Exception)																		
Over	But Not Over																			
4,999	6,000	6																		
6,000	8,000	8																		
8,000	10,000	10																		
10,000		See Note																		
<p>(E) Expires with June 1, 1971. (1) Certain split pickup provisions transferred to Eighth Revised Page 20-B.</p> <table><tr><td>‡ Change * Addition ◇ Increase</td><td>}</td><td>Decision No. 77026</td></tr></table>		‡ Change * Addition ◇ Increase	}	Decision No. 77026																
‡ Change * Addition ◇ Increase	}	Decision No. 77026																		
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Correction 2215																				

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p>(3) SPLIT PICKUP (Continued) (Items 160, 161, *162 and *163)</p> <p>C. The rate for the transportation of a split pickup shipment shall be determined and applied as follows, subject to Note 1 in Item 163:</p> <p>1. Subject to the alternative provided in paragraph 5 hereof, distance rates shall be determined by the distance to point of destination from that point of origin which produces the shortest distance via the other point or points of origin. (See Exceptions 1, 2, 3 and *4)</p> <p>EXCEPTION 1.--Add to the distance determined under the provisions of paragraph 1 above, 2 constructive miles for each point in excess of one located within:</p> <p>(a) a single metropolitan zone, or</p> <p>(b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or</p> <p>(c) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction.</p> <p>EXCEPTION 2.--In the event a shipment: *(a) has any point of origin within a mileage territory and the point of destination is located outside of the same mileage territory or *(b) has any point of origin located within a mileage territory and point of destination and any other point of origin located outside of the same mileage territory, the shortest distance shall be determined as follows:</p> <p>(1) Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups.</p> <p>(2) Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones.</p> <p>EXCEPTION 3.--On split pickup shipments subject to a rate based on a minimum weight of 20,000 pounds or more and transported between points in the San Francisco Metropolitan Zone Group, on the one hand, and points in the East Bay Metropolitan Zone Group, on the other hand, the rate shall be no less than the rate set forth in Item 520.</p> <p>*EXCEPTION 4.--If a carrier attempts pickup of any component part of a split pickup shipment and if, through no fault of its own, said component part is not available for tender to the carrier, distance shall nonetheless be computed via said point and all other points set forth on the split pickup document described in paragraph 2 hereof. Split pickup charges set forth in Note 1 will not apply if freight is not picked up at point of origin of any component.</p> <p>(Continued in Item 162)</p>	<p>161</p>
<p>(3) Certain Split Pickup provisions transferred from Twenty-second Revised Page 20-A, other provisions transferred to Fourth Revised Page 20-C and Original Page 20-D.</p> <p> & Change) * Addition } ◇ Increase) </p> <p>Decision No. 77026</p>	
EFFECTIVE	
<p>Correction 2216</p> <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p>(1) SPLIT PICKUP (Continued) (Items 160, 161, *162 and *163)</p> <p>62. The carrier shall not transport a split pickup shipment unless at the time of or prior to the initial pickup of any portion of the shipment, an appropriate written document is issued by the consignor for each component part, said document containing all of the information required to prepare a bill of lading in compliance with provisions of Item 360 of the Governing Classification. In addition, the consignor shall provide the carrier with a single document containing written information setting forth in summary, the total numbers and kind of packages, description of articles, and total weight of all commodities described on the bills of lading for each component part. Said document shall also reflect total number of pieces and total weight of all commodities in the shipment and must make reference, by number or other individual identity, to each bill of lading issued for a component part.</p> <p>63. A bill of lading form may be utilized as the single document referred to in paragraph 2 hereof, however, such bill of lading will have no effect except to consolidate, for the purpose of determining freight charges, information on the bills of lading covering each component part of the shipment.</p> <p>64. If split delivery is performed on a split pickup shipment, or if written information does not conform with the requirements of paragraph 2 or 3 hereof, or if all of the shipment is not received at the carrier's established depot or picked up by carrier during one calendar day (see Exception in multiple lot shipment), *or does not comply with the provisions of paragraph A hereof, each component part of the split pickup shipment shall be rated as a separate shipment under other provisions of this tariff.</p> <p>5. In determining the charge for a split pickup shipment, component parts may be rated as separate shipments from point or points of origin of such component parts to any point on the split pickup route (as provided in paragraph 1 hereof): provided that the written instructions furnished to the carrier under paragraph 2 hereof show (1) the component parts to be treated as separate shipments and (2) the points between which the separate shipment rates are to be applied. The additional charges provided in Note 1 shall apply to all component parts of the split pickup shipment rated in accordance with the provisions of this paragraph, provided, however, where two or more component parts are rated under rates provided in this tariff as separate shipments to the same point on the split pickup route, the aforesaid two or more components shall be considered as one split pickup and the charge therefor shall be at the combined weight of the aforesaid component parts.</p> <p>(Continued in Item 163)</p>	<p>*162</p>
<p>(1) Certain Split Pickup provisions transferred from Twenty-second Revised Page 20-A and Seventh Revised Page 20-B. Certain Split Delivery provisions transferred to Original Pages 20-E and 20-F.</p> <p>6 Change) * Addition) Decision No. 77026</p>	
EFFECTIVE	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction 2217</p>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

(1) SPLIT PICKUP (Concluded)
(Items 160, 161, *162 and *163)

NOTE 1.--In addition to the rate for transportation, the following additional charges shall be assessed for split pickup service:

1. For split pickup shipments transported under distance rates, when the distance computed in accordance with paragraph C hereof does not exceed 100 constructive miles:

Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents
Over	But Not Over		Over	But Not Over	
0	100	220	1,000	2,000	390
100	250	260	2,000	4,000	505
250	500	270	4,000	10,000	585
500	1,000	300	10,000		655

*163

2. For split pickup shipments, except as provided in paragraph 1:

Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents
Over	But Not Over		Over	But Not Over	
0	100	250	1,000	2,000	665
100	250	305	2,000	4,000	825
250	500	325	4,000	10,000	970
500	1,000	450	10,000		1125

(1) Certain Split Pickup provisions transferred from Seventh Revised Page 20-B.

* Addition, Decision No. 77026

EFFECTIVE

Correction 2218

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM																		
<p style="text-align: center;">SPLIT DELIVERY (Items 170, 171, *172 and *173)</p> <p>*O(E)A. Except as otherwise provided, the provisions of this item do not apply to:</p> <ol style="list-style-type: none"> Shipments, including any component part thereof, moving under provisions of Items 180, 181 or 182 (C.O.D. Shipments); nor Shipments, including any component part thereof, transported on Order Notify Bills of Lading. <p>*O(E)B. Each shipment shall be limited to the following numbers of split delivery components, including final destination:</p> <table> <tr> <th colspan="2">When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)</th><th>Maximum Number Of Split Delivery Components Allowed Will Be (See Exception)</th></tr> <tr> <th>Over</th><th>But Not Over</th><th></th></tr> <tr> <td>4,999</td><td>6,000</td><td>6</td></tr> <tr> <td>6,000</td><td>8,000</td><td>8</td></tr> <tr> <td>8,000</td><td>10,000</td><td>10</td></tr> <tr> <td>10,000</td><td></td><td>See Note</td></tr> </table> <p>NOTE.--One split delivery component will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 delivery components per shipment.</p> <p>EXCEPTION.--The total number of split delivery components may exceed the allowed number shown, provided, however, that for each delivery component in excess of said allowed number, a charge of \$3.00 will be made in addition to all other applicable rates and charges. In no event shall there be more than 40 delivery components per shipment.</p> <p style="text-align: center;">(Continued in Item 171)</p>		When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)		Maximum Number Of Split Delivery Components Allowed Will Be (See Exception)	Over	But Not Over		4,999	6,000	6	6,000	8,000	8	8,000	10,000	10	10,000		See Note	170
When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)		Maximum Number Of Split Delivery Components Allowed Will Be (See Exception)																		
Over	But Not Over																			
4,999	6,000	6																		
6,000	8,000	8																		
8,000	10,000	10																		
10,000		See Note																		
<p>(E) Expires with June 1, 1971.</p> <table> <tr> <td> <ul style="list-style-type: none"> ◊ Change * Addition ◊ Increase </td><td style="font-size: 3em; vertical-align: middle; padding: 0 10px;">}</td><td>Decision No. 77026</td></tr> </table>		<ul style="list-style-type: none"> ◊ Change * Addition ◊ Increase 	}	Decision No. 77026																
<ul style="list-style-type: none"> ◊ Change * Addition ◊ Increase 	}	Decision No. 77026																		
EFFECTIVE																				
<p>Correction 2219</p>		<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>																		

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p>(3) SPLIT DELIVERY (Continued) (Items 170, 171, *172 and *173)</p> <p>C. The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Note 1 in Item 173:</p> <p>1. Subject to the alternative provided in paragraph 5 hereof, distance rates shall be determined by the distance from point of origin to that point of destination which produces the shortest distance via the other point or points of destination. (See Exceptions 1, 2 and 3)</p> <p>EXCEPTION 1.--Add to the distance determined under the provisions of paragraph 1 above, 2 constructive miles for each point in excess of one located within:</p> <p>(a) a single metropolitan zone, or</p> <p>(b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or</p> <p>(c) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction.</p> <p>EXCEPTION 2.--In the event a shipment: *(a) has its origin within a mileage territory and any point of destination is located outside of the same mileage territory, or *(b) has any point of destination located within a mileage territory and point of origin or any other point of destination located outside of the same mileage territory, the shortest distance shall be determined as follows:</p> <p>(1) Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups.</p> <p>(2) Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones.</p> <p>EXCEPTION 3.--On split delivery shipments subject to a rate based on a minimum weight of 20,000 pounds or more and transported between points in the San Francisco Metropolitan Zone Group, on the one hand, and points in the East Bay Metropolitan Zone Group, on the other hand, the rate shall be no less than the rate set forth in Item 520.</p> <p>(Continued in Item 172)</p>	<p>6171</p>
<p>(3) Certain Split Delivery provisions transferred from Third Revised Page 20-C.</p> <p> ◊ Change } * Addition } Decision No. 77026 </p>	
EFFECTIVE	
Correction 2220	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA SAN FRANCISCO, CALIFORNIA

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p>(1) SPLIT DELIVERY (Continued) (Items 170, 171, *172 and *173)</p> <p>¶2. The carrier shall not transport a split delivery shipment unless at the time of or prior to the initial pickup of any portion of the shipment, an appropriate written document is issued by the consignor for each component part, said document containing all of the information required to prepare a bill of lading in compliance with provisions of Item 360 of the Governing Classification. In addition, the consignor shall provide the carrier with a single document containing written information setting forth in summary, the total numbers and kind of packages, description of articles, and total weight of all commodities described on the bills of lading for each component part. Said document shall also reflect total number of pieces and total weight of all commodities in the shipment and must make reference, by number or other individual identity, to each bill of lading issued for a component part.</p> <p>¶3. A bill of lading form may be utilized as the single document referred to in paragraph 2 hereof, however, such bill of lading will have no effect except to consolidate, for the purpose of determining freight charges, information on the bills of lading covering each component part of the shipment.</p> <p>¶4. If split pickup is performed on a split delivery shipment, or if written information does not conform with the requirements of paragraph 2 or 3 hereof, or if all of the shipment is not received at the carrier's established depot or picked up by carrier during one calendar day (see Exception in multiple lot shipment), *or does not comply with the provisions of paragraph A hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff.</p> <p>5. In determining the charge for a split delivery shipment, component parts may be rated as separate shipments from any point or points on the split delivery route (as provided in paragraph 1 hereof) to point or points of destination of such component parts; provided that the written instructions furnished to the carrier under paragraph 2 hereof show (1) the component parts to be treated as separate shipments and (2) the points between which the separate shipment rates are to be applied. The additional charges provided in Note 1 shall apply to all component parts of the split delivery shipment rated in accordance with the provisions of this paragraph, provided, however, where two or more component parts are rated under rates provided in this tariff as separate shipments from the same point on the split delivery route, the aforesaid two or more component parts shall be considered as one split delivery and the charge therefor shall be at the combined weight of the aforesaid component parts.</p> <p>(Continued in Item 173)</p>	<p>*172</p>
<p>(1) Certain Split Delivery provisions transferred from Third Revised Page 20-C and Thirty-third Revised Page 21.</p> <p> ¶ Change) * Addition) Decision No. 77026 </p>	
EFFECTIVE	
<p>Correction 2221</p> <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

SECTION 1—RULES OF GENERAL APPLICATION (Continued)						ITEM	
(1) SPLIT DELIVERY (Concluded) (Items 170, 171, *172 and *173)							
NOTE 1.—In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:							
1. For split delivery shipments transported under distance rates, when the distance computed in accordance with paragraph C hereof does not exceed 100 constructive miles:							
Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents	*173	
Over	But Not Over		Over	But Not Over			
0	100	220	2,000	4,000	505		
100	250	260	4,000	10,000	585		
250	500	270	10,000		655		
500	1,000	300					
1,000	2,000	390					
2. For split delivery shipments, except as provided in paragraph 1:							
Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents		
Over	But Not Over		Over	But Not Over			
0	100	250	2,000	4,000	825		
100	250	305	4,000	10,000	970		
250	500	325	10,000		1125		
500	1,000	450					
1,000	2,000	665					
(1) Certain Split Delivery provisions transferred to Original Page 20-E.							
* Addition, Decision No. 77026							
EFFECTIVE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA							
Correction 2222							