

ORIGINAL

Decision No. 78300

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. 15).

Case No. 7783
Petition for Modification
No. 33
(Filed August 14, 1970;
Amended September 3, 1970)

R. W. Smith and A. D. Poe, Attorneys at Law, and
H. F. Kollmyer, for California Trucking Associa-
tion, petitioner.
David C. Williams, for Williams Transportation Inc.;
Dan Keeney, for Keeney Truck Lines, Inc.; and
Emil P. Fleschner, for Southern California Truck
Leasing Inc.; respondents.
Eustace O. Pate, for MJB Co. and Western Can Co.;
Charles H. Costello, for Continental Can Co.,
Inc.; A. L. Libra, Attorney at Law, for Cali-
fornia Manufacturers Association; Robert W.
Candlish, for Personal Products Corporation;
Russell Bevans, for Draymen's Association of San
Francisco, Inc.; Philip G. Blackmore, Jr., for
California & Hawaiian Sugar Co.; William D. Mayer,
for Cannery League of California; Norman D.
Sullivan, for Shedd Bartush Foods Co.; Tad
Muraoka, for IBM Corporation; G. B. Fink, for The
Dow Chemical Co.; John J. Wynne, for Owens
Illinois Inc.; and W. P. Tarter, for William
Volker & Co.; interested parties.
Robert W. Stich and John R. Laurie, for the Commis-
sion staff.

O P I N I O N

This matter was heard October 20, 1970 before Examiner Thompson at San Francisco and was submitted on late-filed exhibits and briefs received November 6, 1970.

This is a petition by California Trucking Association for a general increase in vehicle unit rates in Minimum Rate Tariff 15.

Said Minimum Rate Tariff 15 was originally established effective May 1, 1963 pursuant to Decision No. 65072, dated March 12, 1963 (60 Cal. P.U.C. 624), and the last general adjustments in said minimum rates based upon cost considerations were established pursuant to Decision No. 77443, dated June 30, 1970, which considered driver and helper wage rates and fringe benefits in effect July 1, 1970 as well as the rates of various taxes and workmen's compensation as of said date; and pursuant to Decision No. 77444, dated June 30, 1970, which considered the historical costs of vehicle equipment through 1969.

Petitioner presented evidence showing that contracts entered into between carriers and collective bargaining agents for drivers and helpers negotiated for the period 1970 to 1973 call for increases in wages effective January 1, 1971 and July 1, 1971 as well as increases in employers' contributions to pension and health and welfare funds as of January 1, 1971. It has also shown that there have been, and there will be, changes in expense items relating to payroll taxes, workmen's compensation insurance and regulatory fees. Petitioner estimated that the effect of such changes is an overall increase of thirteen percent in the cost of providing transportation at vehicle unit rates named in Minimum Rate Tariff 15. It asserted that the rates established by the Commission in Decision No. 65072, and the general adjustments in rates thereafter, are based upon studies prepared by the Commission staff. It urged that the Commission further adjust said minimum rates by the "Wage (Cost) Offset" procedure as was done in Decision No. 77743 and that said adjustments consider all of the aforementioned changes in costs. It was stated that both shippers and carriers desire that there be stability in the vehicle unit rates for at

least one year and therefore it is desirable that the adjustments in the minimum rates consider the July 1, 1971 increase in wage rates as well as the increase effective January 1, 1971.

An associate transportation engineer of the Commission's staff recalculated the cost study utilized by the Commission in establishing Minimum Rate Tariff 15 and in making subsequent adjustments thereto. In such recalculation he substituted the following cost factors in arriving at an estimate of costs for the year 1971:

1. Increase in wages of 40 cents per hour as of January 1, 1971 (weighted 46%), and an additional increase of 25 cents per hour as of July 1, 1971 (weighted 54%).
2. Increase in pension and health and welfare costs of \$2.00 per week.
3. Increase in workmen's compensation insurance rate from 5.18% to 5.29%.
4. Decrease of 0.2% in the balancing tax rate of State Unemployment Insurance.
5. Paid vacation of two weeks after two years of service and 45 hours straight-time pay for each week of vacation for local employees previously paid on the basis of 40 hours pay for each week of vacation.
6. Decrease in P.U.C. fee from 0.30 percent to 0.25 percent.

The engineer treated indirect expenses by the "Wage Offset" method¹ and said recalculation discloses increases in hourly labor

¹ The primary difference between the "Wage (Cost) Offset" procedure and the "Wage Offset" method is in the treatment of indirect expenses in the development of the supplementary cost studies. In the "Wage (Cost) Offset" method the indirect expense ratios used in the original full-scale cost study are applied to the recalculated direct costs. This method assumes that the total of indirect expenses have, or will, increase proportionately with the direct costs. In the "Wage Offset" method the dollar amount of expense attributable to labor included in the indirect expenses of the prior cost study is determined and to that amount is applied the percentage increase in direct labor expense. This method assumes that wages and salaries of all employees increase proportionately with the wages of drivers and helpers but that other expenses included as indirects remain constant.

costs of about 11 percent. At the request of petitioner, and at the direction of the presiding officer, the engineer prepared a supplementary cost study utilizing the same factors described above but in accordance with the "Wage (Cost) Offset" method. This study was received as late-filed Exhibit 4 and discloses increases in hourly labor costs close to 12 percent.

A senior transportation rate expert of the Commission staff submitted a recommended schedule of increased rates which was received as Exhibit 3. The rates proposed therein reflect an increase over the present rates by the dollar amount of the increased labor costs set forth in Exhibit 2. The witness testified that in view of the magnitude of the labor increases experienced in 1970 and the further increases expected in 1971 the proposed rate increases include only the dollar amount of the increases in labor expense and have not been expanded by any additional profit factor. At the direction of the presiding officer the witness prepared and submitted late-filed Exhibit 5 which sets forth two schedules of rates reflecting the increases in labor costs set forth in late-filed Exhibit 4. One schedule adjusts the present rates by the percentage increases in labor costs developed by the "Wage (Cost) Offset" method and the other schedule adjusts the present rates by the dollar amounts of increased labor costs shown in late-filed Exhibit 4. Comparisons of the present rates for a two-axle truck with those set forth in Exhibits 3 and 5 follows:

TABLE 1

Comparison of Rates for a 2-Axle Truck over 12 Feet

| <u>Yearly Rates</u> | <u>Present</u> | <u>Rates in Dollars per Month</u> | | |
|----------------------|----------------|--|--|---|
| | | <u>Wage Offset</u> <u>Actual \$</u> | <u>Wage (Cost)</u> <u>Actual \$</u> | <u>Wage (Cost)</u> <u>by % Incr.</u> |
| Rate Basis A | 1384 | 1521 | 1530 | 1538 |
| Rate Basis B | 1322 | 1451 | 1460 | 1468 |
| <u>Monthly Rates</u> | | | | |
| Rate Basis A | 1483 | 1621 | 1630 | 1647 |
| Rate Basis B | 1425 | 1555 | 1564 | 1580 |

None of the other parties presented testimony or exhibits although some participated in cross-examination of the witnesses presented by petitioner and by the staff. California Manufacturers Association opposes the granting of the petition and filed a memorandum brief in support of its protest to which petitioner replied.

California Manufacturers Association asserts that the basis of law applicable to this proceeding is set forth in Article XII, Section 20 of the Constitution of the State of California which provides in part that no transportation company shall raise any rate or charge except upon a showing that such increase is justified. It then cites decisions of the courts and of the Commission holding that the burden of proof to support an application for a rate increase is upon the proponent and the failure to provide sufficient data to support such burden requires dismissal. Protestant then states that the primary issue of fact is whether there is a showing of justification by the petitioner for the increase proposed or for any increase, and if not, that finding would dispose of all other issues. It argues that the showing made by petitioner does not conform to the standards of proof of justification required of public utilities.

This proceeding is one under Sections 3662 and 726 of the Public Utilities Code. The Legislature under its plenary powers provided in Article XII, Section 22 of the Constitution conferred the power and the duty upon the Commission to establish minimum rates for the transportation of property "to preserve for the public the full benefit and use of public highways consistent with the needs of commerce without unnecessary congestion or wear and tear upon such highways; to secure to the people just and reasonable rates for transportation by carriers operating on such highways; and to secure full and unrestricted flow of traffic by motor carriers over such highways which will adequately meet public demands by providing for the regulation of rates of all transportation agencies so that adequate and dependable service by all necessary transportation agencies shall be maintained and the full use of the highways preserved to the public." (Section 3502, Pub. Util. Code.) When upwards adjustments are necessary to provide reasonable minimum rates so that adequate and dependable service by all necessary transportation agencies shall be maintained, increases by common carriers in their rates to the level of the adjusted minimum rates are justified regardless of the circumstances and conditions surrounding an individual common carrier or group of common carriers. Article XII, Section 20 of the Constitution, Section 454 of the Public Utilities Code, and the decisions cited by California Manufacturers Association are not in point. What we are concerned with here is the establishment of rates below which no carrier should be permitted to charge in order to secure to the people full and unrestricted flow of traffic by motor vehicles over the public highways and so that adequate and dependable service by all necessary transportation agencies shall be maintained. Where the evidence in the

rate proceeding record as a whole will permit a determination of just, reasonable and nondiscriminatory minimum rates, it is the duty of the Commission to establish such rates. It matters not whether the petitioner or some other party presents the evidence which will support such determination.

The extent of the increases in labor costs and the other changes in items of expense are of record. Petitioner urges that the rates be adjusted by percentage increases in transportation costs developed by the "Wage (Cost) Offset" procedure. Staff contends that the rates should be adjusted by the dollar amounts of increase reflected by the "Wage Offset" method. In considering their respective arguments it is desirable that study be given to factors underlying the establishment of vehicle unit rates in Minimum Rate Tariff 15 and to the premises which are the bases of the various offset methods for adjusting the minimum rates.

While there are schedules of rates for excessive hours or for service on Saturdays, Sundays and Holidays, the basic format of Minimum Rate Tariff 15 calls for a base rate in dollars per month to which is to be added a charge for the number of miles operated at the rates per mile set forth in the tariff. This petition concerns the base rates and not the mileage rates.

Minimum Rate Tariff 15 provides base rates for yearly, monthly and weekly services. Decision No. 65072 recites the considerations underlying the establishment of such rates. In general, and with certain modifications set forth in said decision, the base rates are predicated upon the cost estimates for monthly service prepared by the Commission staff. The cost considerations for the base monthly rates fall into four categories: equipment investment costs, direct labor costs, indirect costs, and expenses based upon

gross revenue. The equipment investment costs include depreciation expense, equipment license fees and highway use taxes. The annual use factor for equipment for service on a month to month basis was estimated at nine months so that for the base monthly rates the equipment investment cost factor was $1/9$ of the estimated annual expense. In the case of yearly rates the use factor was estimated at 11 months.

The direct labor costs were determined by considering the hourly straight-time wages of drivers, certain fringe benefits, payroll taxes on the driver's earnings, and compensation insurance for said driver. Those considerations were the basis of an estimate of the hourly labor cost and in the cases of both the monthly and yearly base rates the driver hourly cost was multiplied by 168 hours (21 days) to obtain the labor cost factor. To the sum of the investment cost factor and labor cost factor was applied an indirect expense ratio of 13 percent in the case of monthly rates and 12 percent in the case of yearly rates. The gross revenue expenses, as percentages of total costs, included the State Board of Equalization tax (1.50%), P.U.C. Transportation Rate Fund fee (0.33%), and Fire, Theft, and Liability Insurance (2.70%).

In Decision No. 65072 the Commission stated, "Carriers cannot effectively compete with all proprietary operations but they should be given opportunity to compete for traffic at rates which will provide reasonable profit.", and, "The profit factor for the monthly rates will be somewhat higher than that for the yearly rates for the reason that the carrier runs some risk of not being able to secure business during the times that said equipment is not employed under monthly vehicle unit rates, whereas that risk is not as great in the case of service performed under the yearly rates".

The basis for the weekly rates is stated as follows, "We find that minimum weekly rates should be established in the tariff naming minimum vehicle unit rates and that said weekly rates should be established at levels which will not undermine or defeat the minimum monthly rates and yearly rates".

The considerations underlying "offsets" in minimum rate proceedings were discussed by the Commission in Decision No. 76353, dated October 28, 1969, in Case No. 5432, et al. Three types of offset procedures were discussed therein but the Commission stated that it "should not rigidly harness itself to any single cost offset procedure for adjusting its minimum rates and thereby preclude the presentation of evidence in justification of other desired cost offset procedures". The necessity for offset procedures was discussed. Virtually all of the minimum rates established by the Commission are based upon some cost study. Said studies consider the costs to a reasonably efficient carrier performing a particular transportation service at a given point in time. Cost factors, however, are not static in that expenses and productivity are continually changing. Some factors, such as driver wage rates, change abruptly for all carriers at approximately the same time; other factors, such as depreciation expense and productivity may change abruptly for an individual carrier but for carriers generally would appear to change more gradually. In some instances changes in expense factors are offset by changes in productivity factors. All of these changes in expense and performance necessarily influence the factors utilized in the cost study considered in the establishment of the minimum rates. It would be desirable if the effect of all of such changes could be measured at the times that the minimum rates are to be adjusted. Full scale cost studies, however, are

time consuming and are expensive to the Commission and to the carriers involved. In recent years there have been increases in wage rates at least once a year which have significant effect upon the cost to carriers of performing transportation services. There are many minimum rate tariffs and the preparation of full scale cost studies for use in the adjustment of the minimum rates each time there is a significant change in wage rates is impossible. The use of offset procedures is the only practical means for adjusting minimum rates to reflect known significant changes in cost elements. In Decision No. 76353 the Commission observed that there are a number of offset procedures, any of which are subject to limitations and stated,

"When the original cost and rate studies have been up-dated over the years by successive offset adjustments, the resulting cost and rate information tends to become vulnerable to an attack upon its continued competency to represent actual for-hire carrier operating experience."

"Since the accuracy and reliability of cost offsets are highest when conducted within the proximity of the original cost and rate presentations, the precise method or mechanics for developing a cost offset at a given period of time might well vary according to the conditions and circumstances surrounding the transportation involved."

The original cost and rate studies involved herein are based upon carrier operations for 1960 and 1961. The base rates have been adjusted eight times to offset increases in labor costs and once to reflect changes in equipment investment costs since the establishment of said rates in May, 1963. The remoteness in time of the original studies in this case is not as serious as might be in connection with other minimum rate tariffs. As has been noted, the only performance or judgment factors in the direct cost estimates for the base rates are the annual use factors utilized to apportion

the annual equipment expenses to the months the equipment is in service, and the 168 hours (21 days) utilized to convert the hourly labor costs to a cost per month. Inasmuch as the base rates provide only for work at straight-time wages, and any additional work by the driver would call for additional charges, the 168 hours would appear to represent the maximum number of hours per month the vehicle presently could be in revenue service under the vehicle unit base rates. It is unlikely that a current study of use factor hours would disclose changes which would have a significant effect upon the cost estimates and it is extremely doubtful that any such change would effect the level of the base rates. It should be noted that the base yearly rates break back to the base monthly rates to a period of service of something over 11 months. The development of direct costs would therefore appear to reflect current operating experience and is adequate for consideration in the establishment of minimum base vehicle unit rates.²

Petitioner asserts that experience has shown that indirect expenses have increased proportionately with direct expenses and has directed our attention to evidence in this case and in Case No. 5432, and to findings by the Commission in said cases, supporting such assertion. We also take note that the trend has been increases in ad valorem taxes, increases in the rates for utility services and increases in the costs of materials and supplies which are included in the indirect expenses. This runs counter to the Staff's contention that for minimum rate purposes expenses in the indirect category, other than those related to wages and salaries, should be

² This observation is not applicable to the mileage rates in the tariff. There are a number of performance or judgment factors which were utilized in the development of unit costs per mile.

considered as being the same in 1971 as in 1970. While experience has shown that over the long period indirect expenses have generally remained proportional to direct expenses, over that same period the increases in wages included in direct expenses have been much less than involved here. As was pointed out by petitioner, the increases in labor costs resulting from the recently negotiated contracts will be the highest experienced by the trucking industry. This proceeding contemplates the establishment of a rate level for the year 1971. While we have noted that the trend of expenses involving taxes, utility services and materials has been upwards, it may not be reasonably anticipated that the increase in said expenses will be as great as 12 percent as is the case with the direct labor costs. While we cannot accept the staff's hypothesis regarding indirect expenses, we also cannot accept petitioner's prognostications.

It was apparent that the dollar amount adjustment was proposed by the staff in this instance only to lessen the impact of the increases in rates resulting from the unusually large increases in costs. Unlike rate making for individual public utilities which considers rates that in the overall will provide total revenues sufficient to yield reasonable expenses and a reasonable return on investment, minimum rates for transportation are fixed at a level to return to a reasonably efficient carrier of a type best suited to provide a particular service its cost of providing that service plus a reasonable profit. The relationship of cost to rate is expressed as a percentage. The mere fact that there may be cost increases that are greater than usual does not justify modification of the cost-rate relationship that the Commission has found to be reasonable and proper in the establishment of these minimum rates.

In the establishment of the vehicle unit rates in Decision No. 65072 it was pointed out that such rates are necessary in order to permit carriers to compete for traffic that might otherwise be transported by proprietary means. That is the whole purpose of the vehicle unit rates. There is an economic margin

for error in the application of percentage increases to rates to offset dollar increases in costs. While such margin may be of little significance considered by itself, successive adjustments of this type tend to compound the margin of error. The vehicle unit rates have been adjusted eight times by the application of percentages to offset increases in labor costs.

We find that:

1. The vehicle unit rates in Minimum Rate Tariff 15 were established in 1962 and were last revised and adjusted generally pursuant to Decisions Nos. 77443 and 77444, dated June 30, 1970.

2. Since said date, and to and including December 31, 1971, there have been, and will be, changes in cost factors as stated in the opinion herein.

3. As a result of said changes in cost factors the minimum vehicle unit rates are, and for the future will be, unreasonable, insufficient and inadequate to secure full and unrestricted flow of traffic by highway carriers which will meet public demands for adequate and dependable service at reasonable rates.

4. The use of the "Wage Offset" method advocated by the Staff for estimation of the changes in the costs of providing service does not adequately reflect increases in indirect expenses. The use of the "Wage (Cost) Offset" procedure advocated by petitioner overstates the indirect expenses that may be reasonably anticipated will be incurred by carriers generally during the calendar year 1971. Said overstatement of indirect expense may be offset by utilizing the dollar amount type of adjustment advocated by the Staff.

5. The minimum rate adjustments set forth in Exhibit 5 under the heading "Actual Dollar Increase" will result in just, reasonable

and nondiscriminatory minimum vehicle unit rates for the transportation of property by highway carriers.

6. Increases in vehicle unit rates maintained by common carriers that may be required as a result of the adjustment of the minimum vehicle unit rates prescribed herein are justified.

We conclude that Minimum Rate Tariff 15 should be amended to incorporate the revisions in minimum rates specified in Finding No. 5, and as more particularly set forth in Appendix A, and that common carriers maintaining vehicle unit rates for the transportation of property should be required to amend their tariffs accordingly.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 15 (Appendix B of Decision No. 65072, as amended) is further amended by incorporating therein, to become effective March 1, 1971, the revised pages attached hereto and listed in Appendix A also attached hereto, which pages and appendix 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. 65072, as amended, are directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered herein.

3. 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 March 1, 1971; 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.

4. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff 15 are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff 15 rates herein. *deletion*

5. Common carriers maintaining rates on the same level as Minimum Rate Tariff 15 rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 15 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 15 rates herein.

6. 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 15 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 15 rates herein.

7. Common carriers, to the extent that they maintain rates not otherwise specifically referred to in other ordering paragraphs herein are authorized to increase such rates by 11 percent.

8. 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.

9. In all other respects said Decision No. 65072, as amended, shall remain in full force and effect.

The effective date of this order shall be the date hereof.

Dated at San Diego, California, this 9th day of FEBRUARY, 1971.

J. H. Anderson Jr.
Chairman

Vernon L. Stinson

Commissioners

Concurring opinion of J. H. Anderson Jr., Chairman,

I concur:

I have signed the order although the wage increases approved in the labor contracts applicable in MRT 15 appear inflationary and I have serious reservations about their reasonableness.

APPENDIX A TO DECISION NO. 78300

LIST OF REVISED PAGES TO MINIMUM RATE
TARIFF 15 AUTHORIZED BY SAID DECISION

TWELFTH REVISED PAGE 12
THIRD REVISED PAGE 12-C
ELEVENTH REVISED PAGE 14
TWELFTH REVISED PAGE 15
NINTH REVISED PAGE 16
ELEVENTH REVISED PAGE 18
ELEVENTH REVISED PAGE 19
NINTH REVISED PAGE 20
TWELFTH REVISED PAGE 22
TENTH REVISED PAGE 23
NINTH REVISED PAGE 28
ELEVENTH REVISED PAGE 29
ELEVENTH REVISED PAGE 30
TENTH REVISED PAGE 31
THIRD REVISED PAGE 32

(END OF APPENDIX A LIST)

MINIMUM RATE TARIFF 15

| SECTION 1--RULES (Continued) | | ITEM | | | | | | | | | | | | | | |
|---|--------------------------|---------|--|------|--------------|---|------------|---|--------------------------|----|--------------------------|----|--------------------------|----|------------------------|-------|
| <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 \$10.35 per hour, plus 8 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 Note).</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>(c) A charge of \$9.50 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires overnight delay.</p> <p>NOTE.--Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table><tr><th colspan="2">MINUTES</th></tr><tr><th>Over</th><th>But Not Over</th></tr><tr><td>0</td><td>8-----omit</td></tr><tr><td>8</td><td>23-----shall be 1/4 hour</td></tr><tr><td>23</td><td>38-----shall be 1/2 hour</td></tr><tr><td>38</td><td>53-----shall be 3/4 hour</td></tr><tr><td>53</td><td>60-----shall be 1 hour</td></tr></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 | \$120 |
| MINUTES | | | | | | | | | | | | | | | | |
| Over | But Not Over | | | | | | | | | | | | | | | |
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| 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 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 all permit shipments:</p> <p>(a) A charge of \$11.65 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> | | \$130 | | | | | | | | | | | | | | |
| <p>of Change) of Increase) Decision No. 78300</p> | | | | | | | | | | | | | | | | |
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MINIMUM RATE TARIFF 15

| SECTION 1--RULES (Continued) | | ITEM |
|---|--|------|
| <p>CHARGES FOR LAYOVER AND SUBSISTENCE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges will be assessed:</p> <p>(a) A charge of \$8.35 per hour, minimum 8 hours, per man, in the event that a driver or other carrier employee must layover en route as required by law because of an excess of hours of service, and</p> <p>(b) A charge of \$9.50 per 24-hour period shall be assessed for subsistence for each driver or other carrier employee if service requires overnight delay.</p> | | 150 |
| <p>ADDITIONAL CHARGES FOR TRANSPORTING WINE OR LIQUOR</p> <p>When the base of operations as set forth in the written agreement is located in San Francisco or San Mateo County, an additional charge of \$3.50 per man, per calendar day or part thereof, shall be assessed whenever the carrier is exclusively engaged in transporting wine or liquor.</p> | | 160 |
| <p>ADDITIONAL CHARGES FOR TRANSPORTING HAZARDOUS ARTICLES</p> <p>(a) The provisions of this item apply only when the base of operations as set forth in the written agreement is located within Territory 1 or Territory 2 as described in Item 180.</p> <p>(b) An additional charge of \$1.70 per man, per calendar day or part thereof, shall be assessed whenever the carrier transports articles described under the heading "Ammunition, Explosive, Group" in the Governing Classification.</p> | | 170 |
| <p> <input checked="" type="checkbox"/> Change) <input type="checkbox"/> Increase) <input type="checkbox"/> Reduction) </p> | | |
| Decision No. 78300 | | |
| EFFECTIVE | | |
| <p>Correction 175</p> <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p> | | |

MINIMUM RATE TARIFF 15

| SECTION 2--YEARLY VEHICLE UNIT RATES | | ITEM |
|--|---------------------------------|------------|
| BASE YEARLY VEHICLE UNIT RATES | | |
| Base rates in dollars per unit of carrier's equipment for each period between billing dates (see Item 100). Rates do not include a charge for miles operated. See Item 500 for Mileage Rates. | | |
| (Subject to Notes 1, 2, 3, 4, 5 and 6) | | |
| TYPE OF CARRIER'S MOTOR POWER EQUIPMENT | (1)RATE BASIS | |
| | o A | o B |
| TRUCK WITHOUT TRAILER(2): | | |
| Less than 9 feet(3)----- | 1492(5) | 1423(6) |
| 9 feet but less than 12 feet(3)----- | 1515(5) | 1446(6) |
| 12 feet and over, 2-axle(3) | | |
| Flat or Van----- | 1530(5) | 1460(6) |
| Van, insulated----- | 1554(5) | 1484(6) |
| 12 feet and over, 3-axle(3) | | |
| Flat or Van----- | 1564(8) | 1466(7)(8) |
| Van, insulated----- | 1589(8) | 1491(7)(8) |
| Flat or Van----- | 1687(9) | 1556(7)(9) |
| Van, insulated----- | 1702(9) | 1581(7)(9) |
| TRUCK WITH TRAILER(4): | | |
| Gas | | |
| Flat or Van----- | 1815 | 1708(7) |
| Van, insulated----- | 1933 | 1825(7) |
| Diesel | | |
| Flat or Van----- | 1870 | 1770(7) |
| Van, insulated----- | 2002 | 1904(7) |
| <div>(1) See Item 60.</div> <div>(2) Trucks not suitable for use with trailing equipment.</div> <div>(3) Lineal loading space.</div> <div>(4) Any combination of trucks and trailers, regardless of length.</div> <div>(5) An additional charge of \$1.40 per day shall be assessed in the event that a truck is loaded to exceed 10,500 pounds at any time during the day.</div> <div>(6) An additional charge of \$3.30 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".</div> <div>(7) An additional charge of \$5.15 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".</div> <div>(8) Trucks having tare weight of 10,500 pounds or less.</div> <div>(9) Trucks having tare weight over 10,500 pounds.</div> <div>NOTE 1.--Rates apply according to the type of carrier's motor power equipment furnished.</div> <div>NOTE 2.--Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations, add rates provided in Item 530.</div> <div>NOTE 3.--An additional charge of \$11.20 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.</div> <div>NOTE 4.--In the event that furniture pads or skins are furnished an additional monthly charge of \$2.40 per dozen shall be made.</div> <div>NOTE 5.--Rates do not include temperature control service. When such service is performed, add rates provided in Item 560.</div> <div>NOTE 6.--Rates for excess trailing equipment as provided in Items 210 and 211 may be used in combination with rates for trucks with trailers as provided herein.</div> | | |
| <div>o Change</div> <div>o Increase</div> <div>o Reduction</div> | <div>} Decision No. 78300</div> | |
| EFFECTIVE | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA | | |
| Correction 176 | | |

| (SECTION 2--YEARLY VEHICLE UNIT RATES (Continued)) | | | | | | | | ITEM |
|---|--|----------------------|---|---------------|--------|----------------|--------|--|
| BASE YEARLY VEHICLE UNIT RATES (Items 210 and 211) | | | | | | | | |
| Base rates in dollars per unit of carrier's equipment for each period between billing dates (see Item 100). Rates do not include a charge for miles operated. See Item 510 for Mileage Rates. | | | | | | | | |
| (Subject to Notes 1, 2, 3, 4 and 5) | | | | | | | | |
| Type of Trailing Equipment | Trailer or Semitrailer Length(1) | Rate Basis (2) | Type of Carrier's Motor Power Equipment | | | | | Excess Trailing Equipment (5) |
| | | | Tractor-Gas | | | Tractor-Diesel | | |
| | | | 2-axle (3) | 2-axle (4) | 3-axle | 2-axle | 3-axle | |
| | | | Rates(8) | | | | | o Rates |
| Carrier Owned: | | | | | | | | |
| Flat----- | Under 28 | A | 1604 | 1671 | 1712 | 1723 | 1785 | 36 |
| | | B | 1508 | 1559 | 1611 | 1627 | 1683 | 36 |
| Flat----- | 28 and Over | A | 1626 | 1693 | 1734 | 1745 | 1807 | 58 |
| | | B | 1559 | 1610 | 1662 | 1678 | 1733 | 58 |
| Flat----- | Doubles(7) | A | 1682 | 1749 | 1790 | 1801 | 1863 | 83 |
| | | B | 1584 | 1635 | 1687 | 1703 | 1758 | 83 |
| Van----- | Under 28 | A | 1618 | 1685 | 1726 | 1737 | 1799 | 50 |
| | | B | 1522 | 1573 | 1625 | 1641 | 1697 | 50 |
| Van----- | 28 and Over | A | 1652 | 1719 | 1760 | 1771 | 1833 | 84 |
| | | B | 1585 | 1636 | 1688 | 1704 | 1759 | 84 |
| Van----- | Doubles(7) | A | 1709 | 1776 | 1817 | 1828 | 1890 | 110 |
| | | B | 1611 | 1662 | 1714 | 1730 | 1785 | 110 |
| Van, insulated-- | Under 28 | A | 1686 | 1753 | 1794 | 1805 | 1867 | 118 |
| | | B | 1590 | 1641 | 1693 | 1709 | 1765 | 118 |
| Van, insulated-- | 28 and Over | A | 1720 | 1787 | 1828 | 1839 | 1901 | 152 |
| | | B | 1653 | 1704 | 1756 | 1772 | 1827 | 152 |
| Van, insulated-- | Doubles(7) | A | 1850 | 1917 | 1958 | 1969 | 2031 | 251 |
| | | B | 1752 | 1803 | 1855 | 1871 | 1926 | 251 |
| Hopper Equip- ment(9): | | | | | | | | |
| Semitrailer----- | Under 28 | A | 1619 | 1686 | 1727 | 1738 | 1800 | 51 |
| | | B | 1523 | 1574 | 1626 | 1642 | 1698 | 51 |
| Trailer----- | Under 28 | A | -- | -- | -- | -- | -- | 64 |
| | | B | -- | -- | -- | -- | -- | 64 |
| Doubles----- | (7) | A | -- | 1777 | 1818 | 1829 | 1891 | 111 |
| | | B | -- | 1663 | 1715 | 1731 | 1786 | 111 |
| Converter gears, dollies(6)----- | --- | A | -- | -- | -- | -- | -- | 19 |
| | | B | -- | -- | -- | -- | -- | 19 |
| Shipper Owned:---- | Under 28 | A | 1568 | 1635 | 1676 | 1687 | 1749 | -- |
| | | B | 1472 | 1523 | 1575 | 1591 | 1647 | -- |
| | 28 and Over | A | 1568 | 1635 | 1676 | 1687 | 1749 | -- |
| | | B | 1501 | 1552 | 1604 | 1620 | 1675 | -- |
| | Doubles(7) | A | 1599 | 1666 | 1707 | 1718 | 1780 | -- |
| | | B | 1501 | 1552 | 1604 | 1620 | 1675 | -- |
| (Continued in Item 211) | | | | | | | | |

(Continued in Item 211)

◇ Increase, except as noted
o No change

Decision No. 78300

EFFECTIVE

Correction 177

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

| SECTION 2--YEARLY VEHICLE UNIT RATES (Concluded) | ITEM |
|---|------------|
| <p style="text-align: center;">BASE YEARLY VEHICLE UNIT RATES (Concluded) (Items 210 and 211)</p> <p>(1) Lineal Loading space in feet. (2) See Item 60. (3) Tare weight of tractor 8,000 pounds or less. (4) Tare weight of tractor over 8,000 pounds. (5) Trailers or semitrailers furnished by carrier in excess of the number of vehicles or combination of vehicles operated as a single unit. Rates for semis, except for sets of doubles, do not include dollies or converter gears. Excess trailing equipment may not be operated in combination with other units of carrier's equipment as sets of doubles unless the basic monthly rate for use of motor power equipment together with doubles is assessed. (6) Converter gears, dollies and other auxiliary trailing equipment. (7) Set of doubles, two semis and dolly or semi and trailer, any lawful combination length. (8) Rate Basis "B" rates are subject to an additional charge of \$4.30 for each day that service is performed from, to or between points located in Rate Basis "A". (9) Hopper equipment is equipment capable of unloading only by gravity.</p> <p>NOTE 1.--Rates apply according to the type of carrier's motor power equipment in combination with the trailing equipment as described.</p> <p>NOTE 2.--Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Base "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations, add rates provided in Item 530.</p> <p>NOTE 3.--An additional charge of \$11.20 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.</p> <p>NOTE 4.--In the event that furniture pads or skins are furnished, an additional monthly charge of \$2.40 per dozen shall be made.</p> <p>NOTE 5.--Rates do not include temperature control service. When such service is performed, add rates provided in Item 560.</p> | <p>211</p> |
| <p>Change) Increase) Decision No. 78300</p> | |
| EFFECTIVE | |
| <p>Correction 178</p> <p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> | |

MINIMUM RATE TARIFF 15

| SECTION 3--MONTHLY VEHICLE UNIT RATES | | ITEM |
|---|---------------|------------|
| BASE MONTHLY VEHICLE UNIT RATES | | |
| Base rates in dollars per unit of carrier's equipment for thirty consecutive calendar days. Rates do not include a charge for miles operated. See Item 500 for Mileage Rates. | | |
| (Subject to Notes 1, 2, 3, 4, 5 and 6) | | |
| TYPE OF CARRIER'S MOTOR POWER EQUIPMENT | (1)RATE BASIS | |
| | o A | o B |
| TRUCK WITHOUT TRAILER(2): | | |
| Less than 9 feet(3)----- | 1582(5) | 1514(6) |
| 9 feet but less than 12 feet(3)----- | 1617(5) | 1545(6) |
| 12 feet and over, 2-axle(3) | | |
| Flat or Van----- | 1630(5) | 1564(6) |
| Van, insulated----- | 1665(5) | 1597(6) |
| 12 feet and over, 3-axle(3) | | |
| Flat or Van----- | 1671(8) | 1576(7)(8) |
| Van, insulated----- | 1696(8) | 1596(7)(8) |
| Flat or Van----- | 1782(9) | 1685(7)(9) |
| Van, insulated----- | 1807(9) | 1710(7)(9) |
| TRUCK WITH TRAILER(4): | | |
| Gas | | |
| Flat or Van----- | 1975 | 1881(7) |
| Van, insulated----- | 2134 | 2042(7) |
| Diesel | | |
| Flat or Van----- | 2060 | 1969(7) |
| Van, insulated----- | 2236 | 2146(7) |
| <div>500</div> | | |
| <div><div><div><div>(1) See Item 60.</div><div>(2) Trucks not suitable for use with trailing equipment.</div><div>(3) Lineal loading space.</div><div>(4) Any combination of trucks and trailers, regardless of length.</div><div>(5) An additional charge of \$1.40 per day shall be assessed in the event that a truck is loaded to exceed 10,500 pounds at any time during the day.</div><div>(6) An additional charge of \$3.25 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".</div><div>(7) An additional charge of \$4.50 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".</div><div>(8) Trucks having tare weight of 10,500 pounds or less.</div><div>(9) Trucks having tare weight over 10,500 pounds.</div><div>NOTE 1.--Rates apply according to the type of carrier's motor power equipment furnished.</div><div>NOTE 2.--Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations, add rates provided in Item 530.</div><div>NOTE 3.--An additional charge of \$11.20 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.</div><div>NOTE 4.--In the event that furniture pads or skins are furnished an additional monthly charge of \$2.40 per dozen shall be made.</div><div>NOTE 5.--Rates do not include temperature control service. When such service is performed, add rates provided in Item 560.</div><div>NOTE 6.--Rates for excess trailing equipment as provided in Items 310 and 311 may be used in combination with rates for trucks with trailers as provided herein.</div></div></div></div> | | |
| <div><div><div>o Change</div><div>o Increase</div><div>o Reduction</div></div><div>}</div><div>Decision No. 78300</div></div> | | |
| EFFECTIVE | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA | | |
| Correction 179 | | |

MINIMUM RATE TARIFF 15

| SECTION 3--MONTHLY VEHICLE UNIT RATES (Continued) | | | | | | | | ITEM |
|--|----------------------------------|----------------|---|------------|--------|----------------|--------|-------------------------------|
| BASE MONTHLY VEHICLE UNIT RATES (Items 310 and 311) | | | | | | | | 0310 |
| Base rates in dollars per unit of carrier's equipment for thirty consecutive calendar days. Rates do not include a charge for miles operated. See Item 510 for Mileage Rates. (Subject to Notes 1, 2, 3, 4 and 5) | | | | | | | | |
| Type of Trailing Equipment | Trailer or Semitrailer Length(1) | Rate Basis (2) | Type of Carrier's Motor Power Equipment | | | | | Excess Trailing Equipment (5) |
| | | | Tractor-Gas | | | Tractor-Diesel | | |
| | | | 2-axle (3) | 2-axle (4) | 3-axle | 2-axle | 3-axle | |
| Carrier Owned: | | | Rates(8) | | | | | oRates |
| Flat----- | Under 28 | A | 1717 | 1799 | 1866 | 1879 | 1967 | 45 |
| | | B | 1621 | 1699 | 1763 | 1780 | 1862 | 45 |
| Flat----- | 28 and Over | A | 1750 | 1832 | 1899 | 1912 | 2000 | 78 |
| | | B | 1685 | 1763 | 1826 | 1844 | 1926 | 78 |
| Flat----- | Doubles(7) | A | 1815 | 1897 | 1963 | 1977 | 2065 | 110 |
| | | B | 1717 | 1795 | 1858 | 1876 | 1958 | 110 |
| Van----- | Under 28 | A | 1738 | 1820 | 1887 | 1900 | 1988 | 66 |
| | | B | 1642 | 1720 | 1784 | 1801 | 1883 | 66 |
| Van----- | 28 and Over | A | 1786 | 1868 | 1935 | 1948 | 2036 | 114 |
| | | B | 1721 | 1799 | 1862 | 1880 | 1962 | 114 |
| Van----- | Doubles(7) | A | 1853 | 1935 | 2001 | 2015 | 2103 | 148 |
| | | B | 1755 | 1833 | 1896 | 1914 | 1996 | 148 |
| Van, insulated-- | Under 28 | A | 1836 | 1918 | 1985 | 1998 | 2086 | 164 |
| | | B | 1740 | 1818 | 1882 | 1899 | 1981 | 164 |
| Van, insulated-- | 28 and Over | A | 1878 | 1960 | 2027 | 2040 | 2128 | 206 |
| | | B | 1813 | 1891 | 1954 | 1972 | 2054 | 206 |
| Van, insulated-- | Doubles(7) | A | 2040 | 2122 | 2188 | 2202 | 2290 | 335 |
| | | B | 1942 | 2020 | 2083 | 2101 | 2183 | 335 |
| Hopper Equip-ment(9): | | | | | | | | |
| Semitrailer----- | Under 28 | A | 1758 | 1840 | 1907 | 1920 | 2008 | 86 |
| | | B | 1662 | 1740 | 1804 | 1821 | 1903 | 86 |
| Trailer----- | Under 28 | A | -- | -- | -- | -- | -- | 111 |
| | | B | -- | -- | -- | -- | -- | 111 |
| Doubles----- | (7) | A | -- | 1976 | 2042 | 2056 | 2144 | 189 |
| | | B | -- | 1874 | 1937 | 1955 | 2037 | 189 |
| Converter gears, dollies(6)----- | ---- | A | -- | -- | -- | -- | -- | 19 |
| | | B | -- | -- | -- | -- | -- | 19 |
| Shipper Owned:---- | Under 28 | A | 1672 | 1754 | 1821 | 1834 | 1922 | -- |
| | | B | 1576 | 1654 | 1718 | 1735 | 1817 | -- |
| | 28 and Over | A | 1672 | 1754 | 1821 | 1834 | 1922 | -- |
| | | B | 1607 | 1685 | 1748 | 1766 | 1848 | -- |
| | Doubles(7) | A | 1705 | 1787 | 1853 | 1867 | 1955 | -- |
| | | B | 1607 | 1685 | 1748 | 1766 | 1848 | -- |
| (Continued in Item 311) | | | | | | | | |
| ◇ Increase, except as noted } Decision No. 78300 ○ No change | | | | | | | | |
| EFFECTIVE | | | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | | | | | | | |
| Correction 180 | | | | | | | | |

| SECTION 4--WEEKLY VEHICLE UNIT RATES | | ITEM |
|---|----------------|--------|
| BASE WEEKLY VEHICLE UNIT RATES | | |
| Base rates in dollars per unit of carrier's equipment. Rates do not include a charge for miles operated. See Item 500 for Mileage Rates. | | |
| (Subject to Notes 1, 2, 3, 4, 5 and 6) | | |
| TYPE OF CARRIER'S MOTOR POWER EQUIPMENT | (1) RATE BASIS | |
| | OC | OD |
| TRUCK WITHOUT TRAILER(2): | | |
| Less than 8 feet(3)----- | 435(5) | 416 |
| 8 feet but less than 12 feet(3)----- | 445(5) | 425 |
| 12 feet and over, 2-axle(3) | | |
| Flat or Van----- | 448(5) | 430 |
| Van, insulated----- | 458(5) | 439 |
| 12 feet and over, 3-axle | | |
| Flat or Van----- | 460(6) | 433(6) |
| Van, insulated----- | 466(6) | 439(6) |
| Flat or Van----- | 490(7) | 463(7) |
| Van, insulated----- | 497(7) | 470(7) |
| TRUCK WITH TRAILER(4): | | |
| Gas | | |
| Flat or Van----- | 543 | 517 |
| Van, insulated----- | 587 | 562 |
| Diesel | | |
| Flat or Van----- | 567 | 541 |
| Van, insulated----- | 615 | 590 |
| (1) See Item 60. | | |
| (2) Trucks not suitable for use with trailing equipment. | | |
| (3) Lineal loading space. | | |
| (4) Any combination of trucks and trailers, regardless of length. | | |
| (5) An additional charge of \$1.40 per day shall be assessed in the event that a truck is loaded to exceed 10,500 pounds at any time during the day. | | |
| (6) Trucks having tare weight of 10,500 pounds or less. | | |
| (7) Trucks having tare weight over 10,500 pounds. | | |
| NOTE 1.--Rates apply according to the type of carrier's motor power equipment furnished. | | |
| NOTE 2.--Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Basis "C" rates are further limited to service performed between the hours of 8:00 a.m. and 5:00 p.m. For operations in excess of these limitations, add rates provided in Item 540. | | |
| NOTE 3.--An additional charge of \$3.10 per week shall be made for each unit of carrier's equipment that is equipped with a power-lift gate. | | |
| NOTE 4.--In the event that furniture pads or skins are furnished an additional weekly charge of 65 cents per dozen shall be made. | | |
| NOTE 5.--Rates do not include temperature control service. When such service is performed, add rates provided in Item 560. | | |
| NOTE 6.--Rates for excess trailing equipment as provided in Items 410 and 411 may be used in combination with rates for trucks with trailers as provided herein. | | |
| ◊ Change } Decision No. 78300 | | |
| ◊ Increase } | | |
| ◊ Reduction } | | |
| EFFECTIVE | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | |
| Correction 182 | | |

SECTION 4--WEEKLY VEHICLE UNIT RATES (Continued)

ITEM

BASE WEEKLY VEHICLE UNIT RATES
(Items 410 and 411)

Base rates in dollars per unit for carrier's equipment. Rates do not include a charge for miles operated. See Item 510 for Mileage Rates.
(Subject to Notes 1, 2, 3, 4 and 5)

| Type of Trailing Equipment | Trailer or Semitrailer Length(1) | Rate Basis (2) | Type of Carrier's Motor Power Equipment | | | | | Excess Trailing Equipment (5) |
|-------------------------------------|--|----------------------|---|---------------|--------|----------------|--------|--|
| | | | Tractor-Gas | | | Tractor-Diesel | | |
| | | | 2-axle (3) | 2-axle (4) | 3-axle | 2-axle | 3-axle | |
| Carrier Owned: | | | Rates | | | | | oRates |
| Flat----- | Under 28 | C | 472 | 494 | 513 | 516 | 541 | 12 |
| | | D | 445 | 467 | 484 | 489 | 512 | 12 |
| Flat----- | 28 and Over | C | 481 | 503 | 522 | 525 | 550 | 21 |
| | | D | 463 | 484 | 502 | 507 | 529 | 21 |
| Flat----- | Doubles(7) | C | 499 | 521 | 540 | 543 | 568 | 30 |
| | | D | 472 | 493 | 511 | 516 | 538 | 30 |
| Van----- | Under 28 | C | 478 | 500 | 519 | 522 | 547 | 18 |
| | | D | 451 | 473 | 490 | 495 | 518 | 18 |
| Van----- | 28 and Over | C | 491 | 513 | 532 | 535 | 560 | 31 |
| | | D | 473 | 494 | 512 | 517 | 539 | 31 |
| Van----- | Doubles(7) | C | 510 | 532 | 551 | 554 | 579 | 41 |
| | | D | 483 | 504 | 522 | 527 | 549 | 41 |
| Van, insulated--- | Under 28 | C | 505 | 527 | 546 | 549 | 574 | 45 |
| | | D | 478 | 500 | 517 | 522 | 545 | 45 |
| Van, insulated--- | 28 and Over | C | 517 | 539 | 558 | 561 | 586 | 57 |
| | | D | 499 | 520 | 538 | 543 | 565 | 57 |
| Van, insulated--- | Doubles(7) | C | 561 | 583 | 602 | 605 | 630 | 92 |
| | | D | 534 | 555 | 573 | 578 | 600 | 92 |
| Hopper Equip- | | | | | | | | |
| ment(8): | | | | | | | | |
| Semitrailer----- | Under 28 | C | 484 | 506 | 525 | 528 | 553 | 24 |
| | | D | 457 | 479 | 496 | 501 | 524 | 24 |
| Trailer----- | Under 28 | C | --- | --- | --- | --- | --- | 31 |
| | | D | --- | --- | --- | --- | --- | 31 |
| Doubles----- | (7) | C | --- | 543 | 562 | 565 | 590 | 52 |
| | | D | --- | 515 | 533 | 538 | 560 | 52 |
| Converter gears, dollies(6)----- | --- | C | --- | --- | --- | --- | --- | 5 |
| | | D | --- | --- | --- | --- | --- | 5 |
| Shipper Owned:----- | | | | | | | | |
| | Under 28 | C | 460 | 482 | 501 | 504 | 529 | -- |
| | | D | 433 | 455 | 472 | 477 | 500 | -- |
| | 28 and Over | C | 460 | 482 | 501 | 504 | 529 | -- |
| | | D | 442 | 463 | 481 | 486 | 508 | -- |
| | Doubles(7) | C | 469 | 491 | 510 | 513 | 538 | -- |
| | | D | 442 | 463 | 481 | 486 | 508 | -- |

(Continued in Item 411)

o Increase, except as noted
o No change

Decision No.

78300

EFFECTIVE

Correction 183

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

SECTION 5---MILEAGE RATES AND OTHER
ACCESSORIAL CHARGES (Continued)

ITEM

DAILY VEHICLE UNIT RATES FOR SATURDAYS,
SUNDAYS AND HOLIDAYS

Rates per day in dollars per unit of carrier's equipment (subject to Notes 1 and 2). Rates do not include a charge for miles operated. See Items 500 and 510 for Mileage Rates.

| Type of Carrier's Motor Power Equipment | (1) RATE BASIS | | | | | | | | |
|---|----------------|-----|-----|-----|---------|-----|-----|-----|-----|
| | A | | | | B AND D | | | C | |
| | (4) | | (5) | | (6) | (7) | | | |
| | (8) | (9) | (8) | (9) | | (8) | (9) | (8) | (9) |
| TRUCK | | | | | | | | | |
| Less 10,500 pound load(2)----- | 34 | 103 | 0 8 | 75 | 81 | 39 | 104 | 0 8 | 75 |
| 10,500 pound load or over(3)----- | 35 | 106 | 9 | 78 | 81 | 39 | 104 | 9 | 78 |
| Pulling trailer----- | 36 | 109 | 0 9 | 82 | 82 | 40 | 107 | 0 9 | 82 |
| TRACTOR | | | | | | | | | |
| Pulling one semitrailer----- | 35 | 106 | 9 | 78 | 81 | 39 | 104 | 9 | 78 |
| Pulling more than one trailer or semi- trailer----- | 36 | 109 | 0 9 | 82 | 82 | 40 | 107 | 0 9 | 82 |

0520

- (1) See Item 60.
- (2) Truck which is loaded to less than 10,500 pounds at all times during the day.
- (3) Truck which is loaded to 10,500 pounds or more at any time during the day.
- (4) Rates apply when service is performed at any time during the day in the County of San Francisco or San Mateo.
- (5) Rates apply when service is performed in any of the counties included in Rate Basis "A" other than the County of San Francisco or San Mateo.
- (6) Rates apply when service is performed on Saturdays or Sundays.
- (7) Rates apply when service is performed on Holidays.
- (8) Rates apply when service is performed on Mondays when such days are celebrated as holidays in lieu of holidays falling on the preceding Sunday.
- (9) Rates apply when service is performed on days other than as provided in footnote (8).

NOTE 1.--Except as otherwise provided, rates are limited to 8 hours' service out of 9 consecutive hours per day and apply only when used in combination with the rates provided in Items 200 through 410. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations, add rates provided in Items 530 and 540.

NOTE 2.--When service is performed between or within more than one Rate Basis, such combined transportation shall be subject to the highest rate applicable under the provisions of either Rate Basis under which the combined transportation is performed.

0 Increase, except as noted)
0 No change) Decision No. 78300

EFFECTIVE

Correction 184

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

| SECTION 5--MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued) | | | | | | | | | | ITEM |
|--|----------------------|-----|-----|------------------------|------|------|------------------------|------|------|------|
| (1) RATES FOR PREMIUM PAY HOURS AND EXCESSIVE HOURS | | | | | | | | | | |
| TYPE OF CARRIER'S MOTOR POWER EQUIPMENT | (2) RATE BASIS | | | | | | | | | |
| | A | | | | | | B | | | |
| | (5) Premium Hours | | | (6) Excessive Hours | | | (6) Excessive Hours | | | |
| | (7) | (8) | (9) | (7) | (8) | (9) | (7) | (10) | (11) | |
| TRUCK: | | | | | | | | | | 0530 |
| Less than 10,500 pound load(3)----- | 335 | 630 | 470 | 945 | 1885 | 1410 | 970 | 1455 | 1925 | |
| 10,500 pound load or over(4)----- | 345 | 645 | 480 | 965 | 1930 | 1445 | 970 | 1455 | 1925 | |
| Pulling trailer----- | 350 | 660 | 495 | 990 | 1975 | 1480 | 995 | 1490 | 1970 | |
| TRACTOR: | | | | | | | | | | |
| Pulling one semitrailer----- | 345 | 645 | 480 | 965 | 1930 | 1445 | 970 | 1455 | 1925 | |
| Pulling more than one trailer or semi- trailer----- | 350 | 660 | 495 | 990 | 1975 | 1480 | 995 | 1490 | 1970 | |
| (1) Rates in cents per hour to be added to rates provided in Items 200 through 310 and Item 520. (2) See Item 60. (3) Truck which is loaded to less than 10,500 pounds at all times during the day. (4) Truck which is loaded to 10,500 pounds or more at any time during the day. (5) Rates in cents per hour for service performed before 8:00 a.m. or after 5:15 p.m., providing such service together with other service performed does not exceed 8 hours service out of 9 consecutive hours per day. (6) Rates in cents per hour for service performed in excess of 8 hours out of 9 consecutive hours. (7) Exclusive of Saturdays, Sundays or Holidays. (8) Rate for Saturdays, Sundays or Holidays when service is performed at any time during the day in the County of San Francisco or San Mateo. (9) Rate for Saturdays, Sundays or Holidays when service is performed in any of the counties included in Rate Basis "A" other than the County of San Francisco or San Mateo. (10) Rate for Saturdays and Sundays. (11) Rate for Holidays. | | | | | | | | | | |
| ♦ Increase, Decision No. 78300 | | | | | | | | | | |
| EFFECTIVE | | | | | | | | | | |
| Correction 185 | | | | | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA | | | | | | | | | | |

MINIMUM RATE TARIFF 15

| SECTION 5--MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued) | | | | | | | ITEM | |
|---|----------------------|-----|------------------------|------|------------------------|------|------|------|
| (1) RATES FOR PREMIUM PAY HOURS AND EXCESSIVE HOURS | | | | | | | | |
| TYPE OF CARRIER'S MOTOR POWER EQUIPMENT | (2) RATE BASIS | | | | | | | |
| | C | | | | D | | | |
| | (5) Premium Hours | | (6) Excessive Hours | | (6) Excessive Hours | | | |
| | (7) | (8) | (7) | (8) | (7) | (9) | (10) | |
| TRUCK: | | | | | | | | 0540 |
| Less than 10,500 pound load(3)----- | 335 | 470 | 945 | 1410 | 970 | 1455 | 1925 | |
| 10,500 pound load or over(4)----- | 345 | 480 | 965 | 1445 | 970 | 1455 | 1925 | |
| Pulling trailer----- | 350 | 495 | 990 | 1480 | 995 | 1490 | 1970 | |
| TRACTOR: | | | | | | | | |
| Pulling one semitrailer----- | 345 | 480 | 965 | 1445 | 970 | 1455 | 1925 | |
| Pulling more than one trailer or semi-trailer----- | 350 | 495 | 990 | 1480 | 995 | 1490 | 1970 | |
| (1) Rates in cents per hour to be added to rates provided in Items 400, 410 and 520. (2) See Item 60. (3) Truck which is loaded to less than 10,500 pounds at all times during the day. (4) Truck which is loaded to 10,500 pounds or more at any time during the day. (5) Rates in cents per hour for service performed before 8:00 a.m. or after 5:00 p.m., providing such service together with other service performed does not exceed 8 hours' service out of 9 consecutive hours per day. (6) Rates in cents per hour for service performed in excess of 8 hours out of 9 consecutive hours. (7) Exclusive of Saturdays, Sundays or Holidays. (8) Rate for Saturdays, Sundays or Holidays. (9) Rate for Saturdays and Sundays. (10) Rate for Holidays. | | | | | | | | |
| ◊ Increase, Decision No. 78300 | | | | | | | | |
| EFFECTIVE | | | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | | | | | | | |
| Correction 186 | | | | | | | | |

SECTION 5---MILEAGE RATES AND OTHER
ACCESSORIAL CHARGES (Continued)

ITEM

CHARGES FOR HELPERS

When carrier furnishes help in addition to the driver, the following additional charges shall be made:

| SERVICE PERFORMED | (1) RATE PER MAN PER HOUR | | | |
|--|---------------------------|----------------------|-------------|----------------------|
| | (2) RATE BASIS | | | |
| | A | B | C | D |
| 1. Service not exceeding 8 hours out of 9 consecutive hours per day exclusive of Saturdays, Sundays or Holidays. Rate Basis "A" rates further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m.----- | 910 | 850 | 910 | 850 |
| 2. Service, exclusive of Saturdays, Sundays or Holidays, in excess of 8 hours out of 9 consecutive hours per day, and in Rate Basis "A" only, before 8:00 a.m. or after 5:15 p.m.----- | 945 | 950 | 945 | 950 |
| 3. Service not exceeding 8 hours out of 9 consecutive hours per day on Saturdays, Sundays or Holidays. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m.----- | 1260 (3) 940 (4) | 950 (5) 1255 (6) | 940 --- | 950 (5) 1255 (6) |
| 4. Service on Saturdays, Sundays or Holidays in excess of 8 hours out of 9 consecutive hours per day, and in Rate Basis "A" only, before 8:00 a.m. or after 5:15 p.m.----- | 1890 (3) 1410 (4) | 1425 (5) 1885 (6) | 1410 --- | 1425 (5) 1885 (6) |
| (1) Rate in cents per hour for each helper used. The minimum charge per day shall be the rate for two hours. (2) See Item 60. (3) Rate applies when service is performed at any time during the day in the Counties of San Francisco and San Mateo. (4) Rate applies when service is performed in any of the counties included in Rate Basis "A" other than the Counties of San Francisco and San Mateo. (5) Rate for Saturdays and Sundays. (6) Rate for Holidays. | | | | |

◊ Increase, Decision No.

78300

EFFECTIVE

Correction 187

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

MINIMUM RATE TARIFF 15

| SECTION 5--MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Concluded) | | | ITEM | |
|--|--------------|--------------------------------|------|----------------------------|
| TEMPERATURE CONTROL SERVICE | | | 6560 | |
| Application of Rates | | | | |
| Rates for temperature control service shall be determined as follows: | | | | |
| (a) Determine the applicable base rate for the type of carrier's equipment furnished as set forth in Items 200 through 411. | | | | |
| (b) Find under Column A of the conversion table, the applicable base rate described in (a) above. The rate opposite thereto under Column B will be applied for each billing period in which either Chilled or Frozen Temperature Control Service is performed any time during the said period. In addition, the rate opposite thereto under Column C will be applied for each day in which Frozen Temperature Control Service is performed at any time during the day. | | | | |
| WEEKLY CONVERSION TABLE | | | | |
| Column A | | Column B | | Column C |
| Over | But Not Over | Rate (In Dollars Per Week) | | Rate (In Cents Per Day) |
| 300 | 350 | 19 | | 380 |
| 350 | 400 | 22 | | 440 |
| 400 | 450 | 25 | | 500 |
| 450 | 500 | 28 | | 560 |
| 500 | 550 | 31 | | 620 |
| 550 | 600 | 34 | | 680 |
| 600 | 650 | 37 | | 740 |
| 650 | 700 | 40 | | 800 |
| 700 | 750 | 43 | | 860 |
| YEARLY AND MONTHLY CONVERSION TABLE | | | | |
| Column A | | Column B | | Column C |
| Over | But Not Over | Rate (In Dollars Per Month) | | Rate (In Cents Per Day) |
| 1300 | 1350 | 75 | | 360 |
| 1350 | 1400 | 78 | | 375 |
| 1400 | 1450 | 81 | | 385 |
| 1450 | 1500 | 84 | | 400 |
| 1500 | 1550 | 87 | | 415 |
| 1550 | 1600 | 90 | | 430 |
| 1600 | 1650 | 93 | | 445 |
| 1650 | 1700 | 96 | 460 | |
| 1700 | 1750 | 99 | 475 | |
| 1750 | 1800 | 102 | 490 | |
| 1800 | 1850 | 105 | 505 | |
| *1850 | 1900 | 108 | 515 | |
| *1900 | 1950 | 111 | 530 | |
| *1950 | 2000 | 114 | 545 | |
| *2000 | 2050 | 117 | 555 | |
| *2050 | 2100 | 120 | 570 | |
| *2100 | 2150 | 123 | 585 | |
| *2150 | 2200 | 126 | 600 | |
| *2200 | 2250 | 129 | 615 | |
| *2250 | 2300 | 132 | 630 | |
| *2300 | 2350 | 135 | 645 | |
| *2350 | 2400 | 138 | 655 | |
| *2400 | 2450 | 141 | 670 | |
| 6 Change) * Addition) Decision No. 78300 o Increase) | | | | |
| EFFECTIVE | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA | | | | |
| Correction 188 | | | | |