

Decision No. 79351

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
into the rates, rules, regulations,)
charges, allowances and practices)
of all common carriers, highway)
carriers and city carriers relating)
to the transportation of 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. 659
(Filed June 21, 1971)

And Related Matters.

Case No. 5439
Petition for Modification
No. 148

Case No. 5441
Petition for Modification
No. 230

Case No. 7858
Petition for Modification
No. 100
(Filed June 21, 1971)

(For Appearances See Appendix A to Decision No. 79359)

O P I N I O N

The minimum rate tariffs issued by the Commission contain-
ing class rates are governed by National Motor Freight Classification
A-11 (Governing Classification)^{1/} to the extent indicated in each
tariff. Said tariffs are subject to some, but not all, of the rules

^{1/} In the interim by Decision No. 79008, National Motor Freight
Classification A-12 became effective on California intrastate
traffic September 1, 1971.

(WNO)

set forth in Governing Classification. California Trucking Association (CTA), petitioner, seeks adoption of the provisions of the following rules in the Classification to govern the application of the rates in MRT 1-B, 2, 9-B, and 19:

Item 360 - Bills of Lading, Freight Bills and Statements of Charges

Sections 1(e), 1(f) and 1(g) concerning the number of copies of shipping documents to be furnished without charge and the charges for additional copies.

Item 428 - Classification of Various Documents Included with Freight

Item 430 - Collect on Delivery (C.O.D.) Shipments

Section 14, providing rules and charges for changing the status of C.O.D. shipments.

Item 568 - Heavy Or Bulky Freight - Loading or Unloading

Item 580 - Marking Or Tagging Freight

Item 770 - Prepayment Or Guarantee of Charges

Item 780 - Prohibited or Restricted Articles

Section 1, Property of Extraordinary Value.

Item 810 - Protective Service

Item 997 - Weights - Minimum Weight Factors

Public hearing was held and the petitions submitted before Examiner Mallory on July 27 and 28, 1971 in San Francisco. The request of CTA was amended at the hearing to eliminate the proposed amendment of Item 997- Weights - Minimum Weight Factors; inasmuch as a similar request was denied by Decision No. 78915, dated July 13, 1971, in Case No. 5432, OSH No. 604, et al.^{2/} Evidence in support of the request was presented by a transportation analyst employed by CTA. A representative of the Cannery League of California testified in opposition to the adoption of Item 568 - Heavy or Bulky

^{2/} CTA requested that reference in the minimum rate tariffs to Section 3 of Item 997 be amended to Section 2. This change was accomplished by Decision No. 79008, dated August 10, 1971 in Case No. 5432, Petition No. 658, et al.

Freight - Loading or Unloading. Other parties participated through examination of the aforementioned witnesses. The Commission staff argued that Items 568, 580, 770, 780 and 810 are more appropriate for inclusion in common carrier tariffs than in minimum rate tariffs, and no showing had been made that said rules are required for minimum rate purposes.

Decision No. 74310 (68 Cal. P.U.C. 445) found that the classification ratings and rules in National Motor Freight Classification A-10 (NMFC A-10) are appropriate to govern the minimum rates in MRT 2. It further found that said classification, as developed and maintained by the National Motor Freight Traffic Association, Inc., Agent, reflects current conditions and needs of commerce in the transportation of property by highway carriers, and the adoption of said classification will promote national uniformity and standardization in billing and collecting practices (finding 2, 68 Cal. P.U.C. 445, at page 460). Decision No. 74310 did not adopt all the rules in NMFC A-10 to govern MRT 2. The classification rules or portions thereof not considered in prior proceedings are the subject of the instant proceeding.

The CTA witness described the background, purpose and intended application of each of the proposed rules. He explained that Item 360, except for Sections 1(e), 1(f) and 1(g) now govern the minimum rate tariffs. The added sections provide that a limited number of shipping documents will be furnished by the carrier and additional copies must be charged for, as provided in the item. Carriers assertedly are requested to furnish numerous copies of documents to aid shippers in their accounting and collecting procedures. The witness asserted that the charges for additional copies are reasonably related to the cost of reproduction.

The witness stated that Item 428 provides that reshipping documents, invoices, et cetera, may be included with a shipment and

charged for at the rate applying to the freight which they accompany. Such provisions allegedly clarify the application of the ratings in the Classification.

Item 430, Section 14, provides that carriers may change the status of a C.O.D. shipment upon written instructions of the consignor, and sets forth a charge of \$5.00 for such service. The witness testified that the proposed charge is reasonable in consideration of the care and effort necessary to properly carry out the changed instructions.

Item 580 sets forth the manner in which freight must be marked or stenciled for shipment. The witness testified that such provisions, being applicable to interstate commerce, are now generally understood and followed by shippers and, thus, should cause no material change in practices.

Item 810 - Protective Service reads as follows:

"Classes applicable to freight requiring protection from heat or cold do not include the cost of providing such protection and do not obligate the carrier to provide refrigeration or heater service."

The witness stated that the foregoing is generally understood by shippers and carriers, and this rule is included in the Classification as a statement of the manner in which ratings on articles accorded temperature control were developed.

No one testified in opposition to the adoption of the foregoing rules. Based on the record, these proposed rules appear to result in reasonable and appropriate provisions to govern the Commission's minimum rate tariffs and should be adopted.

Item 568 of the Governing Classification reads as follows:

HEAVY OR BULKY FREIGHT--LOADING OR UNLOADING

- "(a) When freight in a single container, or freight secured to pallets, platforms or lift truck skids, or freight in any other authorized form of shipment (1) weighs 500 pounds or more per package or piece, or (2) if the greatest dimension exceeds 8 feet or the greatest and intermediate dimension

each exceeds 4 feet, loading shall be performed by the consignor and unloading shall be performed by the consignee.

On request of consignor or consignee, the truck driver will assist the consignor or the consignee in loading or unloading.

- "(b) The provisions of paragraph (a) will not apply if such freight weighing less than 500 pounds (1) exceeds 8 feet but does not exceed 22 feet in its greatest dimension and does not exceed 2 feet in its intermediate dimension, or (2) if it does not exceed 10 feet in its greatest dimension and does not exceed 5 feet in its intermediate dimension and does not exceed 1 foot in its least dimension."

The witness for CTA testified that the foregoing item is designed to protect drivers from physical injury from the handling of excessive weights. The witness stated it was not the intent of petitioner to restrict any present carrier practices which may appear to conflict with the item. The witness indicated that CTA had reviewed certain loading and unloading practices involving trailers equipped with rollers for handling palletized shipments of glass bottles and other commodities and was advised by the National Motor Freight Classification Board that such handling methods were not prohibited or subject to additional charge under Item 568.

The witness appearing for the Cannery League of California testified in opposition to the adoption of Item 568 to govern the Commission's minimum rate tariffs. This witness stated that the Item 568 has virtually no general application, as its provisions are superseded by the specific provisions of common carrier tariffs throughout the United States. The witness pointed out that Item 120 - Application of Rates in MRT 2 and similar items in other tariffs provide that when rates are subject to minimum weights of 10,000 pounds or more, one man (driver or helper) will load and unload. The witness stated that this rule in the minimum rate tariffs is of long-standing. He asserted that there has been no

showing that the specific provisions of the minimum rate tariffs should be superseded by the Classification rule.

The record shows and we find that the specific provisions of Item 120 of MRT 2 and related provisions of other minimum rate tariffs are designed for application in connection with minimum rates set forth in said tariffs. We also find that adoption of Item 568 of the Classification to govern said minimum rate tariffs would cause confusion and may preclude certain specialized types of loading and unloading services now provided by highway permit carriers. In the circumstances Item 568 should not be adopted.

Item 770 reads as follows:

"PREPAYMENT OR GUARANTEE OF CHARGES

- Sec.1. Shipments of less value than charges. All charges must be prepaid or guaranteed on any shipment which in the judgement of the carrier at point of origin or diversion would not, at forced sale, realize the total amount of charges due at destination.
- Sec.2. Guarantee of charges. Freight on which prepayment is required may, on approval of the originating carrier, be forwarded on a collect basis on the guarantee of shipper that all charges will be paid. Notation must be made on shipping order and bill of lading that shipper guarantees charges."

Petitioner's witness testified that the determination of whether freight charges would equal or exceed the value of the shipment at a forced sale is left to the carrier. No guidelines are furnished to the users of the tariff. Section 1 of this item does not appear to be necessary to the application and enforcement of the Commission's minimum rate tariffs and should not be adopted.

Section 2 of Item 770 gives the option of forwarding shipments on a collect basis which otherwise must be prepaid. This portion of Item 770 is reasonable to govern the minimum rate tariffs and should be adopted.

Section 1 of Item No. 780 of the Classification reads, in part, as follows:

"PROHIBITED OR RESTRICTED ARTICLES

Sec.1. Property of extraordinary value.

(a) Unless otherwise provided, the following property will not be accepted for shipment nor as premiums accompanying other articles:

Bank bills	Notes
Currency, other than coin	Postage stamps
Deeds	Precious stones
Drafts	Revenue stamps
Jewelry, other than costume or novelty jewelry	Valuable papers of any kind
Letters, with or without stamps affixed	

(b) Articles of extraordinary value will not be accepted for shipment nor as premiums accompanying other articles."

The CTA witness testified that Section 1 of Item 780 was established to indicate that common carriers will not handle articles of high value. According to the witness, such articles are transported in California by specialized carriers whose services are, for the most part, exempted from the minimum rates.

The record shows that there are some specialized carrier operations involving transportation of mail and other commodities which may not be exempted from the rates in the minimum rate tariffs involved. In any event, highway permit carriers should not be precluded from performing the transportation of the articles described in Item 780 if they so desire.

We find that provisions of Section 1 of Item 780 are not required to govern the application of the Commission's minimum rate tariffs and that the provisions of Section 1 of Item 780 may preclude highway permit carriers from performing services now conducted by them. In the circumstances said item should not be adopted.

Findings and Conclusions

The Commission further finds:

1. The provisions of Item 360, Sections 1(e), 1(f) and 1(g); Item 428; Item 430, Section 14; Item 580; Item 770, Section 2; and Item 810 of National Motor Freight Classification A-11 are reasonable provisions to govern the application of the minimum rates set forth in Minimum Rate Tariffs Nos. 1-B, 2, 9-B and 19. The resulting minimum rates and charges will be just, reasonable and nondiscriminatory minimum rates and charges for services to which they apply.

2. Increases resulting from the adoption of the foregoing Classification rules and provisions are justified.

3. The provisions of Items 568; Item 770, Section 1; and Item 780, Section 1; of the Governing Classification are not reasonable nor necessary to govern the application of the minimum rates in Minimum Rate Tariffs Nos. 1-B, 2, 9-B and 19.

The Commission concludes that:

1. Minimum Rate Tariffs Nos. 1-B, 2, 9-B and 19 should be amended as provided in the order which follows.

2. Common carriers should be authorized and directed to establish in their tariffs the amendments ordered herein.

3. Common carriers should be authorized to depart from the long- and short-haul provisions of the Public Utilities Code in establishing the amendments ordered herein.

4. To the extent not granted by the order which follows, the petitions herein should be denied.

The increased rates resulting from the classification rules adopted herein are in the lower zone of reasonableness and are consistent with the purposes of the Federal Government's economic stabilization program in our opinion.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 2 (Appendix D of Decision No. 31606, as amended) is further amended by incorporating therein, to become effective December 28, 1971, Eighteenth Revised Page 29, attached hereto and by this reference made a part hereof. ✓

2. Minimum Rate Tariff 1-B (Appendix B of Decision No. 65834, as amended) is further amended by incorporating therein, to become effective December 28, 1971, Eighth Revised Page 18-A, attached hereto and by this reference made a part hereof. ✓

3. Minimum Rate Tariff 9-B (Appendix A of Decision No. 67766, as amended) is further amended by incorporating therein, to become effective December 28, 1971, Twelfth Revised Page 18, attached hereto and by this reference made a part hereof. ✓

4. Minimum Rate Tariff 19 (Appendix A of Decision No. 41363, as amended) is further amended by incorporating therein, to become effective December 28, 1971, Thirty-Sixth Revised Page 16, attached hereto and by this reference made a part hereof. ✓

5. Common carriers subject to the Public Utilities Act, to the extent that they are subject to Decisions Nos. 31606, 65834, 67766 and 41363, as amended, are hereby authorized and directed to establish in their tariffs the amendments ordered herein.

6. Tariff publications required 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 and such tariff publications shall be made effective not later than December 28, 1971; and the tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order. ✓

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. In all other respects Decisions Nos. 31606, 65834, 67766 and 41363, as amended, shall remain in full force and effect.


9. Except to the extent granted herein, Petitions for Modification Nos. 659, 148, 230 and 100, in Cases Nos. 5432, 5439, 5441 and 7858, respectively, are hereby denied.


10. Motions to dismiss the petitions herein filed by California Manufacturers Association are denied.

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

Dated at San Francisco, California, this 22nd day of NOVEMBER, 1971.



Chairman




Commissioners

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF	
<p style="text-align: center;">RULES</p> <p>⊙This tariff is subject to the following rules (items) of the Governing Classification:</p> <p>110. Sections 1, 3(a), 3(b), 3(c), 3(d), 4, 4(a), 4(b), 5, 6(a), 6(b), 6(c), 7, 7(a), 7(b), 7(c), 7(d), 8, 9, 10, 11, 11(a), 11(b), 11(c), 12, 12(a), 12(b), 12(c), 12(d), 12(e), 12(f), 13(a), 13(b), 13(c), 14, 15, 15(a), 15(b), 15(c), 15(d), 15(e) and 16;</p> <p>200; 205; 210; 215; 220; 222; 225; 230; 235; 240; 245; 250; 255; 257; 260; 265; 270; 275; 280; 285; 291; 292; 294; 296; 297; 300; 310;</p> <p>360. Sections 1, 1(a), 1(b), *1(e), *1(f), *1(g), 1(h), 2, 2(a), 2(c), 2(d), 3 and 5; 370; 381; 420, Sections 1, 2, 4 and 5; 421; 422; 423; 424; 426; 428; **</p> <p>430, Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11(a), 11(b), 13 and *14;</p> <p>455; 520; 535; 540; 565; *580; 595; 640; 645; 680; 685; 687; 689; 765; *770, Section 2; 780, Section 2; *810;</p> <p>845; 995; 997 (Section 2 only).</p>	4280
<p style="text-align: center;">APPLICATION OF EXCEPTION RATINGS NAMED IN THIS TARIFF</p> <p>Unless otherwise specifically provided in individual items in this Section, the exception ratings named herein apply as follows:</p> <p>(a) Exception ratings provided in this Section which are designated as truckload ratings or are made subject to specified minimum weights supersede the "truckload" ratings and minimum weights in the Governing Classification and Exception Ratings Tariff, but do not supersede "less-truckload" or "any quantity" ratings provided in the Governing Classification and Exception Ratings Tariff.</p> <p>(b) Exception ratings provided in this Section which are designated as "less-truckload" or "any quantity" ratings, or are not subject to specified minimum weights, supersede the "less-truckload" and "any quantity" ratings shown in the Governing Classification and Exception Ratings Tariff but do not supersede the "truckload" ratings and minimum weight in the Governing Classification, Exception Ratings Tariff or in this tariff.</p>	285
<p style="text-align: center;">RATINGS (Exception to Sec. 2 of Item 997 of the Governing Classification)</p> <p>Except as otherwise provided in this Section, class ratings contained in Section 2 are subject to any quantity; less-truckload and truckload ratings (including minimum weights) as shown in the Governing Classification and Exception Ratings Tariff. (See Exception)</p> <p>EXCEPTION.--When the truckload minimum weight provided in connection with ratings in the Governing Classification or Exception Ratings Tariff exceeds 45,000 pounds, the minimum weight shall be considered as being 45,000 pounds for the purpose of applying rates in Section 2 of this tariff.</p>	290
<p style="text-align: center;">EMPTY PACKAGES OR CARRIERS, SECONDHAND</p> <p>When Empty Packages or Carriers, as described below, are offered for shipment at the rates published in this tariff:</p> <p>(a) Empty Packages or Carriers, secondhand, empty returned: The carrier must determine that such packages were moved filled and are being returned over the same carrier or carriers to consignor of the original filled packages at locations from which original filled packages were shipped or to another location;</p> <p>(b) Empty Packages or Carriers, secondhand, forwarded for return paying loads: Carrier must determine that such packages will, when filled, be moved over the same carrier or carriers to the consignor of the original empty packages at locations from which original empty packages were shipped or to another location; otherwise carrier will apply the ratings for secondhand packages or carriers not returned.</p>	291
<p>⊕ Change * Addition ⊙ Increase ** Eliminated</p> <p style="margin-left: 100px;">} Decision No. 79351</p>	
EFFECTIVE	
<p>Correction</p> <p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

MINIMUM RATE TARIFF 1-B

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments from point of origin to point of destination and include tailgate loading into and tailgate unloading from the carrier's equipment. (See Item 110)</p>	90
<p style="text-align: center;">APPLICATION OF GOVERNING PUBLICATIONS</p> <p>1. This tariff is governed to the extent shown herein by:</p> <p>o (a) The Governing Classification, except that this tariff is subject to the following rules (items) only thereof:</p> <p>110, Sections 1, 3(a), 3(b), 3(c), 3(d), 4, 4(a), 4(b), 5, 6(a), 6(b), 6(c), 7, 7(a), 7(b), 7(c), 7(d), 8, 9, 10, 11(a), 11(b), 11(c), 12, 12(a), 12(b), 12(c), 12(d), 12(e), 12(f), 13(a), 13(b), 13(c), 14, 15, 15(a), 15(b), 15(c), 15(d), 15(e), and 16;</p> <p>200; 205; 210; 215; 220; 222; 225; 230; 235; 240; 245; 250; 255; 257; 260; 265; 270; 275; 280; 285; 291; 292; 294; 296; 297; 300; 310;</p> <p>360, Sections 1, 1(a), 1(b), *1(e), *1(f), *1(g), 1(h), 2, 2(a), 2(c), 2(d), 3, and 5;</p> <p>370; 381; 420, Sections 1, 2, 4 and 5; 421; 422; 423; 424; 426; 428; **</p> <p>430, Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11(a), 11(b), 13 and *14;</p> <p>455; 520; 535; 540; 565; *580; 595; 640; 645; 680; 685; 687; 689; 765; *770, Section 2; 780, Section 2; *810;</p> <p>845; 995; 997 (Section 2 only).</p> <p>(b) The Exception Ratings Tariff, Sections 2-A, 2-B, 2-C and 2-D only.</p> <p>(c) The Dangerous Articles Tariff (California Regulations).</p> <p>2. Where the ratings and rules or other provisions or conditions provided in the Governing Classification or Exceptions Ratings Tariff are in conflict with those provided in this tariff, the provisions of this tariff will apply. Except as otherwise specifically provided in this tariff, where the provisions of the Dangerous Articles Tariff are in conflict with provisions set forth in this tariff or the otherwise governing publications referred to in paragraphs (a) and (b) hereof, the provisions of the Dangerous Articles Tariff will apply.</p>	6100
<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>(a) For pickup or delivery or for stacking, sorting or other accessorial service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, an additional charge of \$10.10 per man per hour, minimum charge \$2.55, shall be made.</p> <p>(b) When carrier is required to provide additional labor, at point of origin or point of destination, for the handling of articles or packages which, because of their weight or bulk, cannot be handled by one man, an additional charge of \$10.00 per man per hour, minimum charge \$10.00 shall be made.</p> <p>(c) On shipments of glass as described under the heading "Glass" in the Governing Classification in packages named therein exceeding 120 united inches, add 6 1/2 cents per 100 pounds to applicable class rates. (See Note)</p> <p>NOTE.--Will not apply where crane facilities are available without cost to carrier, or loading and/or unloading is performed by shipper and/or consignee, at both pickup and delivery points.</p>	110
<p>o Change) * Addition) o Increase) Decision No. 79351 ** Eliminated)</p>	
EFFECTIVE	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

MINIMUM RATE TARIFF 9-B

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">RATINGS (Exception to Sec. 2 of Item 997 of the Governing Classification)</p> <p>Except as otherwise provided in this tariff, class rates contained in Section 2 are subject to any quantity, less truckload and truckload ratings (including minimum weights) as shown in the Governing Classification and Exception Ratings Tariff. (See Exception)</p> <p>EXCEPTION.--When the truckload minimum weight provided in connection with ratings in the Governing Classification or Exception Ratings Tariff exceeds 40,000 pounds, the minimum weight shall be considered as being 40,000 pounds for the purpose of applying rates in Section 2 of this tariff.</p>	60
<p style="text-align: center;">APPLICATION OF CLASS RATES THAT ARE PERCENTAGES, MULTIPLES OR PROPORTIONS OF SPECIFIC CLASS RATINGS</p> <p>Class ratings which are based on percentages, multiples or proportions of Class 100 or other specified class ratings are not restricted in their application solely to the minimum class rates in the any quantity weight brackets but will apply in connection with the minimum weight brackets set forth in this tariff applicable to the shipment transported.</p>	70
<p style="text-align: center;">APPLICATION OF GOVERNING PUBLICATIONS</p> <p>(a) This tariff is governed to the extent shown herein by:</p> <p>o (1) The Governing Classification, except that this tariff is subject to the following rules (items) only thereof:</p> <p>110, Sections 1, 3(a), 3(b), 3(c), 3(d), 4, 4(a), 4(b), 5, 6(a), 6(b), 6(c), 7, 7(a), 7(b), 7(c), 7(d), 8, 9, 10, 11(a), 11(b), 11(c), 12, 12(a), 12(b), 12(c), 12(d), 12(e), 12(f), 13(a), 13(b), 13(c), 14, 15, 15(a), 15(b), 15(c), 15(d), 15(e), and 16;</p> <p>200; 205; 210; 215; 220; 222; 225; 230; 235; 240; 245; 250; 255; 257; 260; 265; 270; 275; 280; 285; 291; 292; 294; 296; 297; 300; 310;</p> <p>360, Sections 1, 1(a), 1(b), *1(e), *1(f), *1(g), 1(h), 2, 2(a), 2(c), 2(d), 3, and 5;</p> <p>370; 381; 420, Sections 1, 2, 4 and 5; 421; 422; 423; 424; 426; 428; **</p> <p>430, Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11(a), 11(b), 13, and *14;</p> <p>455; 520; 535; 540; 565; *580; 595; 640; 645; 680; 685; 607; 609; 765; *770,</p> <p>Section 2; 780, Section 2; *810; 845; 995; 997 (Section 2 only).</p> <p>(2) Sections 2-A, 2-C and 2-D only of the Exception Ratings Tariff.</p> <p>(3) The Dangerous Articles Tariff (California Regulations).</p> <p>(4) The Distance Table (territorial descriptions only - see Item 30 herein).</p> <p>(b) Where the ratings and rules or other provisions or conditions provided in the governing publications described in paragraph (a) are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p> <p>(c) Except as otherwise specifically provided in this tariff, where the provisions of the Dangerous Articles Tariff are in conflict with the provisions set forth in this tariff or the otherwise governing publications referred to in paragraph (a), the provisions of the Dangerous Articles Tariff will apply.</p> <p>(d) Except as otherwise provided in this tariff, shipments subject to truckload ratings lower than Class 50 will be subject to rates provided for Class 50.</p>	680
<p>o Change) * Addition) o Increase) Decision No. 79351 ** Eliminated)</p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA	

Correction

MINIMUM RATE TARIFF 19

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments from point of origin to point of destination and include tailgate loading into and tailgate unloading from the carrier's equipment with services of the driver only.</p>	60
<p style="text-align: center;">APPLICATION OF GOVERNING PUBLICATIONS</p> <p>1. This tariff is governed to the extent shown herein by:</p> <p>(a) The Governing Classification, except that this tariff is subject to the following rules (items) only thereof:</p> <p>110, Sections 1, 3(a), 3(b), 3(c), 3(d), 4, 4(a), 4(b), 5, 6(a), 6(b), 6(c), 7, 7(a), 7(b), 7(c), 7(d), 8, 9, 10, 11(a), 11(b), 11(c), 12, 12(a), 12(b), 12(c), 12(d), 12(e), 12(f), 13(a), 13(b), 13(c), 14, 15, 15(a), 15(b), 15(c), 15(d), 15(e) and 16;</p> <p>200; 205; 210; 215; 220; 222; 225; 230; 235; 240; 245; 250; 255; 257; 260; 265; 270; 275; 280; 285; 291; 292; 294; 296; 297; 300; 310;</p> <p>360, Sections 1, 1(a), 1(b), *1(e), *1(f), *1(g), 1(h), 2, 2(a), 2(c), 2(d), 3, and 5;</p> <p>370; 381; 420, Sections 1, 2, 4 and 5; 421; 422; 423; 424; 426; 428; **</p> <p>430, Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11(a), 11(b), 13 and *14;</p> <p>455; 520; 535; 540; 565; *580; 595; 640; 645; 680; 685; 687; 689; 765; *770, Section 2; 780, Section 2; *810;</p> <p>845; 995; 997 (Section 2 only).</p> <p>(b) The Exception Ratings Tariff, Sections 2-A, 2-B, 2-C and 2-D only.</p> <p>(c) The Dangerous Articles Tariff (California Regulations).</p> <p>2. Where the ratings and rules or other provisions or conditions provided in publications set forth in this item are in conflict with those provided in this tariff, the provisions of this tariff will apply. Except as otherwise specifically provided in this tariff, where the provisions of the Dangerous Articles Tariff are in conflict with the provisions set forth in this tariff or the otherwise governing publications referred to in paragraphs (a) or (b) hereof, the provisions of the Dangerous Articles Tariff will apply.</p>	670
<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>For other than tailgate loading or tailgate unloading, for help in addition to driver for loading or unloading furnished by the carrier at request of consignor or consignee, for distribution, segregation, tagging, reconditioning, stacking, sorting or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, an additional charge shall be made as follows:</p> <p>(a) The time consumed by the driver in performing such services shall be charged for at the rate of \$10.10 per hour, minimum charge \$2.55.</p> <p>(b) The time consumed by the helper or helpers in performing such services shall be charged for at the rate of \$10.00 per helper per hour, minimum charge one hour for each helper used.</p>	80
<p> / Change) * Addition) o Increase) ** Eliminated) </p> <p style="margin-left: 150px;">Decision No. 79351</p>	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	