

ORIGINAL

Decision No. 79907

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 and highway)
carriers relating to the transpor-)
tation of property in San Diego)
County (transportation for which)
rates are provided in Minimum Rate)
Tariff No. 9-B).

Case No. 5439

Petition for Modification
No. 150
(Filed August 13, 1971;
amended September 1, 1971
and October 12, 1971.)

Richard W. Smith, Attorney at Law,
A. D. Poe, Attorney at Law, and
H. F. Kollmyer, for California
Trucking Association, petitioner.
Rodney Starkey, for Pacific
Messenger Service, respondent.
Ronald I. Hollis and E. Carmody,
for the Commission's staff.

INTERIM OPINION

Petitioner, the California Trucking Association, seeks increases of about 7½ to 11½ percent in the rates in Minimum Rate Tariff 9-B (MRT 9-B). Said tariff sets forth minimum rates for the transportation of general commodities by for-hire highway carriers within the San Diego Drayage Area, a defined area in and about the City of San Diego.

Public hearings on the petition were held before Examiner Abernathy at San Diego on October 27 and 28, 1971, and at Los Angeles on November 15 and 16, 1971. On the last named date petitioner asked that the rates in MRT 9-B be increased on January 1, 1972, by interim surcharges of about 6½ to 8½ percent,

and that further consideration of its rate increase proposals in full be given at additional hearings to be held later. Submission of the interim request was deferred to December 20, 1971, when petitioner informed the Commission that wage cost increases which were anticipated in the interim rate increase proposal would be permitted, under rules of the Federal Wage Control Board, to become effective on January 1, 1972, as scheduled. In other respects the proceeding was continued, in accordance with petitioner's request, to a date to be set.

According to evidence which was presented in the matter by petitioner's assistant director of research, for-hire highway carriers who are engaged in the transportation of general commodities in the San Diego Drayage Area are committed under their prevailing labor contract with their drivers to the payment of increased wages as of January 1, 1972. In addition they are committed to the payment of increases in so-called fringe benefits. The effect of these increases assertedly will be an increase of almost 9 percent over the wage and related costs for which provision is included at present in the rates in MRT 9-B. The rate increases of about $6\frac{1}{2}$ to $8\frac{1}{2}$ percent which petitioner is seeking herein are intended to compensate for said increases in wages and related costs.

In addition to seeking increases in the minimum rates as indicated, petitioner also asks (a) that common carriers who assess rates which are greater than the minimum rates, or who maintain provisions which are more restrictive than, and thereby produce greater charges than, the minimum rates, be authorized to effect corresponding increases in their rates and charges; (b) that common carriers be authorized to effect corresponding increases in their rates and charges for the transportation of commodities which are not subject to the provisions of MRT 9-B;

and (c) that common carriers be authorized to depart from the long- and short-haul prohibitions of Article XII, Section 21 of the State Constitution, and of Section 460 of the Public Utilities Code, to the extent necessary to carry into effect said rate increases.

No one other than petitioner's witness presented evidence in this matter. Members of the Commission's staff participated in the development of the record. No objection was taken by the staff members to interim increases in the rates in MRT 9-B pending further hearings on petitioner's proposals. In view of rulings of the Federal Price Control Board, however, the staff recommended that the increases in rates for shipments of 20,000 pounds or more be limited to 3 percent and that the increases in rates for other shipments and for accessorial services be limited to 4 percent.

Discussion

In dealing with petitioner's request for an interim increase in the rates in MRT 9-B, we are concerned primarily with preserving the carriers against undue losses until definitive studies of the carriers' revenue needs can be completed and more appropriate action can be taken accordingly. However, the increases in minimum rates which may be ordered in the circumstances must be limited by their nature to only those which are clearly warranted.

The showing which petitioner made in support of the sought interim rate increases does not fully meet this standard. The extent that the carriers' costs will be increased by the increases in wage and related costs to become effective January 1, 1972, was developed by petitioner by comparing the datum plane which purportedly is the basis of the present rates in MRT 9-B with the same datum plane figures, adjusted to show

the effect thereon of the increases in wage and related costs. ✓
It appears, however, that petitioner has utilized various cost data (such as those involving Transport Clearings, for example) which should be further substantiated before being adopted as a basis for adjustment of the rates in MRT 9-B. Moreover, certain corrective adjustments in the datum plane data may be necessary.^{1/} Also, it appears that certain of the proposed increases--mainly in the rates for accessorial services--are based on unsubstantiated assumptions.^{2/} Additional information in these respects should be developed at the further hearings to be held in this matter.

Such interim increases in the rates in MRT 9-B as may be prescribed on the evidence before us should be limited to those justified by the carriers' increases in labor and related costs as of January 1, 1972. In addition they should stay within the restraints of the Federal Government's economic stabilization program. The record shows that the carriers' costs as of January 1, 1972, are about 8-1/2 percent more than the composite cost level of 1971, the level on which the current rates in MRT 9-B are based. The increases in rates which we conclude is reasonable in these circumstances is 5-1/2 percent in over-all effect. Individually they range from 4 percent to about 7 percent. To this

1/ Petitioner did not present datum plane figures as such. As a consequence, petitioner's showing does not provide basis either for sufficient evaluation of the propriety of the datum plane figures which purportedly were used or for effecting any necessary adjustments therein.

2/ Such rate increases which are particularly in question are those which would apply to rates in Items Nos. 110, 140, 150, 160, 230 and 500(e) of MRT 9-B.

extent the rates in MRT 9-B should be increased.^{3/} For purposes of simplicity and convenience of assessing the increases, the rates themselves should be increased instead of prescription of the increases in the form of surcharges.

The increased rates which are hereinafter prescribed will require carriers to increase their charges by \$125,000 per year for the services subject thereto. These increases are in the lower zone of the reasonableness and are consistent with the Federal Government's economic stabilization program in that the increases in labor costs justify the upward adjustments in rates which are involved. The record indicates that the increases will offset the increased costs and will not otherwise improve the earning position of the carriers.

The increases which are hereinafter prescribed in the rates in MRT 9-B will apply to highway permit carriers who are subject to said tariff. They will apply also to various common carriers subject to Part I of the Public Utilities Code to the extent that said carriers are subject to the provisions of MRT 9-B. Said common carriers will be authorized and directed to make corresponding increases in their tariff rates. However, such authorization may not be utilized by said common carriers to maintain differentials which result in rates and charges which are higher, in volume or effect, than the rates and charges in MRT 9-B.

The evidence which was submitted in this matter relates only to the rates and charges in MRT 9-B. Petitioner did not present evidence to support its requests for increases in common carrier rates and charges which exceed, or exceed in effect, the rates and charges in said minimum rate tariff. Hence, there is no evidentiary basis to justify increases in rates and charges which are higher than the rates and charges which apply as minimum.

^{3/} This conclusion does not extend to the following: C.O.D. fees and parcel rates. Petitioner excepted such fees and rates from its proposals. Also, it does not apply to vehicle charges which were not affected by the increases in labor costs. Accordingly, our findings and order herein will not apply thereto.

The rate increase authority which petitioner seeks in connection with exempt commodities would apply to the rates of common carriers for the transportation of exempt commodities within the San Diego Drayage Area.^{4/} Petitioner did not submit evidence relative to the costs which the carriers incur in the transportation of the exempt commodities or the level and form of the rates which the carriers assess for said transportation. Nevertheless, where the exempt commodities are being transported by the carriers under the minimum class or hourly rates, it appears that, as increases are made in the minimum rates, corresponding increases should be made in the rates for the exempt commodities in order to avoid rate discrimination of the type prohibited by Article XII, Section 21 of the State Constitution and by Section 453 of the Public Utilities Code. To this extent increases in the rates for the exempt commodities should be authorized.

Findings

Upon consideration of the facts and circumstances of record the Commission finds that:

1. For-hire highway carriers who are engaged in transportation services subject to the provisions of MRT 9-B will experience increases in their operating costs as of January 1, 1972.
2. The present rates in MRT 9-B are unreasonably low and insufficient in relation to the carriers' costs of service, as increased on January 1, 1972.
3. The needs of the carriers for increased revenues to compensate for the increases in operating costs which the carriers will experience as of January 1, 1972, require the prescription of interim increases in the rates in MRT 9-B pending further hearings in this matter and decision thereon.

^{4/} The commodities which are exempted from the rates in MRT 9-B are listed in Items Nos. 50 and 51 of the tariff.

4. The increased minimum rates and charges which are prescribed in the following order have been shown to be justified.

5. Pending such modifications and changes as may ensue as a consequence of further hearings in this matter, the increased minimum rates and charges are, and will be, just, reasonable and nondiscriminatory minimum rates and charges for the transportation and related services to which they will apply.

6. To the extent that the provisions of MRT 9-B have been found heretofore to constitute reasonable minimum rates, rules and regulations for common carriers as defined in the Public Utilities Act, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, such rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation.

7. Increases in the class and hourly rates and in the minimum charges and accessorial charges of common carriers for the transportation of exempt commodities are justified to the extent that increases in said rates and charges for said commodities are authorized by the following Order.

Increases as hereinafter provided in the rates and charges in MRT 9-B may result in the applicability of higher rates and charges within the San Diego Drayage Area than those which are concurrently applicable under other minimum rate

tariffs of the Commission for like transportation between points within said drayage areas, on the one hand, and points outside said drayage areas, on the other hand. In order that common carriers may not be chargeable with violations of the so-called long- and short-haul prohibitions of Article XII, Section 21 of the State Constitution and of Section 460 of the Public Utilities Code in carrying out minimum rate orders of the Commission, the Commission also finds as a fact that departures by common carriers from said long- and short-haul prohibitions are justified to the extent hereinafter provided.

Conclusions

The Commission concludes that:

1. The rates and charges in MRT 9-B should be increased as hereinafter provided in order that said rates and charges may be just, reasonable and nondiscriminatory minimum rates and charges for the transportation and related services to which they apply. The increases granted fall within the guidelines established pursuant to the Federal Government's economic stabilization program as more specifically set forth in Appendix B attached hereto.
2. Common carriers should be authorized to increase their rates for the transportation of exempt commodities to the extent hereinafter provided.
3. Common carriers should be authorized to depart from the long- and short-haul prohibitions of Article XII, Section 21 of the State Constitution and of Section 460 of the Public Utilities Code to the extent hereinafter provided.

INTERIM ORDER

IT IS ORDERED that:

1. Minimum Rate Tariff 9-B (Appendix A of Decision No. 67766, as amended) is further amended by incorporating therein, to become effective April 22, 1972, the revised pages attached hereto and listed in Appendix A also attached hereto, which appendix and pages by this reference are made a part hereof. ✓

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 67766, as amended, are directed to establish in their tariffs the rate increases necessary to conform to the further increases herein in the rates and charges established by said decision.

3. Except as is otherwise provided in paragraph 4 below, the increased class and hourly rates and the increased minimum charges and accessorial charges which, in effect, are established pursuant to ordering paragraph 2 hereof are authorized as rates and charges to be assessed by common carriers subject to Decision No. 67766, as amended (except common carriers by railroad with respect to their carload rates and charges and common carriers by vessel), for the transportation of the commodities listed in Items Nos. 50 and 51 of Minimum Rate Tariff 9-B provided that (a) said transportation is performed between origins and destinations which are both located within the San Diego Drayage Area (as described in Minimum Rate Tariff 9-B).

4. The authority which is granted by ordering paragraph 3 hereof does not apply:

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

5. 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 April 22, 1972, on not less than five days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than April 22, 1972. 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. ✓

6. Common carriers and other transportation companies, in establishing and maintaining the increased rates and charges provided by this order, are authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code, to the extent necessary to assess said increased rates and charges prescribed or authorized herein. Common carriers, in publishing rates under the authority conferred in this ordering paragraph, shall make reference to this order and to prior orders authorizing long- and short-haul departures. ✓

7. In all other respects said Decision No. 67766, as amended, shall remain in full force and effect.

C. 5439, Pet. 150 - SW/ek *

Further hearings shall be held on Petition No. 150 in Case No. 5439 for the purposes indicated in the preceding Opinion and at times and places to be determined.

The effective date of this order shall be April 14, 1972.

Dated at San Francisco, California,
this 14th day of APRIL 1972.

[Signature]
Chairman
[Signature]
[Signature]
[Signature]
Commissioners

APPENDIX A

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 9-B

SIXTH REVISED PAGE 20
EIGHTH REVISED PAGE 21
NINTH REVISED PAGE 22
SECOND REVISED PAGE 22-A
NINTH REVISED PAGE 29
NINTH REVISED PAGE 31
NINTH REVISED PAGE 34
ELEVENTH REVISED PAGE 44
FOURTH REVISED PAGE 44-A
TWELFTH REVISED PAGE 47
ELEVENTH REVISED PAGE 49

(END OF APPENDIX A LIST)

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates (including common carrier railroad switching rates) may be applied in lieu of the rates provided in this tariff when such common carrier rates produce a lower aggregate charge for the same transportation between the same points of origin and destination and for the same accessorial services than results from the application of the rates herein provided.</p> <p>When the common carrier rate used does not include accessorial services performed by the carrier, the following charges for such accessorial services shall be added: (See Note)</p> <ul style="list-style-type: none"> (a) For loading onto carrier's equipment, the charges provided in paragraph (d). (b) For unloading from carrier's equipment, the charges provided in paragraph (d) (c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided. (d) .08 cents per 100 pounds. <p>NOTE.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p>	6110
<div style="display: flex; justify-content: space-between;"> <div> of Change) of Increase) </div> <div> Decision No. 79907 </div> </div>	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> <div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</div> </div>	

SECTION 1--RULES (Continued)		ITEM																		
<p style="text-align: center;">ACCESSORIAL SERVICE</p> <p>When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as provided in Item 140. The charge therein provided for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p>		120																		
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>When consignor or consignee is responsible for delay to carrier's equipment at or in vicinity of either point of loading or point of unloading in excess of 30 minutes (exclusive of time actually involved in loading or unloading), additional charges for delay time in excess of 30 minutes shall be assessed as provided in Item 140.</p>		130																		
<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</p> <p>For accessorial services or delays under the conditions specified in Items 120 and 130, charges shall be assessed for each period or fraction thereof, as follows:</p> <table> <tr> <td></td><th colspan="2">Charges in Cents</th></tr> <tr> <td></td><th>For First</th><th>For Each</th></tr> <tr> <td></td><th>30 Minutes</th><th>Additional</th></tr> <tr> <td></td><th></th><th>15 Minutes</th></tr> <tr> <td>(a) For driver, helper or other employee, per man</td><td>0495</td><td>0250</td></tr> <tr> <td>(b) For unit of equipment-----</td><td>30</td><td>15</td></tr> </table>			Charges in Cents			For First	For Each		30 Minutes	Additional			15 Minutes	(a) For driver, helper or other employee, per man	0495	0250	(b) For unit of equipment-----	30	15	140
	Charges in Cents																			
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(b) For unit of equipment-----	30	15																		
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Correction																				

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 \$11.00 per hour, plus 9 cents per actual mile, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service. (See Notes 1 and 2)</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>NOTE 1.--Service shall commence with departure of each escort vehicle from its point of dispatch and terminate with the return of each escort car to its point of dispatch, excluding off-duty hours.</p> <p>NOTE 2.--Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table><tr><th colspan="2"><u>MINUTES</u></th><th></th></tr><tr><th><u>Over</u></th><th><u>But Not Over</u></th><th></th></tr><tr><td>0</td><td>8</td><td>----- omit</td></tr><tr><td>8</td><td>23</td><td>----- shall be 1/4 hour</td></tr><tr><td>23</td><td>38</td><td>----- shall be 1/2 hour</td></tr><tr><td>38</td><td>53</td><td>----- shall be 3/4 hour</td></tr><tr><td>53</td><td>60</td><td>----- shall be 1 hour</td></tr></table>		<u>MINUTES</u>			<u>Over</u>	<u>But Not Over</u>		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	\$1.50
<u>MINUTES</u>																							
<u>Over</u>	<u>But Not Over</u>																						
0	8	----- omit																					
8	23	----- shall be 1/4 hour																					
23	38	----- shall be 1/2 hour																					
38	53	----- shall be 3/4 hour																					
53	60	----- shall be 1 hour																					
<p style="text-align: center;">CHARGES FOR PERMIT SHIPMENTS</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring transportation permits:</p> <p>§(a) A charge of \$12.50 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>		\$1.60																					
<p>§ Change) o Increase) Decision No.</p> <p style="text-align: center;">79907</p>																							
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">DANGEROUS ARTICLES</p> <p>Dangerous Articles include those articles described in and subject to the provisions of the Dangerous Articles Tariff.</p> <p>Dangerous articles must not be accepted for transportation unless at the time of or prior to the initial pickup the consignor has furnished to the carrier written information as required under the regulations of the Dangerous Articles Tariff.</p> <p>To the extent hereinafter provided, the following provisions of this tariff will not apply to shipments of dangerous articles:</p> <ol style="list-style-type: none"> 1. Item 220 (Mixed Shipments) will not apply to shipments containing one or more commodities which the Dangerous Articles Tariff prohibits being transported at the same time on a single unit of carrier's equipment. 2. Items 180-182 (C.O.D. Shipments) and 300 (Split Delivery) will not apply to shipments, including any component parts thereof, containing explosives (Class A, B or C) and/or any other dangerous articles which may not be left unattended in the carrier's equipment under the regulations of the Dangerous Articles Tariff. 	165
<p style="text-align: center;">FAILURE TO ACCOMPLISH DELIVERY (Applies only in connection with Item 165)</p> <p>Except as otherwise provided in the Dangerous Articles Tariff, if the carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours, excluding Saturdays, Sundays and holidays, after receipt of the shipment, notice will be sent or given to consignor or consignee that the shipment is being placed in storage. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below, or at carrier's option may be placed in public warehouse.</p> <p>For each of the first five days, 5½ cents per 100 pounds. For the sixth and each succeeding day, 8 cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less, 77 cents; 6 days or more, \$1.18. In computing time, any fractional part of 24 hours will be counted as one day. In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p>Shipments unloaded from vehicle and reloaded on vehicle will be subject to a charge of \$3.45 per ton in addition to all other charges.</p> <p>Subsequent delivery from point of storage will be charged as a new shipment.</p>	167
<p>Change) Increase) Decision No. 79907</p>	
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SECTION 1--RULES (Continued)

ITEM

MINIMUM CHARGE

Except as otherwise provided, the minimum charge per shipment shall be as follows: (See Note)

Weight of Shipment (In Pounds)

<u>Over</u>	<u>But Not Over</u>	<u>Charge (In Cents)</u>
0	25	315
25	50	360
50	75	410
75	100	435
100	150	470
150	200	505
200	250	540
250	300	570
300	400	615
400	500	665
500	600	735
600	700	815
700	800	855
800	900	945
900	---	1030

4210

NOTE.--Will not apply on shipments made under the provisions of Item 420.

♦ Increase, Decision No.

79907

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SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES (Continued)										ITEM
POOL LOT										0230
(a) For the service of segregating, or unloading and segregating, a pool lot, the following shall be assessed for each shipment destined to points in the San Diego Drayage Area, in addition to transportation rates: Merchandise classified as:										
Class:	100	92½	85	77½	70	65	60	55	50	
Rates in cents per 100 pounds:	45	43	40	38	36	34	33	32	30	
(b) Classification ratings shall be based upon the LTL (less-truckload) ratings in the Governing Classification, Sections 2-A or 2-C of the Exception Ratings Tariff, or this tariff. (c) Articles taking a rating higher than Class 100 shall be computed upon the percentage of the Class 100 rating, as set forth in the Governing Classification, Sections 2-A or 2-C of the Exception Ratings Tariff, or this tariff, except that shipments consisting of articles rated higher than Class 150 in the Governing Classification, Sections 2-A or 2-C of the Exception Ratings Tariff, or this tariff shall be subject to the rates applicable for Class 150. (d) No additional charge shall be made under this item on shipments for which transportation charges are based on a minimum weight of 20,000 pounds when the carrier performing the distribution service receives a transportation charge on such shipment from the distribution point. (e) See Item 220 for mixed shipments. (f) When a pool lot is segregated at and delivery is made from carrier's established depot, said depot will be considered as being located within Metropolitan Zone 301 for the purpose of assessing transportation charges under this tariff, and transportation rates shall be applied from Metropolitan Zone 301 as point of origin. (g) Rates named in this item alternate with rates for the same services contained in tariffs filed with the Commission pursuant to the provisions of the Public Utilities Act, and in effect on the date the services are performed.										
◇ Increase, Decision No. 79907										
EFFECTIVE										
Correction										ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA

SECTION 1--RULES (Continued)

ITEM

SPLIT DELIVERY

The rate for transportation of a split delivery shipment shall be the rate applicable for the rate base determined as follows:

- (a) When point of origin and all points of destination are within a single zone, apply rate for rate basis B, subject to Notes 1, 2, and 3;
- (b) When point of origin and all points of destination are within the area encompassed by two adjoining Metropolitan Zones, apply rate for rate basis C, subject to Notes 1, 2, and 3 (Metropolitan Zone 305 does not adjoin any other zone, except Metropolitan Zone 311, for the purposes of this rule);
- (c) For all other shipments, apply rates for rate basis F, subject to Notes 1, 2, and 3.

NOTE 1.--For each split delivery shipment a single bill of lading or shipping order shall be issued. It shall describe the kind and quantity of property for the entire shipment, and bear the date such property is physically accepted by the carrier. At the time of or prior to the tender of the shipment the carrier shall be furnished with written instructions showing the name of each consignee, the point or points of destination, and a description of the kind and quantity of property in each component part of the split delivery shipment.

NOTE 2.--If shipping instructions do not conform with the requirements of Note 1 hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff. When shipping instructions do conform with the requirements of Note 1 hereof, component parts of split delivery shipments shall not be treated as separate shipments.

NOTE 3.--In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:

Weight of Component Parts (Pounds)		Split Delivery Charge for Each Component Part in Cents
Over	But not Over	
0	500-----	225
500	1000-----	265
1000	2000-----	385
2000	4000-----	535
4000	10000-----	605
10000	-----	715

NOTE 4.--Rates provided in this tariff do not apply to transportation of split delivery shipments unless point of origin and all points of destination are within the San Diego Drayage Area. When point of origin or one or more points of destination are located outside of the San Diego Drayage Area, rates in Minimum Rate Tariff 2 shall apply.

#300

Change)
Increase) Decision No.

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SAN FRANCISCO, CALIFORNIA.

MINIMUM RATE TARIFF 9-B

SECTION 2--RATE BASES AND RATES (Continued)										ITEM
CLASS RATES (In Cents per 100 Pounds)										
Rate Basis	Any Quantity									0410
	100	92½	85	77½	70	65	60	55	50	
A	106	101	95	90	85	82	78	74	72	
B	128	122	115	109	102	99	95	90	87	
C	142	135	128	121	114	109	105	99	97	
D	161	153	145	137	129	124	119	113	109	
E	171	162	154	145	137	132	127	120	116	
F	186	177	167	158	149	143	138	130	126	
Rate Basis	Minimum Weight 2,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	88	84	79	75	70	68	65	62	60	
B	102	97	92	87	82	79	75	71	69	
C	111	105	100	94	89	85	82	78	75	
D	124	118	112	105	99	95	92	87	84	
E	137	130	123	116	110	105	101	96	93	
F	152	144	137	129	122	117	112	106	103	
Rate Basis	Minimum Weight 4,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	64	61	58	54	51	49	47	45	44	
B	74	70	67	63	59	57	55	52	50	
C	88	84	79	75	70	68	65	62	60	
D	98	93	88	83	78	75	73	69	67	
E	105	100	95	89	84	81	78	74	71	
F	118	112	106	100	94	91	87	83	80	
◇ Increase, Decision No. 79907										
EFFECTIVE										
Correction										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										

SECTION 2--RATE BASES AND RATES (Continued)										ITEM
CLASS RATES (In Cents per 100 Pounds)										
Rate Basis	Minimum Weight 10,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	45	43	41	38	36	35	33	32	31	
B	57	54	51	48	46	44	42	40	39	
C	66	63	59	56	53	51	49	46	45	
D	71	67	64	60	57	55	53	50	48	
E	84	80	76	71	67	65	62	59	57	
F	89	85	80	76	71	69	66	62	61	
Rate Basis	Minimum Weight 20,000 Pounds									0415
	100	92½	85	77½	70	65	60	55	50	
A	36	34	32	31	29	27½	26½	25	24½	
B	43	41	39	37	34	33	32	30	29	
C	48	46	43	41	38	37	36	34	33	
D	56	53	50	48	45	43	41	39	38	
E	60	57	54	51	48	46	44	42	41	
F	67	64	60	57	54	52	50	47	46	
Rate Basis	Minimum Weight 30,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	32	30	29	27	25½	24½	23½	22½	22	
B	36	34	32	31	29	27½	26½	25	24½	
C	40	38	36	34	32	31	29½	28	27	
D	43	41	39	37	34	33	32	30	29	
E	48	46	43	41	38	37	36	34	33	
F	52	49	47	44	42	40	38	36	35	
o Increase, Decision No. 79907										
EFFECTIVE										
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.									

SECTION 3--EQUIPMENT RATES AND RULES	ITEM
<p style="text-align: center;">RULES</p> <p>(a) Rates named in this section are subject to Items 10 and 11, Definitions of Technical Terms; Item 20, Application of Tariff; Item 30, Application of Tariff--Territorial; Items 50 and 51, Application of Tariff--Commodities; Item 150, Charges for Escort Service; Item 160, Charges for Permit Shipments; Item 165, Dangerous Articles; Item 170, Collection of Charges; Items 180, 181 and 182, Collect on Delivery (C.O.D.) Shipments; Items 200 and 201, Issuance of Shipping Documents; Item 250, References to Items and Other Tariffs; and Item 260, Units of Measurement To Be Observed. They are not subject to the other rules provided in Section 1.</p> <p>(b) Rates named in this section are subject to Items 110 and 565 of the Governing Classification. They are not subject to the other rules of the Governing Classification.</p> <p>(c) Rates named in this section apply only when the property is transported by one carrier for one shipper.</p> <p>(d) Prior to the transportation of the property, the shipper must enter into written agreement with the carrier to ship at rates no lower than those provided in this section, stating specifically the class of service desired. (See Item 510.) Except as herein provided, no single agreement shall cover shipments transported over a period in excess of 31 days. EXCEPTION: The agreement will not be necessary for transportation of overweight and/or oversize shipments for which a special permit has been issued pursuant to the provisions of Sections 35780 to 35784, inclusive, of the Vehicle Code, State of California, and attached to or identified on the shipping document.</p> <p>(e) Rates named in Item 520 are subject to an additional charge at the rate of \$69.05 per man, per hour, minimum charge one-half hour, when carrier furnishes help in addition to the driver. The time for computing the additional charge shall be not less than the actual time in minutes the helper or helpers are engaged in performing the services. The total time so computed shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the table provided in Note 1(c), Item 520.</p> <p>(f) When carrier's equipment is painted, lettered or marked, or when special equipment or accessories are furnished by the carrier, in connection with transportation which is performed subject to the rates named in Item 520, a charge not less than the cost of painting, lettering or marking or the costs applicable to the use of the special equipment or accessories shall be made.</p>	6500
<div style="display: flex; align-items: center; justify-content: space-between;"> <div> ◊ Change ◊ Increase </div> <div style="font-size: 2em;">}</div> <div>Decision No.</div> </div>	79907
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> <div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</div> </div>	

SECTION 3--EQUIPMENT RATES AND RULES (Concluded)

ITEM

FREIGHT, regardless of classification, subject to Note 1:

Weight in Pounds (See Note 2)	(1)(2) Rates in Cents Per Hour		
	Column 1	Column 2	Column 3
Less than 12,000-----	1075	1515	1955
12,000 but not over 20,000-----	1115	1525	1960
Over 20,000-----	1215	1595	1970

- (1) Minimum Charge--The charge for one hour.
 (2) Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.

Column 1--Rates per unit of equipment with driver, except for time equipment is operated in excess of 8 hours out of 9 consecutive hours, and except when operated on Saturdays, Sundays or holidays.

Column 2--Rates per unit of equipment with driver for time equipment is operated in excess of 8 hours out of 9 consecutive hours or on Saturdays, Sundays or the following holidays: Washington's Birthday, Memorial Day, the day after Thanksgiving or the day before Christmas.

Column 3--Rates per unit of equipment with driver for time equipment is operated on the following holidays: Independence Day, Labor Day, Thanksgiving Day, Christmas or New Year's Day.

NOTE 1--

(a) Subject to paragraph (b) below, rates in this item apply from the time the truck and driver report for service pursuant to the shipper's order to the time of completion of the last trip under such order. EXCEPTION: If the single transaction covers a period in excess of one day, time consumed in driving from last point of destination to the carrier's terminal at the close of one day's business, and from the carrier's terminal to the point of origin at the beginning of the next day's business will not be included in computing the chargeable time.

(b) In computing time for trailer shuttle service no time shall be charged for the movement of truck tractors without load or for trailers or semitrailers without power unit except when such trailers are being loaded or unloaded.

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

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

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

0520

◇ Increase, Decision No.

79907

EFFECTIVE

Correction

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

APPENDIX B
Page 1 of 2

Certificate of the Public Utilities Commission
of the State of California Re Increases in Rates
for Certain Transportation Services Performed by
For-Hire Highway Carriers within California

Pursuant to provisions of Section 300.16 of the Economic Stabilization Act Amendments of 1971, the Public Utilities Commission of the State of California (Cal. P.U.C.) does hereby certify to the Federal Price Commission as follows:

1. That the increases in rates which are ordered by the Cal. P.U.C. by its Decision No. , dated 1972, copy attached, apply to rates which the Cal. P.U.C. has heretofore established as minimum rates for transportation of property (commodities generally) efficiently performed by for-hire highway carriers operating within and about the City of San Diego.
2. That said rate increases range from about 4 percent to about 7 percent and in overall effect average about $5\frac{1}{2}$ percent.
3. That said rate increases are cost-based and do not reflect future inflationary expectations.
4. That the dollar amount of increased annual revenue for the carriers collectively, which the increases in rates are expected to produce, is about \$125,000.

APPENDIX B
Page 2 of 2

Certificate of the Public Utilities Commission
of the State of California Re Increases in Rates
for Certain Transportation Services Performed by
For-Hire Highway Carriers within California

5. That said rate increases are not sufficient to return to the carriers additional revenues in excess of the increases in operating costs which the carriers have experienced and which are not reflected in present minimum rates; hence, said rate increases
 - a. Will not result in an increase in the level of earnings which the Cal. P.U.C. has heretofore determined to be the minimum required to maintain adequate and safe transportation for the public efficiently performed by for-hire highway carriers operating within and about the City of San Diego, and
 - b. Will not increase the carriers' rate of return on capital.
6. That with exception of Paragraphs 2 and 4, above, sufficient evidence was taken at public hearings held before the Cal. P.U.C. in connection with said rate increases to support the certification herein made, and that as to the average amount of increase shown in Paragraph 2 and the dollar amount of increase shown in Paragraph 4, said amounts are estimates inasmuch as more specific information in these respects is not available.