

Decision No. 80125

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 property in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Lake, Marin, Mendocino, Monterey, Napa, San Benito, San Mateo, Santa Clara, Santa Cruz, Solano and Sonoma.

And Related Matter.

Case No. 5441
Petition for Modification
No. 217
(Filed January 5, 1971)

Case No. 5439
Petition for Modification
No. 136
(Filed January 5, 1971)

OPINION AND ORDER

Decision No. 79937, issued April 11, 1972, in Case No. 5432, Petition for Modification No. 621, et al., established revised provisions governing alternative application of common carrier rates in Minimum Rate Tariff 2, and found that corresponding amendments should be made in comparable provisions of Minimum Rate Tariffs 1-B, 9-B and 19. That decision also provided that Minimum Rate Tariffs 1-B, 9-B and 19 should be amended by separate order.

IT IS ORDERED that:

1. Minimum Rate Tariff 1-B (Appendix B of Decision No. 65834, as amended) is further amended by incorporating therein, to become effective July 1, 1972, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.

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

3. Minimum Rate Tariff 19 (Appendix A of Decision No. 41363, as amended) is further amended by incorporating therein, to become effective July 1, 1972, the revised pages attached hereto and listed in Appendix C, also attached hereto, which pages and appendix by this reference are made a part hereof.

4. Common carriers subject to the Public Utilities Act, to the extent they are also subject to said Decisions Nos. 41363, 65834 or 67766, as amended, be and they are hereby directed to establish in their tariffs provisions necessary to conform with the further amendment herein of that decision.

5. Any provisions concurrently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariffs 1-B, 9-B, or 19 are authorized to be maintained in connection with the increased rates and charges directed to be established by ordering paragraph 4 hereof.

6. Common carriers maintaining rates on a level other than minimum rates for transportation for which rates are prescribed in Minimum Rate Tariffs 1-B, 9-B or 19 are authorized to increase such rates by the same amounts authorized herein for rates in Minimum Rate Tariffs 1-B, 9-B and 19.

7. Common carriers maintaining rates on the same level as the rates in Minimum Rate Tariffs 1-B, 9-B or 19 for the transportation of commodities and/or transportation not subject to Minimum Rate Tariffs 1-B, 9-B or 19 are authorized to increase said rates by the same amounts authorized herein for rates in Minimum Rate Tariffs 1-B, 9-B and 19.

8. Common carriers maintaining rates at levels other than minimum rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariffs 1-B, 9-B or 19 are authorized to increase said rates by the same amounts authorized herein for rates in Minimum Rate Tariffs 1-B, 9-B and 19.

9. Tariff publications resulting in increases 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 July 1, 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 July 1, 1972; as to increases which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions may be made effective not earlier than the fifth day after the effective date of this order, and may be made effective on not less than five 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.

10. 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 authorizations are 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 decisions and to this order.

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

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

Dated at San Francisco, California, this 31st day of MAY, 1972.

[Signature] Chairman
William Symons
[Signature]
[Signature] Commissioners

Commissioner Thomas Moran, being necessarily absent, did not participate in the disposition of this proceeding.

C. 5441 (Pet. 217) et al.

APPENDIX A

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 1-B

FIFTEENTH REVISED PAGE 11

TWENTIETH REVISED PAGE 19

FIRST REVISED PAGE 19-A

ELEVENTH REVISED PAGE 24

(END OF APPENDIX A LIST)

SECTION 1--RULES	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items 10 and 11)</p> <p>ARMORED CAR means any motor truck and/or other highway vehicle which has been armored with bullet resistant metal and/or bullet proof glass, and which is manned by an armed crew.</p> <p>CITY DELIVERY or CITY DELIVERIES means transportation of property to retail stores or direct consumers of the property transported when the shipment originates within the territory covered by this tariff at other than a carrier's depot, dock, wharf, pier, or landing.</p> <p>COMMISSION means the Public Utilities Commission of the State of California.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>DANGEROUS ARTICLES means articles described in the Dangerous Articles Tariff.</p> <p>DANGEROUS ARTICLES TARIFF means Motor Carriers' Explosives and Dangerous Articles Tariff 14, Cal.P.U.C. 9, of American Trucking Associations, Inc., Agent, including revisions thereto or successive issues thereof.</p> <p>DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee or other party.</p> <p>ESCORT SERVICE means the furnishing of pilot cars or vehicles by a carrier as may be required by any governmental agency to accompany a shipment for highway safety.</p> <p>EXCEPTION RATINGS TARIFF means Exception Ratings Tariff 1 issued by the Commission.</p> <p>GOVERNING CLASSIFICATION means National Motor Freight Classification A-12.</p> <p>HOLIDAYS means New Year's Day (January 1), Washington's Birthday (the third Monday in February), Memorial Day (the last Monday in May), Fourth of July, Labor Day (the first Monday in September), Thanksgiving Day, the day after Thanksgiving, December 24 and Christmas Day (December 25). When a holiday falls on Sunday, the following Monday shall be considered as a holiday.</p> <p>INHAUL means the transportation of property received from another carrier at a depot, wharf, pier, or landing originating beyond the limits of the territory covered by this tariff and delivered at one address to the consignee shown on the bill of lading of the carrier from which the shipment is received, or the transportation of property from public warehouses when delivered to one wholesaler consignee at one address.</p> <p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>OUTHAUL means transportation of property in City Delivery and Shipping as defined herein.</p> <p>PERMIT SHIPMENT means a shipment which because of its width, length, height, weight or size required special authority from a governmental agency regulating the use of highways, roads or streets for the transportation of such shipment in whole or in part.</p> <p>POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee.</p> <p>POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor into the custody of the carrier for transportation.</p> <p style="text-align: right;">(Continued in Item 11)</p>	210
Change) Increase) Decision No.	80125
EFFECTIVE	
Correction <div style="float: right; text-align: right;"> ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA </div>	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier 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. (See Exception)</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 Notes 1, 2 and 3)</p> <p>(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) 5 cents per 100 pounds.</p> <p>*NOTE 1.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.</p> <p>*NOTE 2.--When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.</p> <p>*NOTE 3.--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> <p>EXCEPTION.--The provisions of this item do not apply on services performed under the provisions of Item 900.</p>	<p style="text-align: center;">6130</p>
<p style="text-align: center;">CHARGES FOR SERVICE AT OTHER THAN REGULAR WORKING HOURS</p> <p>Rates named in Sections 2, 3, 4 and 5 apply for service performed during regular working hours of 8:00 a.m. to 5:00 p.m. except Saturdays, Sundays and holidays as defined in Item 10.</p> <p>For services performed at the request of the shipper or consignee at other than those hours specified above and on Saturdays, Sundays or holidays, an additional charge equal to the cost of overtime will be made.</p>	<p style="text-align: center;">140</p>
<p> 6 Change) * Addition) Decision No. </p> <p style="text-align: center; font-size: 1.5em;">80125</p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

SECTION 1--RULES (Continued)	ITEM
<p align="center">(A) COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges accruing during a calendar month to those who undertake to pay them, such persons hereinafter being called debtors, and collection thereof made not later than the tenth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight. * ◇ (See Exception)</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill. * ◇ (See Exception)</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors not later than 12 o'clock midnight of the fifth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight. * ◇ (See Exception)</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used, the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills. * ◇ (See Exception)</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>* ◇(g) When alternative rail carload rates are applied under the provisions of Item 130 of this tariff, carriers may relinquish possession of freight in advance of payment thereon and extend credit in the amount of said charges to those responsible for payment for period of five days (120 hours) beginning at twelve midnight of the day delivery is accomplished.</p> <p>* EXCEPTION.--Not applicable in connection with alternatively applied rail carload rates assessed under the provisions of Item 130 of this tariff.</p>	<p align="center">#145</p>
<p>(1) Will not apply to the transportation of property for the United States, state, county or municipal governments.</p> <p>* Change) * Addition) Decision No. 80125 ◇ Increase)</p>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>Delays at place of pickup and/or delivery, exclusive of the time actually consumed in loading or unloading, resulting from any cause not the fault of and beyond the control of carrier which exceed one-half hour will be charged for at the rate of \$11.10 per hour for all time over one-half hour, minimum charge \$2.75.</p>	190
<p style="text-align: center;">EXPORT FREIGHT CLEARANCES</p> <p>When the service of clearing export freight is performed by the carrier, a charge of \$5.35 per clearance will be made.</p>	210
<p style="text-align: center;">WEIGHTS - GROSS WEIGHTS AND DUNNAGE (Exception to Sec. 1 and Sec. 3 of Item 995 of the Governing Classification)</p> <p>Unless otherwise provided, charges shall be computed on actual gross weights, except when estimated weights are authorized such estimated weights shall be used (see EXCEPTIONS 1 * and 2)</p> <p>* EXCEPTION 1.--When palletized shipments subject to minimum weights of 20,000 pounds or more are loaded or unloaded by power equipment the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. This exception applies only in connection with rates contained in this tariff, and is not applicable to shipments of empty pallets. When rail rates are used under the provisions of Item 130 of this tariff, the weight of the pallets shall be included or excluded in accordance with the provisions of the governing rail tariff.</p> <p>* EXCEPTION 2.--When rail rates are used under the provisions of Item 130 of this tariff, actual, estimated or agreed weights shall be used to compute charges in accordance with the provisions of the governing rail tariff.</p>	220
<p style="text-align: center;">GUARANTEE OF MINIMUM TONNAGE</p> <p>Rates based on weekly, monthly, yearly or per job minimum tonnage requirements will apply only when hauled by one carrier for one shipper or consignee and when carrier is furnished with a satisfactory guarantee that the minimum tonnage requirement will be shipped, or when the required tonnage has been transported.</p> <p>The term "monthly" as used above means a calendar month or a period of 30 consecutive days.</p> <p>The term "per job" as used above means a lot delivered to one or more locations on a single project within a period of not to exceed one year.</p>	230
<div style="text-align: center; font-size: 1.5em; font-weight: bold;">80125</div> <div style="display: flex; justify-content: space-between; align-items: flex-start; margin-top: 20px;"> <div style="font-size: 0.8em;"> * Change) * Addition) </div> <div>Decision No.</div> </div>	
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<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>	

C. 5441 (Pet. 217) et al.

APPENDIX B

LIST OF ORIGINAL AND REVISED PAGES TO MINIMUM RATE TARIFF 9-B

SIXTEENTH REVISED PAGE 7

SEVENTH REVISED PAGE 20

FIRST REVISED PAGE 23

THIRD REVISED PAGE 27

SECOND REVISED PAGE 33

ORIGINAL PAGE 33-A

(END OF APPENDIX B LIST)

SECTION 1--RULES	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items 10 and 11)</p> <p>ARMORED CAR means any motor truck and/or other highway vehicle which has been armored with bullet resistant metal and/or bullet proof glass, and which is manned by an armed crew.</p> <p>CARRIER means a radial highway common carrier, a highway contract carrier, a dump truck carrier or a cement contract carrier, as defined in the Highway Carriers' Act.</p> <p>CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semitrailer, dolly or any combination of such highway vehicles operated by the carrier.</p> <p>COMMISSION means the Public Utilities Commission of the State of California.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>DANGEROUS ARTICLES means articles described in the Dangerous Articles Tariff.</p> <p>DANGEROUS ARTICLES TARIFF means Motor Carriers' Explosives and Dangerous Articles Tariff 14, Cal.P.U.C. 9, of American Trucking Associations, Inc., Agent and supplements thereto or reissues thereof.</p> <p>DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee or other party.</p> <p>DISTANCE TABLE means Distance Table 7.</p> <p>ESCORT SERVICE means the furnishing of pilot cars or vehicles by a carrier as may be required by any governmental agency to accompany a shipment for highway safety.</p> <p>ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>EXCEPTION RATINGS TARIFF means Exception Ratings Tariff 1 issued by the Commission.</p> <p>GOVERNING CLASSIFICATION means National Motor Freight Classification A-12.</p> <p>HOLIDAYS means New Year's Day (January 1), Washington's Birthday (the third Monday in February), Memorial Day (the last Monday in May), Fourth of July, Labor Day (the first Monday in September), Thanksgiving Day, the day after Thanksgiving, December 24 and Christmas Day (December 25). When a holiday falls on Sunday, the following Monday shall be considered as a holiday.</p> <p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>PERMIT SHIPMENT means a shipment which because of its width, length, height, weight or size requires special authority from a governmental agency regulating the use of highways, roads or streets for the transportation of such shipment in whole or in part.</p> <p style="text-align: center;">(Continued in Item 11)</p>	#10
<div style="display: flex; justify-content: space-between; align-items: center;"> <div> Change) Increase) </div> <div style="text-align: center;"> <div style="font-size: 1.5em; font-weight: bold;">80125</div> <div>Decision No.</div> </div> </div>	
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<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;">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. *(See Notes 1, 2, 3 and 4)</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 Notes 1, 2, 3 and 4)</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) 8 cents per 100 pounds. <p>*NOTE 1.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.</p> <p>*NOTE 2.--When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.</p> <p>*NOTE 3.--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> <p>*NOTE 4.--For the purpose of applying the provisions of this item, the definitions of Point of Destination and Point of Origin set forth in Item 11 will be applicable.</p>	110
<div style="display: flex; justify-content: space-between;"> <div> * Change) * Addition) </div> <div> Decision No. 80125 </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;">COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of payment of the charges thereon and may extend credit in amount of such charges accruing during a calendar month to those who undertake to pay them, such persons hereinafter being called debtors and collection thereof made not later than the tenth day (excluding Sundays and holidays) of the calendar month following the delivery of the freight. * o (See Exception)</p> <p>(c) Where the carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill. * o (See Exception)</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors not later than 12 o'clock midnight of the fifth day (excluding Sundays and holidays) of the calendar month following the delivery of the freight. * o (See Exception)</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States Mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills. * o (See Exception)</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor, may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>*o(g) When alternative rail carload rates are applied under the provisions of Item 110 of this tariff, carriers may relinquish possession of freight in advance of payment thereon and extend credit in the amount of said charges to those responsible for payment for period of five days (120 hours) beginning at twelve midnight of the day delivery is accomplished.</p> <p>*EXCEPTION.--Not applicable in connection with alternatively applied rail carload rates assessed under the provisions of Item 110 of this tariff.</p>	6170
<div style="display: flex; justify-content: space-between;"> <div> o Change) * Addition) o Increase) </div> <div> Decision No. <div style="font-size: 1.5em; font-weight: bold;">80125</div> </div> </div>	
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<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;">WEIGHTS - GROSS WEIGHTS AND DUNNAGE (Exception to Sec. 1 and Sec. 3 of Item 995 of the Governing Classification)</p> <p>Unless otherwise provided, charges shall be computed on actual gross weights, except when estimated weights are authorized such estimated weights shall be used. (See Exception)</p> <p>EXCEPTION 1.--When palletized shipments subject to minimum weights of 20,000 pounds or more are loaded or unloaded by power equipment the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. This exception applies only in connection with rates contained in this tariff, and is not applicable to shipments of empty pallets. When rail rates are used under the provisions of Item 110 of this tariff, the weight of the pallets shall be included or excluded in accordance with the provisions of the governing rail tariff.</p> <p>EXCEPTION 2.--When rail rates are used under the provisions of Item 110 of this tariff, actual, estimated or agreed weights shall be used to compute charges in accordance with the provisions of the governing rail tariff.</p>	<p style="text-align: center;">#190</p>
<p style="text-align: center;">ISSUANCE OF DOCUMENTS (Items 200 and 201)</p> <p>1. ISSUANCE OF BILLS OF LADING. The bill of lading required to be issued in accordance with provisions of the Governing Classification shall be issued at the time of or prior to the receipt of or pickup of the shipment.</p> <p>2. For the transportation of (1) permit shipments, (2) shipments which require circuitous routing, (3) shipments requiring escort service, or (4) dangerous articles, the following information, wherever applicable, shall be shown on all bills of lading, freight bills or accessorial service documents issued by the carrier in connection therewith and shall be in addition to the information otherwise required to be shown thereon:</p> <p>(a) Permit identification of all permit shipments.</p> <p>(b) Any circuitous routing required, and the authority therefor.</p> <p>(c) Any escort service furnished and the authority therefor.</p> <p>(d) Any description of dangerous articles must be in terms prescribed in the Dangerous Articles Tariff, including reference to labeling requirements. A further description not inconsistent therewith may be included.</p> <p>3. A copy of each bill of lading, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p> <p style="text-align: center;">(Continued in Item 201)</p>	<p style="text-align: center;">200</p>
<p>Change) Addition) Decision No.</p> <p style="text-align: center; font-size: 1.5em;">80125</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p> <p>Correction</p>	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY.</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. When shipments are delivered to or received from other carriers, each bill of lading, freight bill, dock receipt or dock permit shall be considered as a separate shipment and rated accordingly. (Component parts of split delivery shipments as defined in Item 11 may be combined under the provisions of Item 300.)</p>	270
<p style="text-align: center;">SHIPMENTS TRANSPORTED BY TWO OR MORE CARRIERS</p> <p>When a shipment in continuous through movement is transported by two or more carriers, the rates provided herein from point of origin to point of destination shall be the minimum rates for the combined transportation.</p>	280
<p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS * (Items 290 and 291)</p> <p>When a carrier is unable to pick up an entire shipment, including a split delivery shipment, at the time of the initial pickup, or when a carrier at its option and for its operating convenience picks up a shipment in more than one vehicle or at more than one time, the following provisions shall apply in addition to other applicable rules and regulations:</p> <ol style="list-style-type: none"> 1. The entire shipment shall be tendered at one time and shall be available to the carrier for immediate transportation at the time of the first pickup. 2. A single bill of lading for the entire shipment tendered shall be issued prior to or at the time of the first pickup. 3. The date, quantity, kind and weight of the property in each pickup shall be shown on the single bill of lading as it is separately picked up, or in lieu thereof, an additional bill of lading may be issued for each pickup which shall give reference to the single bill of lading covering the entire shipment and shall be attached to and become a part thereof. <p>64. a. If rated under the rates in this tariff, the entire shipment shall be picked up by the carrier within a period of two days computed from 12:01 a.m. of the date on which the initial pickup commences, excluding Saturdays, Sundays and legal holidays.</p> <p> *b. If rated under the provisions of Item 110 of this tariff, the entire shipment shall be picked up by the carrier within:</p> <ol style="list-style-type: none"> (1) a period of two days computed from 12:01 a.m. of the date on which initial pickup commences, excluding Saturdays, Sundays and legal holidays, when the highway carrier's trailer equipment is placed for loading by the consignor without the presence of carrier personnel or motive equipment. ◊(2) a 24-hour period computed from 12:01 a.m. of the date on which the initial pickup commences, when the shipment is loaded other than under the conditions specified in subparagraph (1) above. <p style="text-align: center;">* (Continued in Item 291)</p>	6290
<p>◊ Change) * Addition) Decision No. 80125 ◊ Increase)</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p> <p>Correction</p>	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS (Concluded) (Items 290 and 291)</p> <p>5. The separate pickups made in accordance with the foregoing provisions shall constitute a composite shipment which shall be subject to the rates named or provided for in this tariff in effect on the date of the first pickup, for the transportation of a single shipment of like kind and quantity of property picked up or transported on a single vehicle.</p> <p>Any property separately picked up without complying with the foregoing provisions shall constitute a separate shipment and shall be subject to the rates, rules and regulations applicable thereto.</p>	*291
<p>(1) Provisions transferred from First Revised Page 33.</p> <p>* Addition, Decision No.</p>	
EFFECTIVE	
<div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</div>	

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APPENDIX C

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 19

SEVENTEENTH REVISED PAGE 19

TWENTY-THIRD REVISED PAGE 20

FIRST REVISED PAGE 24-A

(END OF APPENDIX C LIST)

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p align="center">(1) COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges accruing during a calendar month to those who undertake to pay them, such persons hereinafter being called debtors, and collection thereof made not later than the tenth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight. *o (See Exception)</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill. *o (See Exception)</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors not later than 12 o'clock midnight of the fifth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight. *o (See Exception)</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used, the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills. *o (See Exception)</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>*o(g) When alternative rail carload rates are applied under the provisions of Item 265 of this tariff, carriers may relinquish possession of freight in advance of payment thereon and extend credit in the amount of said charges to those responsible for payment for period of five days (120 hours) beginning at twelve midnight of the day delivery is accomplished.</p> <p>*EXCEPTION.--Not applicable in connection with alternatively applied rail carload rates assessed under the provisions of Item 265 of this tariff.</p> <p>(1) Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>	6120
<p align="center">COLLECTION OF LOSS AND/OR DAMAGE CLAIMS</p> <p>When incidental to transportation by the carrier, a charge of \$4.05 per claim shall be made by the carrier for the service of handling and collection of loss or damage claims against another carrier when the amount involved therein exceeds \$100.00. When the amount involved is \$100.00 or less, one percent of the amount involved shall be charged, subject to a minimum charge of \$1.05.</p>	6130
<p> s Change) * Addition) o Increase) </p> <p align="center">Decision No. 80125</p>	
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SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">DELAYS IN DELIVERY</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 the first 7:00 a.m. following receipt of the shipment, the shipment will be placed in storage and notice will be sent or given to consignor or consignee. 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 a public warehouse at public storage rates.</p> <p>For each of the first five days, 5-3/4 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--118 cents.</p> <p>In computing time, any fractional part of 24 hours will be counted as one day.</p> <p>In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p>Subsequent delivery from point of storage will be charged as a new shipment.</p>	140
<p style="text-align: center;">EXPORT FREIGHT CLEARANCES</p> <p>When the service of clearing export freight is performed by the carrier, a charge of \$4.35 per clearance, minimum charge \$6.55 will be made.</p>	160
<p style="text-align: center;">WEIGHTS - GROSS WEIGHTS AND DUNNAGE (Exception to Sec. 1 and Sec. 3 of Item 995 of the Governing Classification)</p> <p>Unless otherwise provided, charges shall be computed on actual gross weights, except when estimated weights are authorized such estimated weights shall be used. § (See Exceptions 1 and 2)</p> <p>§ EXCEPTION 1.--When palletized shipments subject to minimum weights of 20,000 pounds or more are loaded or unloaded by power equipment, the weight of the pallets (elevating truck pallets or platform or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. This exception applies only in connection with rates contained in this tariff, and is not applicable to shipments of empty pallets.</p> <p>* EXCEPTION 2.--When rail rates are used under the provisions of Item 265 of this tariff, actual, estimated or agreed weights shall be used to compute charges in accordance with the provisions of the governing rail tariff.</p>	170
<p>§ Change) * Addition) Decision No. 80125</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>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

ALTERNATIVE APPLICATION OF COMMON CARRIER RATES

Common carrier rates may be applied in lieu of or in combination with the rates provided in this tariff, applicable to the weight of the entire shipment, 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 result from the application of the rates herein provided. *(See Notes 1, 2, 3 and 4)

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 Notes 1, 2, 3 and 4)

- (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) 5 cents per 100 pounds.

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*NOTE 1.--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.

*NOTE 2.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.

*NOTE 3.--When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.

*NOTE 4.--For the purpose of applying the provisions of this item, the definitions of Point of Destination and Point of Origin set forth in Item 10 will be applicable.

‡ Change)
 * Addition) Decision No.

80125

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