

Decision No. 80314**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).

And Related Matter.

Case No. 5432
 Order Granting Rehearing
 Decision No. 79694
 Petition for Modification
 No. 668

Case No. 5432
 Petition for Modification
 No. 697
 (Filed March 23, 1972)

Richard W. Smith and A. D. Poe, Attorneys at Law,
H. F. Kollmyer, interested party (OGR Decision
 No. 79694) and petitioner (Petition No. 697).
J. McSweeney, for Delta Lines, respondent.
Jess J. Butcher, for California Manufacturers
 Association, and Ronald M. Zaller, for
 Continental Can Co., Inc., protestants.
Don B. Shields, for Highway Carriers Association;
Robert A. Kormel, for Pacific Gas and Electric
 Company; Harold Sumerfield, for Bethlehem Steel
 Corporation; G. B. Fink, for The Dow Chemical
 Company; Kenneth C. O'Brien, for Traffic Managers
 Conference of California; and Wayne R. Tinker, for
 Diamond Shamrock Corporation; interested parties.
Gary E. Haas, for the Commission staff.

O P I N I O N

Order Granting Rehearing (Decision No. 79694, dated
 February 8, 1972) of Decision No. 79474, dated December 14, 1971
 (Petition for Modification No. 668) was issued pursuant to petition

of the California Trucking Association (CTA) filed on December 23, 1971. It was determined that CTA's Petition No. 697 should be heard on a common record with the aforesaid Order Granting Rehearing.

Public hearing was held before Examiner Gagnon at San Francisco on April 12, 1972, and the matters were submitted for decision on said date.

Order Granting Rehearing (Decision No. 79694)

By Decision No. 79474 the volume incentive rate provisions set forth in Item 292 of Minimum Rate Tariff 2 (MRT 2), previously found to be just and reasonable, were continued in effect without being subject to an extended expiration date. In so doing, said decision stated, in part, as follows:

"The current volume incentive rate provisions contained in Item 292 of MRT 2 were initially established some eight years ago on a temporary experimental basis. Since that time...such tariff provision has been extended on a year-to-year basis. Said extension... was authorized in order to afford both shippers and carriers every opportunity to develop empirical knowledge concerning the volume incentive rate provisions. . . . Thereafter, it was expected that the parties would come forward with conclusive evidence concerning final disposition of the existing temporary volume incentive rate provisions. To date, no such probative evidence has been forthcoming and none is assured in the immediate future. . . . The successive extension of temporary tariff provisions over a prolonged period of time...serves no useful purpose, is misleading...and frequently reflects an expensive misuse of the Commission's procedural time and energy."

Petitioner's evidence on rehearing of Decision No. 79474 contains nothing that would justify or otherwise move the Commission to modify its order in Decision No. 79474.^{1/} In the circumstances, the Commission's order in Decision No. 79474 should be affirmed and the Order Granting Rehearing (Decision No. 79694) should be vacated.

^{1/} It is to be noted that, in lieu of presenting further evidence relative to the volume incentive provisions in Item 292 of MRT 2, the California Trucking Association chose to present another special volume incentive rate proposal for Commission consideration (Petition No. 697). Said new tariff item is intended to apply in addition to, and not in lieu of, the like provisions in Item 292 of MRT 2.

Petition No. 697

By this petition the CTA seeks the establishment of lower minimum freight charges for shippers who endeavor to minimize carrier costs and promote efficiencies in trucking operations. The CTA proposes to expand the volume incentive rate provisions currently set forth in Item 292 of MRT 2 by providing a new tariff item for "Special Volume Incentive Service". The CTA explains that its new volume incentive rate proposal involves no increases in rates but, on the contrary, affords reduced rates to shippers who cooperate in tendering shipments in a manner which promotes carrier efficiencies. However, because of the experimental nature and the involvement of new concepts in general freight movement, petitioner requests that the suggested special volume incentive rate provisions be made subject to an expiration date of June 30, 1973.

A summary of the general volume incentive provisions presently set forth in Item 292 of MRT 2 and CTA's proposed special volume incentive tariff rule is hereinafter set forth:

1. MRT 2 - Item 292 - Volume Incentive Service

(b)2. Multiply the actual weight of the shipment (but not less than 45,000 pounds per unit of carriers's equipment used) by the applicable rate provided for the next lower rating as provided in paragraph (b)4.

(b)3. In no event shall the charge so determined be less than the charge for 50,000 pounds at the class 35.4 rate.

(b)4. When applicable rating is class	The next lower rating to be applied shall be class
45	40
40	37-1/2
37-1/2	35
35	35.1
35.1	35.2
35.2	35.3
35.3	35.4

2. Proposed Item - Special Volume Incentive Service

- 4(b) Multiply the actual weight of the shipment, but not less than 96,000 pounds (See Note), by the rate determined in accordance with the table below:

<u>When applicable rating is class</u>	<u>Use the following class rating</u>
45	37-1/2
40	35
37-1/2	35.1
35	35.2
35.1	35.3
35.2	35.4

Note: If more than 2 units of equipment required, minimum weight shall be 45,000 pounds per unit of equipment.

It will be noted from the above summary that under CIA's proposal the applicable rate would be that named in the tariff for a class rating which is two ratings lower than the rating otherwise applicable. Under the current volume incentive provisions in Item 292 of MRT 2 the rate provided for a class rating which is only one rating lower than the rating otherwise applicable applies. The proposed special volume incentive rate provisions are subject to most of the tariff restrictions governing the application of Item 292 of MRT 2. Several major additional and/or comparatively different restrictions, however, are specified in conjunction with CIA's volume incentive rate proposal. A comparative summary of several of the aforementioned major restrictions is set forth below:

1. Item 292 volume incentive service is subject to a minimum weight of 45,000 pounds per unit of equipment (minimum charges to be not less than the charge for 50,000 pounds at class 35.4). The proposed special volume incentive service is subject to a minimum weight of 96,000 pounds for not more than 2 units of equipment (45,000 pounds per unit of equipment whenever more than 2 units of equipment are required).

2. The CTA's rate proposal is restricted to shipments released to one-half of actual value or 50 cents per pound per article, whichever is less. Item 292 of MRT 2 does not require shipper's prior release value of shipment.

3. Under CTA's proposal shipment must be loaded and unloaded by consignor and consignee, respectively, with power equipment at no expense to carrier. No such restrictions are presently published in connection with Item 292 of MRT 2.

4. While CTA's incentive rate proposal is applicable to mixed shipment and Item 292 volume incentive service provisions exclude such shipments, the former tariff proposal is limited to shipments containing not more than five commodities differently described in the Governing Classification.

5. CTA's special volume incentive service does not apply to shipments transported from, to or between a job site located off paved road, whereas such restriction in Item 292 is limited to shipments moving under the exceptions ratings named in Item 365 of MRT 2.

While all interested shipper representatives generally supported the CTA's efforts to minimize costs, several parties raised objections to certain restrictive provisions of the rate proposal. Although such objections were generally self-serving, the following two objections merit further comment:

1. The petitioner's rate proposal is restricted to prepaid shipments released to one-half of actual value or 50 cents per pound per article, whichever is less. Several parties objected to this proposed limitation of carrier liability, especially that portion of the released value clause relating to one-half the actual value of the shipment. It is clear, however, that many shipments which move in sufficient volume to take advantage of the reduced rates contemplated in CTA's proposal would have an actual value substantially less than 50 cents per pound. Consequently, these shipments would be fully covered if carrier's proposed limited liability was

restricted to "50 cents per pound per article". Under such circumstances, no prospective cost savings would redound to the carrier for subsequent sharing with shippers. Petitioner's contention that the released value aspect of its rate proposal may result in economies to carrier by way of reduced cargo insurance premiums is well taken, at least on an experimental basis.

2. Paragraph 3(d) of CTA's proposed tariff item provides that the item does not apply to: "Shipments which are transported from, to or between oil, water or gas well job sites; a site for drilling any exploratory oil, water or gas well; a job site located off paved road; or a wharf." Petitioner's witness explained that this restriction is predicated upon the provisions in Note 2, Item 365 of MRT 2. This tariff provision has since been further amended and clarified by Decision No. 80066 of May 16, 1972. If said tariff clarification were to be incorporated into CTA's rate proposal, the provisions of paragraph 3(d) of its proposed special volume service tariff item would read as follows:

- 3(d) Shipments which are transported from, to or between oil, water or gas well job sites; sites for drilling exploratory oil, water or gas wells; job sites, other than oil, water or gas well job sites located off paved roads; or wharves. A job site means a point at which the shipment was, or is to be, used in the construction of a facility. (Underscoring indicates addition.)

While the aforementioned clarification does not eliminate the objections of certain parties to the proposed exclusion of shipments originating or destined to job sites located off paved roads, it does refine the meaning or intent of the reference to points located off paved roads. Application of CTA's rate proposal for a suggested one-year period might well develop information and operating experience which will justify making the reduced special volume incentive rates suggested by CTA applicable to movements involving job sites located off paved roads. In the interim, the petitioner's proposed reduction in rates through efforts of attaining operating

economies and sharing the resulting cost savings with shippers has merit and should be adopted on a temporary basis. In the meantime all parties can evaluate their actual experience under the Special Volume Incentive Service tariff item and determine whether said item should be expanded, modified, continued or terminated.

The Commission finds that:

1. Petitioner's proposed further amendment of Minimum Rate Tariff 2, so as to provide for the application of lower minimum rates than otherwise applicable when Special Volume Incentive Service tariff provisions are complied with by shipper, constitutes an effort to promote carrier operating efficiencies and economies resulting in cost savings to be shared with shippers.

2. Since highway carriers have not experienced any actual results of operations under the proposed Special Volume Incentive Service, the increased efficiencies and economies of operations anticipated thereunder are not fully known at this time.

3. Petitioner's efforts to promote lower transportation costs through increases in operating efficiencies and economies are to be encouraged, have considerable merit and should be adopted.

4. Since not all of the "cost savings" resulting under the rate proposal are fully known or capable of evaluation at this time, the publication of a Special Volume Incentive Service tariff provision in Minimum Rate Tariff 2 on an experimental and temporary basis has been shown to be proper and justified.

5. The publication of petitioner's proposed Special Volume Incentive Service tariff item, clarified as set forth in the dictum herein, will result in just, reasonable and non-discriminatory minimum rates.

The Commission concludes that:

1. Petitioner's further sought relief in Order Granting Rehearing (Decision No. 79594, dated February 8, 1972) should be denied and the Commission's findings and order in Decision No. 79474, dated December 14, 1971 (Petition for Modification No. 662) should be affirmed.
2. Petitioner's proposed Special Volume Incentive Service tariff provision, clarified as suggested herein, should be adopted, subject to an expiration date of July 31, 1973, and Minimum Rate Tariff 2 amended accordingly.
3. To the extent the relief sought in this proceeding is not granted said relief should be denied.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 2 (Appendix D to Decision No. 31606, as amended) is further amended by incorporating therein to become effective September 2, 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. Tariff publications authorized to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than the 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.
3. 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.

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

5. The Commission's findings and order in Decision No. 79474, dated December 14, 1971, in Case No. 5432 (Petition for Modification No. 668), is hereby affirmed.

6. The Commission's Order Granting Rehearing, Decision No. 79694, dated February 8, 1972, in Case No. 5432 (Petition for Modification No. 668) is hereby vacated.

7. To the extent the relief sought in this proceeding is not granted said relief is denied.

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

Dated at San Francisco, California, this 25TH day of JULY, 1972.

William Sproull President

[Signature]
[Signature] Commissioners

Commissioner Vernon L. Sturgeon, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner J. P. Vukasin, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

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* Addition, Decision No. 86314	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
EXCEPTIONS TO GOVERNING CLASSIFICATION AND SECTION 2 OF THE EXCEPTION RATINGS TARIFF	
<p style="text-align: center;">SPECIAL VOLUME INCENTIVE SERVICE APPLICATION OF RATES (Applies only when specific reference is made hereto) (Items 293 and 293.1)</p> <p>1. The provisions of this item apply only when the bill of lading is annotated by the shipper with the words "Special Volume Incentive Service Requested." By such request the shipper agrees to the requirements of this item as a prerequisite to application of the provisions herein.</p> <p>2. The provisions of this item apply only in connection with:</p> <ul style="list-style-type: none"> (a) Prepaid shipments released to one-half of actual value or 50 cents per pound per article, whichever is less. (b) Shipments consisting of not more than five commodities differently described (by item number) in the Governing Classification and not otherwise excluded under provisions of Paragraph 3. (c) Shipments loaded by consignor and unloaded by consignee with power equipment, furnished and used without expense to the carrier. In such circumstances, physical assistance of the carrier employee is restricted to work within or on carrier equipment and does not include stacking, unstacking, removal or placement of merchandise on pallets. <p>3. The provisions of this item do not apply in connection with:</p> <ul style="list-style-type: none"> (a) Shipments, any portion of which requires Temperature Control Service. (b) Shipments transported under provisions of Items 160-163 (Split Pickup) and 170-173 (Split Delivery). (c) Shipments subject to Collect on Delivery (C.O.D.) or Order Notify Service. (d) Shipments which are transported from, to or between oil, water or gas well job sites; sites for drilling exploratory oil, water or gas wells; job sites located off paved roads; or wharves. (e) Shipments moving on government bills of lading. (f) Shipments which are not loaded in their entirety during one calendar day. (g) Shipments subject to provisions of Item 85 (Shipments Transported in Multiple Lots). (h) Shipments containing commodities for which exception ratings have been named in this tariff or the Exception Ratings Tariff (except Sections 2-B, 2-C and 2-D thereof). (i) Permit shipments. <p style="text-align: center;">(Continued in Item 293.1)</p>	<p style="text-align: center;">(E) 293</p>
<p>(E) This item expires with July 31, 1973.</p> <p>* Addition, Decision No. 80314</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 OF GENERAL APPLICATION (Continued)	ITEM														
EXCEPTIONS TO GOVERNING CLASSIFICATION AND SECTION 2 OF THE EXCEPTION RATINGS TARIFF															
<p style="text-align: center;">SPECIAL VOLUME INCENTIVE SERVICE (Concluded) APPLICATION OF RATES (Applies only when specific reference is made hereto) (Items 293 and 293.1)</p> <p>4. The charge for service under the provisions of Item 293 shall be determined and applied as follows:</p> <p>(a) Determine the applicable truckload rating as provided in the Governing Classification or Sections 2-B, 2-C or 2-D (only) of the Exception Ratings Tariff.</p> <p>(b) Multiply the actual weight of the shipment, but not less than 96,000 pounds (see Note), by the rate determined in accordance with the table below:</p> <table data-bbox="525 771 1158 1009"> <thead> <tr> <th>When the applicable rating determined in accordance with paragraph 4 (a) is:</th> <th>The rate to apply is that which corresponds to the rating shown below:</th> </tr> </thead> <tbody> <tr> <td>45</td> <td>37½</td> </tr> <tr> <td>40</td> <td>35</td> </tr> <tr> <td>37½</td> <td>35.1</td> </tr> <tr> <td>35</td> <td>35.2</td> </tr> <tr> <td>35.1</td> <td>35.3</td> </tr> <tr> <td>35.2</td> <td>35.4</td> </tr> </tbody> </table> <p>NOTE.--If more than 2 units of equipment are required to transport the shipment, the minimum weight shall be determined by multiplying the number of units of equipment utilized (whether or not fully loaded) by 45,000 pounds.</p>	When the applicable rating determined in accordance with paragraph 4 (a) is:	The rate to apply is that which corresponds to the rating shown below:	45	37½	40	35	37½	35.1	35	35.2	35.1	35.3	35.2	35.4	<p style="text-align: center;">* (E) 293.1</p>
When the applicable rating determined in accordance with paragraph 4 (a) is:	The rate to apply is that which corresponds to the rating shown below:														
45	37½														
40	35														
37½	35.1														
35	35.2														
35.1	35.3														
35.2	35.4														
<p>(E) This item expires with July 31, 1973.</p> <p>* Addition, Decision No. 80314</p>															
EFFECTIVE															
<p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>															

MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds (See Exception)										ITEM
MILES		Minimum Weight as provided in the Governing Classification, Exception Ratings Tariff or this tariff, subject to Item 290 (See Note)								
Over	But Not Over	45	40	37½	35	35.1	35.2	35.3	35.4	
0	3	30½	27	26½	26	24	23	21	19	4507
3	5	32	29	28	27	25	24	22	19½	
5	10	33	30	29½	29	26	25	23	20½	
10	15	34½	31½	30½	30	27½	26	24	21	
15	20	36½	32½	31½	31	29	27	25	21½	
20	25	37½	34	33	32	30	28	26	22½	
25	30	38	35	34½	34	31	29	26½	23	
30	35	38½	36	35½	35	32	29½	27	24	
35	40	40	37½	37	36	33	30½	28	24½	
40	45	41½	39	38	37	34	31	29	25	
45	50	42½	40½	39½	38½	35	32	30	26	
50	60	44½	42½	42	40½	37	33	31	27	
60	70	46½	45	44	43	39	35	32	29	
70	80	48½	47	46	45	41	37	34	30	
80	90	50½	49	48	47	43	38½	35	31½	
90	100	52	50½	49½	48½	45	40	37	33	
100	110	54	52½	51	50	46½	42	38½	34½	
110	120	56	54	53	52	48	43½	40	36	
120	130	58	56	55	54	50	44½	41	37	
130	140	60	58	57	56	51½	46	42	38	
140	150	62	60	59	58	53	47½	44	39	
150	160	64	62	61	60	55	49	45	40	
160	170	66	64	63	62	57	50½	47	41½	
170	180	68	66	65	64	58½	52	48	42½	
180	190	70	68	67	66	60	53½	49	44	
190	200	72	70	69	68	62	55	50	45	
200	220	75	73	72	71	65	57	52	47	
220	240	79	76	75	74	68	60	54½	48½	
240	260	82	79	78	77	71	62	57	50	
260	280	86	83	82	81	74	65	59	52	
280	300	89	86	85	84	77	68	61	53	
300	325	92	89	88	87	80	71	64	55	
325	350	96	92	91	90	83	74	66	57	
350	375	100	95	94	93	87	77	68	60	
375	400	103	99	97	96	90	80	71	62	
EXCEPTION.—Except as provided in Items 160 and 170, rates shown herein will not apply to transportation for which rates are provided in Item 520.										
NOTE.—Subject to the provisions of Items 292, 293 and 293.1 for volume incentive service and special volume incentive service.										
(1) Second Revised Page 42-C was suspended by Supplement 89.										
Change, Decision No. 80314										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds (See Exception)										ITEM
MILES		Minimum Weight as provided in the Governing Classification, Exception Ratings Tariff or this tariff, subject to Item 290 (See Note)								
Over	But Not Over	45	40	37½	35	35.1	35.2	35.3	35.4	
400	425	106	102	101	100	93	83	74	65	#508
425	450	110	105	104	103	96	86	76	67	
450	475	113	108	107	106	99	88	79	69	
475	500	115	111	110	109	102	90	81	71	
500	525	119	114	113	112	105	93	83	74	
525	550	122	117	116	115	107	95	85	76	
550	575	125	120	119	118	109	98	88	78	
575	600	128	123	122	121	112	100	90	80	
600	625	131	126	124	123	114	103	92	82	
625	650	134	129	127	126	117	105	94	84	
650	675	138	132	130	129	119	108	97	86	
675	700	141	135	133	132	122	110	99	88	
700	725	145	138	136	135	124	113	102	90	
725	750	148	141	139	138	127	116	104	92	
750	775	151	144	141	140	130	118	106	94	
775	800	155	147	144	143	132	120	109	96	
800	850	159	151	148	147	135	123	112	99	
850	900	163	155	152	150	138	126	114	102	
900	950	167	159	156	154	141	129	117	104	
950	1000	171	162	159	157	144	132	119	106	
1000	1050	174	165	162	160	147	134	121	108	
1050	1100	177	168	165	163	150	136	123	110	
1100	1150	180	171	168	165	153	138	125	113	
1150	1200	183	174	172	168	156	140	127	116	
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		4	3	3	3	3	3	2	2	
EXCEPTION:--Except as provided in Items 160 and 170, rates shown herein will not apply to transportation for which rates are provided in Item 520.										
NOTE:--Subject to the provisions of Items 292, 293 and 293.1 for volume incentive service and special volume incentive service.										
(1) Thirtieth Revised Page 43 was suspended by Supplement 89.										
Change, Decision No. 86314										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
BETWEEN					AND						
SAN JOSE METROPOLITAN ZONE GROUP					SAN FRANCISCO METROPOLITAN ZONE GROUP						
		Class Rates shown below are intermediate in application subject to Note 1.									
	100	92½	85	77½	70	65	60	55	50	50-1	
Any Quantity-----	370	352	334	314	295	285	275	259	253	233	
Minimum Weight:											
5,000 Pounds-----	142	135	130	121	114	110	106	101	97	90	
10,000 Pounds except as provided in Note 2-----	100	95	90	85	81	77	74	69	66	63	
20,000 Pounds except as provided in Note 3-----	65	61	58	55	52	50	48	46	44	42	6509
		Class Rates shown below are intermediate in application subject to Note 1, and are subject to Item 290.									
	45	40	37½	35	35.1	35.2	35.3	35.4			
As provided in Governing Classification, Exception Ratings Tariff or this tariff (see Note 4)-----	42½	40½	39½	38½	35	32	30	26			
<p>NOTE 1.--If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination points via Routes 8 and 10 shown in Item 900-1 are lower than charges accruing under the Distance Class Rates in Items 500, 501, 502, 503, 504, 505, 506, 506.5, 507 and 508 on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 2.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff, subject to Item 290.</p> <p>NOTE 3.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item 290) but in no event less than 20,000 pounds.</p> <p>NOTE 4.--Subject to the provisions of Items 292, 293 and 293.1 for volume incentive service and special volume incentive service.</p>											
(1) Thirtieth Revised Page 43-A was suspended by Supplement 89.											
s Change, Decision No. 80314											
EFFECTIVE											
Correction											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											

MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
BETWEEN					AND						509.5
SAN JOSE METROPOLITAN ZONE GROUP					EAST BAY METROPOLITAN ZONE GROUP						
	Class Rates shown below are intermediate in application subject to Note 1.										
	100	92½	85	77½	70	65	60	55	50	50.1	
Any Quantity-----	367	350	331	312	293	283	273	257	250	231	
Minimum Weight:											
5,000 Pounds-----	140	132	127	118	111	108	104	99	95	88	
10,000 Pounds except as provided in Note 2-----	98	94	89	84	80	76	73	68	65	61	
20,000 Pounds except as provided in Note 3-----	63	59	56	54	51	49	46½	45	43	41	
As provided in Governing Classification, Exception Ratings Tariff or this tariff (See Note 4)-----	Class Rates shown below are intermediate in application subject to Note 1 and are subject to Item 290.										
	45	40	37½	35	35.1	35.2	35.3	35.4			
	41½	39	38	37	34	31	29	25			
<p>NOTE 1.--If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination points via Routes 8 and 10 shown in Item 900-1 are lower than charges accruing under the Distance Class Rates in Items 500, 501, 502, 503, 504, 505, 506, 506.5, 507 and 508 on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 2.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff, subject to Item 290.</p> <p>NOTE 3.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item 290) but in no event less than 20,000 pounds.</p> <p>NOTE 4.--Subject to the provisions of Items 292, 293 and 293.1 for volume incentive service and special volume incentive service.</p>											
<p>(1) Thirty-eighth Revised Page 44 was suspended by Supplement 89.</p> <p>Change, Decision No. 80314</p>											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
BETWEEN					AND						
SAN FRANCISCO TERRITORY as described in Item 270-3. SACRAMENTO, NORTH SACRAMENTO					LOS ANGELES TERRITORY as described in Item 270-3.						
	Class Rates shown below are intermediate in application subject to Note 1.										
	100	92½	85	77½	70	65	60	55	50	50.1	
Any Quantity-----	494	469	444	420	395	380	366	347	336	312	
Minimum Weight:											
5,000 Pounds-----	243	230	218	206	194	187	180	171	164	154	
10,000 Pounds except as provided in Note 2-----	195	186	175	166	155	150	145	139	133	124	
20,000 Pounds except as provided in Note 3-----	164	157	148	140	131	126	121	115	111	104	510
	Class Rates shown below are intermediate in application subject to Note 1, and are subject to Item 290.										
	45	40	37½	35	35.1	35.2	35.3	35.4			
As provided in Governing Classification, Exception Ratings Tariff or this tariff (See Note 4)-----	106	102	101	100	93	83	74	65			
<p>NOTE 1.--If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination territories shown in this item via routes shown in Items 900 and 900-1 are lower than charges accruing under the Distance Class Rates in Items 500, 501, 502, 503, 504, 505, 506, 506.5, 507 and 508 on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 2.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or this tariff, subject to Item 290.</p> <p>NOTE 3.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item 290) but in no event less than 20,000 pounds.</p> <p>NOTE 4.--Subject to the provisions of Items 292, 293 and 293.1 for volume incentive service and special volume incentive service.</p>											
(1) Nineteenth Revised Page 44-A was suspended by Supplement 89.											
Change, Decision No. 80014											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds										ITEM
Rates in this item apply only to shipments having point of origin in the San Francisco Metropolitan Zone Group and point of destination in the East Bay Metropolitan Zone Group and to shipments having point of origin in the East Bay Metropolitan Zone Group and point of destination in the San Francisco Metropolitan Zone Group. (See Note 3)										#520
Minimum Weight 20,000 pounds except as provided in Note 1.										
100	92½	85	77½	70	65	60	55	50	50.1	
61	58	55	52	49½	47½	45	44	42	39½	
Minimum weight as provided in Governing Classification, Exception Ratings Tariff or this tariff, subject to Item 290 (See Note 2)										
45	40	37½	35	35.1	35.2	35.3	35.4			
40	37½	37	36	33	30½	28	24½			
NOTE 1.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item 290) but in no event less than 20,000 pounds.										
NOTE 2.--Subject to the provisions of Items 292, 293 and 293.1 for volume incentive service and special volume incentive service.										
NOTE 3.--Except as provided in Items 160 and 170, rates are not applicable to split pickup or split delivery shipments.										
(1) Twenty-Sixth Revised Page 44-B was suspended by Supplement 89. Change, Decision No. 86314										
EFFECTIVE										
Correction										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA										