

80497

Decision No. _____

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 and highway carriers relating to the transportation of any and all commodities between and within all points and places in the State of California (including, but not limited to, transportation for which rates are provided in Minimum Rate Tariff No. 15).

Case No. 7783
Petition for Modification No. 51
(Filed January 31, 1972)

Richard W. Smith and A. D. Poe, Attorneys at Law; and
H. F. Kollmyer, for California Trucking
Association; petitioner.
Jess J. Butcher, for California Manufacturers
Association; and Vernon Hampton, for Certain-
Teed Products; protestants.
William D. Mayers, for Cannery League of
California; Philip G. Blackmore, Jr., for
California & Hawaiian Sugar Co.; Guy Hancock
and Asa Button, for Spreckels Sugar Co.;
Clay Parks, for Southern California Truck
Leasing; G. B. Fink, for the Dow Chemical
Co.; Tad Muracka, for IBM Corporation; and
W. Paul Tarter, for William Volker & Company;
interested parties.
Robert E. Walker and Robert W. Stich, for the
Commission staff.

O P I N I O N

Decision No. 79627, dated January 18, 1972, authorized a 5½ percent surcharge on the rates named in Minimum Rate Tariff 15 (vehicle unit rates) to offset increased wage costs incurred January 1, 1972. By this petition the California Trucking Association (CTA) seeks an increase of 15 percent in the rates along with cancellation of the surcharge.

Public hearings were held March 29 and 30, 1972, at San Francisco before Examiner Turpen. Evidence was presented by a transportation analyst from CTA and by members of the Commission's Transportation Division staff. The matter was submitted May 5, 1972, upon the filing of closing briefs.

Except for the surcharge mentioned above, the minimum rates involved herein were last generally adjusted, effective March 1, 1971, by Decision No. 78300, dated February 9, 1971. Said adjustment reflected the weighted average increase in wage costs, plus increases in allied payroll expenses, which occurred during the calendar year 1971. Petitioner contends that, since the rates were last generally adjusted, the cost of transporting property by motor vehicle has increased, and further substantial increases will become effective during 1972 pursuant to current labor agreements with the Teamster Unions. Increases in payroll taxes and workmen's compensation insurance rates are also anticipated. The hourly wage rates were raised 25 cents per hour on January 1, 1972, in addition to an eight cents per hour cost of living allowance. On July 1, 1972, said wage contracts provide for an additional increase of 25 cents per hour, thereby making a total hourly wage adjustment of 58 cents for the calendar year 1972. Petitioner contends that the increases in labor and allied payroll expenses during 1972 require that the present level of rates, which are predicated upon cost circumstances occurring during 1971, be increased by appropriate wage offset procedures.

The Commission's Transportation Division staff contends that no further increase should be authorized as it feels that the 5½ percent authorized by Decision No. 79627 is the maximum that can be authorized for 1972 to conform with the Federal Government's economic stabilization guidelines. By direction of the presiding Commissioner, the staff of the Transportation Division prepared cost and rate studies which were updated for 1972, using the wage offset method which includes only the actual wage cost increases with

related payroll expenses. These studies show that the 1971 rates and charges should be increased by an average of 11 percent (including the 5½ percent surcharge) to offset the known increased costs.

We cannot agree with the staff's position that no further increases should be authorized at this time. The interim increase authorized by Decision No. 79627 was designed to do no more than offset the wage increases which became effective January 1, 1972. The additional wage increases incurred on July 1, 1972, are a result of a collective bargaining contract negotiated in 1970, prior to the enactment of the Federal Wage Price Stabilization Regulations. It is clear that the cost increases have been incurred and that the rate increases set forth in the staff's exhibit are the barest minimum to enable the carriers to recover their added costs.

The staff contends that, because the interim increases exceeds two and one-half percent, further increases would be contrary to the intent of the Federal Economic Stabilization Program to limit yearly price increases to two and one-half percent. This figure was merely a target announced at the time controls were instituted, and subsequent events have shown that such a target was impossible to achieve throughout the economy, particularly with respect to regulated utilities where profit margins historically have been held to a minimum.

The Commission finds that:

1. Except for the surcharge authorized by Decision No. 79627, the rates and charges set forth in Minimum Rate Tariff 15 reflect wage costs and allied payroll expenses for the calendar year 1971.

2. The transportation costs of highway carriers are being significantly increased during the calendar year 1972, with increases, under existing labor contracts, in January and July of 1972, and are subject to appropriate authorization under effective federal economic regulations governing wage and price increases.

3. The cost and rate studies prepared by the Commission's Transportation Division reasonably and appropriately measure the impact of the increased costs, and that the rate increases set forth therein are justified.

4. To the extent that the provisions of Minimum Rate Tariff 15 have been found heretofore to constitute reasonable minimum rates and rules 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 that 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, to that same extent the 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.

5. Pursuant to Rule 23.1 of the Commission's Rules of Procedure:

- (a) The increases in rates which are ordered herein apply to rates which the Commission has heretofore established as minimum rates for transportation of property within California under vehicle unit rates.
- (b) Said rate increases approximate 11.4 percent over the 1971 rate level and 5.6 percent over the current interim level.
- (c) Said rate increases are cost-justified and do not reflect future inflationary expectations.
- (d) The dollar amount of increased annual revenue for the carriers collectively over 1971, which the increases in rates are expected to produce, is estimated to be \$3,964,000 for the calendar year 1972 and \$5,202,000 for a future 12-month period.
- (e) 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:
 - (1) Will not result in an increase in the level of earnings which the Commission has heretofore determined to be the minimum required to maintain adequate and safe transportation for the public efficiently performed by for-hire highway carriers transporting under vehicle unit rates within California.
 - (2) Will not increase the carriers' rate of return on capital.
- (f) The evidence does not establish that there are carriers available who are willing and capable of providing service at the existing rates.

The Commission concludes that Petition No. 51 should be granted to the extent provided by the order which follows, and that Minimum Rate Tariff 15 should be amended accordingly.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 15 (Appendix B to Decision No. 65072, as amended) is further amended by incorporating therein, to become effective October 1, 1972, the supplement and revised pages attached hereto and listed in Appendix A, also attached hereto, which supplement, revised pages and appendix 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. 65072, as amended, are hereby directed to establish in their tariffs the amendments necessary to conform with the further adjustments ordered herein of said decision.
3. Any provisions currently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariff 15 are authorized to be maintained in connection with the increased rates and charges directed to be established by ordering paragraph 1 hereof.
4. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff 15 are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff 15 herein.
5. Common carriers maintaining rates on the same level as Minimum Rate Tariff 15 rates for the transportation of commodities

and/or for transportation not subject to Minimum Rate Tariff 15 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 15 rates herein.

6. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 15 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 15 rates herein.

7. 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 October 1, 1972, on not less than two days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than October 1, 1972; and as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date of this order.

8. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

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

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

Dated at San Francisco, California, this 29th day of AUGUST, 1972.

James L. Spencer
President
William Spencer Jr.

[Signature]
[Signature]
Commissioners

I dissent

J. B. [Signature], Commissioner

APPENDIX A TO DECISION NO. _____

80407

LIST OF SUPPLEMENT AND REVISED PAGES TO MINI-
MUM RATE TARIFF 15 AUTHORIZED BY SAID DECISION

SUPPLEMENT 4

THIRTEENTH REVISED PAGE 12
FOURTH REVISED PAGE 12-C -
TWELFTH REVISED PAGE 14
THIRTEENTH REVISED PAGE 15
TENTH REVISED PAGE 16
TWELFTH REVISED PAGE 18
TWELFTH REVISED PAGE 19
TENTH REVISED PAGE 20
THIRTEENTH REVISED PAGE 22
ELEVENTH REVISED PAGE 23
FIRST REVISED PAGE 24-C
FIRST REVISED PAGE 24-D
SECOND REVISED PAGE 24-E
SECOND REVISED PAGE 24-F
SECOND REVISED PAGE 24-G
FIRST REVISED PAGE 24-H
SECOND REVISED PAGE 24-I
FIRST REVISED PAGE 24-K
THIRD REVISED PAGE 26
FOURTH REVISED PAGE 27
TENTH REVISED PAGE 28
TWELFTH REVISED PAGE 29
TWELFTH REVISED PAGE 30
ELEVENTH REVISED PAGE 31

(END OF APPENDIX A LIST)

SUPPLEMENT 4

(CANCELS SUPPLEMENT 3)

(Supplements 2 and 4 Contain All Changes)

TO

MINIMUM RATE TARIFF IS

NAMING

MINIMUM YEARLY, MONTHLY AND WEEKLY

VEHICLE UNIT RATES AND RULES

FOR THE

TRANSPORTATION OF PROPERTY OVER THE

PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AND

CEMENT CONTRACT CARRIERS

The surcharge set forth in Supplement 3 is canceled.

Decision No.

80407

EFFECTIVE

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California 94102

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 \$11.55 per hour, plus 8 cents per actual mile, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service (See Note).</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>(c) A charge of \$9.50 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires overnight delay.</p> <p>NOTE.--Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table><tr><th colspan="2"><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	§120
<u>MINUTES</u>																							
<u>Over</u>	<u>But Not Over</u>																						
0	8	-----omit																					
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23	38	-----shall be 1/2 hour																					
38	53	-----shall be 3/4 hour																					
53	60	-----shall be 1 hour																					
<p style="text-align: center;">CHARGES FOR PERMIT SHIPMENTS</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on all permit shipments:</p> <p>§(a) A charge of \$12.85 shall be made for the service of securing each permit, and</p> <p>(b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</p>		§130																					
<p>of Change) o Increase) Decision No. 80407</p>																							
<p style="text-align: right;">EFFECTIVE</p>																							
<p style="text-align: right;">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;">CHARGES FOR LAYOVER AND SUBSISTENCE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges will be assessed:</p> <p>(a) A charge of \$9.55 per hour, minimum 8 hours, per man, in the event that a driver or other carrier employee must layover en route as required by law because of an excess of hours of service, and</p> <p>(b) A charge of \$9.50 per 24-hour period shall be assessed for subsistence for each driver or other carrier employee if service requires overnight delay.</p>	150
<p style="text-align: center;">ADDITIONAL CHARGES FOR TRANSPORTING WINE OR LIQUOR</p> <p>When the base of operations as set forth in the written agreement is located in San Francisco or San Mateo County, an additional charge of \$3.50 per man, per calendar day or part thereof, shall be assessed whenever the carrier is exclusively engaged in transporting wine or liquor.</p>	160
<p style="text-align: center;">ADDITIONAL CHARGES FOR TRANSPORTING HAZARDOUS ARTICLES</p> <p>(a) The provisions of this item apply only when the base of operations as set forth in the written agreement is located within Territory 1 or Territory 2 as described in Item 180.</p> <p>(b) An additional charge of \$1.70 per man, per calendar day or part thereof, shall be assessed whenever the carrier transports articles described under the heading "Ammunition, Explosive, Group" in the Governing Classification.</p>	170
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="margin-top: 10px;"> Change Increase </div> <div style="margin-top: 10px;">)) </div> <div style="margin-top: 10px;"> Decision No. </div> <div style="margin-top: 10px;"> <div style="font-size: 2em; font-weight: bold;">80407</div> </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 2--YEARLY VEHICLE UNIT RATES		ITEM
BASE YEARLY VEHICLE UNIT RATES		
Base rates in dollars per unit of carrier's equipment for each period between billing dates (see Item 100). Rates do not include a charge for miles operated. See Item 500 for Mileage Rates.		
(Subject to Notes 1, 2, 3, 4, 5 and 6)		
TYPE OF CARRIER'S MOTOR POWER EQUIPMENT	(1) RATE BASIS	
	oA	oB
TRUCK WITHOUT TRAILER(2):		
Less than 9 feet(3)-----	1696(5)	1620(6)
9 feet but less than 12 feet(3)-----	1719(5)	1643(6)
12 feet and over, 2-axle(3)		
Flat or Van-----	1735(5)	1657(6)
Van, insulated-----	1759(5)	1681(6)
12 feet and over, 3-axle(3)		
Flat or Van-----	1769(8)	1663(7) (8)
Van, insulated-----	1794(8)	1688(7) (8)
Flat or Van-----	1892(9)	1753(7) (9)
Van, insulated-----	1907(9)	1778(7) (9)
TRUCK WITH TRAILER(4):		
Gas		
Flat or Van-----	2020	1906(7)
Van, insulated-----	2138	2023(7)
Diesel		
Flat or Van-----	2075	1968(7)
Van, insulated-----	2207	2102(7)
<div>(1) See Item 60.</div> <div>(2) Trucks not suitable for use with trailing equipment.</div> <div>(3) Lineal loading space.</div> <div>(4) Any combination of trucks and trailers, regardless of length.</div> <div>o(5) An additional charge of o\$1.45 per day shall be assessed in the event that a truck is loaded to exceed 10,500 pounds at any time during the day.</div> <div>o(6) An additional charge of o\$3.65 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".</div> <div>o(7) An additional charge of o\$5.50 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".</div> <div>(8) Trucks having tare weight of 10,500 pounds or less.</div> <div>(9) Trucks having tare weight over 10,500 pounds.</div> <div>NOTE 1.--Rates apply according to the type of carrier's motor power equipment furnished.</div> <div>NOTE 2.--Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations, add rates provided in Item 530.</div> <div>NOTE 3.--An additional charge of \$11.20 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.</div> <div>NOTE 4.--In the event that furniture pads or skins are furnished an additional monthly charge of \$2.40 per dozen shall be made.</div> <div>NOTE 5.--Rates do not include temperature control service. When such service is performed, add rates provided in Item 560.</div> <div>NOTE 6.--Rates for excess trailing equipment as provided in Items 210 and 211 may be used in combination with rates for trucks with trailers as provided herein.</div>		
<div>o Change)</div> <div>o Increase) Decision No.</div> <div>o Reduction</div> <div>80407</div>		
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		
Correction		

SECTION 2--YEARLY VEHICLE UNIT RATES (Continued)

ITEM

BASE YEARLY VEHICLE UNIT RATES
(Items 210 and 211)

Base rates in dollars per unit of carrier's equipment for each period between billing dates (see Item 100). Rates do not include a charge for miles operated. See Item 510 for Mileage Rates.

(Subject to Notes 1, 2, 3, 4 and 5)

Type of Trailing Equipment	Trailer or Semitrailer Length(1)	Rate Basis (2)	Type of Carrier's Motor Power Equipment					Excess Trailing Equipment (5)
			Tractor-Gas			Tractor-Diesel		
			2-axle (3)	2-axle (4)	3-axle	2-axle	3-axle	
Carrier Owned:			Rates (8)					oRates
Flat-----	Under 28	A	1809	1876	1917	1928	1990	36
		B	1705	1756	1808	1824	1880	36
Flat-----	28 and Over	A	1831	1898	1939	1950	2012	58
		B	1756	1807	1859	1875	1930	58
Flat-----	Doubles (7)	A	1887	1954	1995	2006	2068	83
		B	1782	1833	1885	1901	1956	83
Van-----	Under 28	A	1823	1890	1931	1942	2004	50
		B	1719	1770	1822	1838	1894	50
Van-----	28 and Over	A	1857	1924	1965	1976	2038	84
		B	1782	1833	1885	1901	1956	84
Van-----	Doubles (7)	A	1914	1981	2022	2033	2095	110
		B	1809	1860	1912	1928	1983	110
Van, insulated--	Under 28	A	1891	1958	1999	2010	2072	118
		B	1787	1838	1890	1906	1962	118
Van, insulated--	28 and Over	A	1925	1992	2033	2044	2106	152
		B	1850	1901	1953	1969	2024	152
Van, insulated--	Doubles (7)	A	2055	2122	2163	2174	2236	251
		B	1950	2001	2053	2069	2124	251
Hopper Equip-ment (9):								
Semitrailer-----	Under 28	A	1824	1891	1932	1943	2005	51
		B	1720	1771	1823	1839	1895	51
Trailer-----	Under 28	A	----	----	----	----	----	64
		B	----	----	----	----	----	64
Doubles-----	(7)	A	----	1982	2023	2034	2096	111
		B	----	1861	1913	1929	1984	111
Converter gears, dollies (6)-----	---	A	----	----	----	----	----	19
		B	----	----	----	----	----	19
Shipper Owned:----	Under 28	A	1773	1840	1881	1892	1954	---
		B	1669	1720	1772	1788	1844	---
	28 and Over	A	1773	1840	1881	1892	1954	---
		B	1698	1749	1801	1817	1872	---
	Doubles (7)	A	1804	1871	1912	1923	1985	---
		B	1699	1750	1802	1818	1873	---

o210

(Continued in Item 211)

(Continued in Item 211)

◊ Increase, except as noted)
◊ No change)

Decision No.

80407

EFFECTIVE

Correction

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

SECTION 2--YEARLY VEHICLE UNIT RATES (Concluded)	ITEM
<p style="text-align: center;">BASE YEARLY VEHICLE UNIT RATES (Concluded) (Items 210 and 211)</p> <p>(1) Lineal Loading space in feet. (2) See Item 60. (3) Tare weight of tractor 8,000 pounds or less. (4) Tare weight of tractor over 8,000 pounds. (5) Trailers or semitrailers furnished by carrier in excess of the number of vehicles or combination of vehicles operated as a single unit. Rates for semis, except for sets of doubles, do not include dollies or converter gears. Excess trailing equipment may not be operated in combination with other units of carrier's equipment as sets of doubles unless the basic monthly rate for use of motor power equipment together with doubles is assessed. (6) Converter gears, dollies and other auxiliary trailing equipment. (7) Set of doubles, two semis and dolly or semi and trailer, any lawful combination length. (8) Rate Basis "B" rates are subject to an additional charge of \$4.70 for each day that service is performed from, to or between points located in Rate Basis "A". (9) Hopper equipment is equipment capable of unloading only by gravity.</p> <p>NOTE 1.--Rates apply according to the type of carrier's motor power equipment in combination with the trailing equipment as described.</p> <p>NOTE 2.--Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations, add rates provided in Item 530.</p> <p>NOTE 3.--An additional charge of \$11.20 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.</p> <p>NOTE 4. -In the event that furniture pads or skins are furnished, an additional monthly charge of \$2.40 per dozen shall be made.</p> <p>NOTE 5. -Rates do not include temperature control service. When such service is performed, add rates provided in Item 560.</p>	211
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div> Change) Increase) </div> <div> Decision No. </div> <div style="font-size: 2em; font-weight: bold;"> 80407 </div> </div>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 3--MONTHLY VEHICLE UNIT RATES		ITEM
BASE MONTHLY VEHICLE UNIT RATES		
Base rates in dollars per unit of carrier's equipment for thirty consecutive calendar days. Rates do not include a charge for miles operated. See Item 500 for Mileage Rates.		
(Subject to Notes 1, 2, 3, 4, 5 and 6)		
TYPE OF CARRIER'S MOTOR POWER EQUIPMENT	(1) RATE BASIS	
	⊙A	⊙B
TRUCK WITHOUT TRAILER(2):		
Less than 9 feet (3)-----	1787(5)	1712(6)
9 feet but less than 12 feet(3)-----	1822(5)	1743(6)
12 feet and over, 2-axle(3)		
Flat or Van-----	1836(5)	1762(6)
Van, insulated-----	1871(5)	1795(6)
12 feet and over, 3-axle(3)		
Flat or Van-----	1877(8)	1774(7) (8)
Van, insulated-----	1902(8)	1794(7) (8)
Flat or Van-----	1988(9)	1883(7) (9)
Van, insulated-----	2013(9)	1908(7) (9)
TRUCK WITH TRAILER(4):		
Gas		
Flat or Van-----	2181	2079(7)
Van, insulated-----	2340	2240(7)
Diesel		
Flat or Van-----	2266	2167(7)
Van, insulated-----	2442	2344(7)
<div>⊙300</div>		
<div>(1) See Item 60. (2) Trucks not suitable for use with trailing equipment. (3) Lineal loading space. (4) Any combination of trucks and trailers, regardless of length. ⊙(5) An additional charge of ⊙\$1.45 per day shall be assessed in the event that a truck is loaded to exceed 10,500 pounds at any time during the day. ⊙(6) An additional charge of ⊙\$3.60 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A". ⊙(7) An additional charge of ⊙\$4.90 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A". (8) Trucks having tare weight of 10,500 pounds or less. (9) Trucks having tare weight over 10,500 pounds. NOTE 1.--Rates apply according to the type of carrier's motor power equipment furnished. NOTE 2.--Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations, add rates provided in Item 530. NOTE 3.--An additional charge of \$11.20 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate. NOTE 4.--In the event that furniture pads or skins are furnished an additional monthly charge of \$2.40 per dozen shall be made. NOTE 5.--Rates do not include temperature control service. When such service is performed, add rates provided in Item 560. NOTE 6.--Rates for excess trailing equipment as provided in Items 310 and 311 may be used in combination with rates for trucks with trailers as provided herein.</div>		
<div>⊙ Change) ⊙ Increase) Decision No. ⊙ Reduction)</div>		
<div>80407</div>		
EFFECTIVE		
<div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA. SAN FRANCISCO, CALIFORNIA.</div>		

SECTION 3--MONTHLY VEHICLE UNIT RATES (Continued)								ITEM
BASE MONTHLY VEHICLE UNIT RATES (Items 310 and 311)								
Base rates in dollars per unit of carrier's equipment for thirty consecutive calendar days. Rates do not include a charge for miles operated. See Item 510 for Mileage Rates. (Subject to Notes 1, 2, 3, 4 and 5)								
Type of Trailing Equipment	Trailer or Semitrailer Length(1)	Rate Basis (2)	Type of Carrier's Motor Power Equipment					Excess Trailing Equipment (5)
			Tractor-Gas			Tractor-Diesel		
			2-axle (3)	2-axle (4)	3-axle	2-axle	3-axle	
			Rates (8)					oRates
Carrier Owned:								
Flat-----	Under 28	A	1923	2005	2072	2085	2173	45
		B	1819	1897	1961	1978	2060	45
Flat-----	28 and Over	A	1956	2038	2105	2118	2206	78
		B	1883	1961	2024	2042	2124	78
Flat-----	Doubles(7)	A	2021	2103	2169	2183	2271	110
		B	1915	1993	2056	2074	2156	110
Van-----	Under 28	A	1944	2026	2093	2106	2194	66
		B	1840	1918	1982	1999	2081	66
Van-----	28 and Over	A	1992	2074	2141	2154	2242	114
		B	1919	1997	2060	2078	2160	114
Van-----	Doubles(7)	A	2059	2141	2207	2221	2309	148
		B	1953	2031	2094	2112	2194	148
Van, insulated----	Under 28	A	2042	2124	2191	2204	2292	164
		B	1938	2016	2080	2097	2179	164
Van, insulated----	28 and Over	A	2084	2166	2233	2246	2334	206
		B	2011	2089	2152	2170	2252	206
Van, insulated----	Doubles(7)	A	2246	2328	2394	2408	2496	335
		B	2140	2218	2281	2299	2381	335
Hopper Equip-ment(9):								
Semitrailer-----	Under 28	A	1964	2046	2113	2126	2214	86
		B	1860	1938	2002	2019	2101	86
Trailer-----	Under 28	A	--	--	--	--	--	111
		B	--	--	--	--	--	111
Doubles-----	(7)	A	--	2182	2248	2262	2350	189
		B	--	2072	2135	2153	2235	189
Converter gears, dollies(6)-----	----	A	--	--	--	--	--	19
		B	--	--	--	--	--	19
Shipper Owned:----	Under 28	A	1878	1960	2027	2040	2128	--
		B	1774	1852	1916	1933	2015	--
	28 and Over	A	1878	1960	2027	2040	2128	--
		B	1805	1883	1946	1964	2046	--
	Doubles(7)	A	1911	1993	2059	2073	2161	--
		B	1805	1883	1946	1964	2046	--
(Continued in Item 311)								
o Increase, except as noted) o No change) Decision No. 80407								
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA								
Correction								

SECTION 3--MONTHLY VEHICLE UNIT RATES (Concluded)	ITEM
<p style="text-align: center;">BASE MONTHLY VEHICLE UNIT RATES (Concluded) (Items 310 and 311)</p> <p>(1) Lineal Loading space in feet. (2) See Item 60. (3) Tare weight of tractor 8,000 pounds or less. (4) Tare weight of tractor over 8,000 pounds. (5) Trailers or semitrailers furnished by carrier in excess of the number of vehicles or combination of vehicles operated as a single unit. Rates for semis, except for sets of doubles, do not include dollies or converter gears. Excess trailing equipment may not be operated in combination with other units of carrier's equipment as sets of doubles unless the basic monthly rate for use of motor power equipment together with doubles is assessed. (6) Converter gears, dollies and other auxiliary trailing equipment. (7) Set of doubles, two semis and dolly or semi and trailer, any lawful combination length. (8) Rate Basis "B" rates are subject to an additional charge of \$4.65 for each day that service is performed from, to or between points located in Rate Basis "A". (9) Hopper equipment is equipment capable of unloading only by gravity.</p> <p>NOTE 1.--Rates apply according to the type of carrier's motor power equipment in combination with the trailing equipment as described.</p> <p>NOTE 2.--Except as otherwise provided, rates are limited to 8 hours' service out of 9 consecutive hours per day. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations, add rates provided in Item 530.</p> <p>NOTE 3.--An additional charge of \$11.20 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.</p> <p>NOTE 4.--In the event that furniture pads or skins are furnished an additional monthly charge of \$2.40 per dozen shall be made.</p> <p>NOTE 5.--Rates do not include temperature control service. When such service is performed, add rates provided in Item 560.</p>	6311
<p>of Change) of Increase) Decision No. 80407</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 4--WEEKLY VEHICLE UNIT RATES		ITEM
BASE WEEKLY VEHICLE UNIT RATES		
Base rates in dollars per unit of carrier's equipment. Rates do not include a charge for miles operated. See Item 500 for Mileage Rates.		
(Subject to Notes 1, 2, 3, 4, 5 and 6)		
TYPE OF CARRIER'S MOTOR POWER EQUIPMENT	(1) RATE BASIS	
	OC	OD
TRUCK WITHOUT TRAILER(2):		
Less than 8 feet(3)-----	491(5)	470
8 feet but less than 12 feet(3)-----	501(5)	479
12 feet and over, 2-axle(3)		
Flat or Van-----	505(5)	485
Van, insulated-----	515(5)	494
12 feet and over, 3-axle		
Flat or Van-----	516(6)	488(6)
Van, insulated-----	523(6)	493(6)
Flat or Van-----	547(7)	518(7)
Van, insulated-----	554(7)	525(7)
TRUCK WITH TRAILER(4):		
Gas		
Flat or Van-----	600	572
Van, insulated-----	644	616
Diesel		
Flat or Van-----	623	596
Van, insulated-----	672	645
(1) See Item 60.		
(2) Trucks not suitable for use with trailing equipment.		
(3) Lineal loading space.		
(4) Any combination of trucks and trailers, regardless of length.		
(5) An additional charge of \$1.45 per day shall be assessed in the event that a truck is loaded to exceed 10,500 pounds at any time during the day.		
(6) Trucks having tare weight of 10,500 pounds or less.		
(7) Trucks having tare weight over 10,500 pounds.		
NOTE 1.--Rates apply according to the type of carrier's motor power equipment furnished.		
NOTE 2.--Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Basis "C" rates are further limited to service performed between the hours of 8:00 a.m. and 5:00 p.m. For operations in excess of these limitations, add rates provided in Item 540.		
NOTE 3.--An additional charge of \$3.10 per week shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.		
NOTE 4.--In the event that furniture pads or skins are furnished an additional weekly charge of 65 cents per dozen shall be made.		
NOTE 5.--Rates do not include temperature control service. When such service is performed, add rates provided in Item 560.		
NOTE 6.--Rates for excess trailing equipment as provided in Items 410 and 411 may be used in combination with rates for trucks with trailers as provided herein.		
Change)		
Increase) Decision No. 80407		
Reduction)		
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		
Correction		

SECTION 4--WEEKLY VEHICLE UNIT RATES (Continued)

ITEM

BASE WEEKLY VEHICLE UNIT RATES
(Items 410 and 411)

Base rates in dollars per unit for carrier's equipment. Rates do not include a charge for miles operated. See Item 510 for Mileage Rates.

(Subject to Notes 1, 2, 3, 4 and 5)

Type of Trailing Equipment	Trailer or Semitrailer Length (1)	Rate Basis (2)	Type of Carrier's Motor Power Equipment					Excess Trailing Equipment (5)
			Tractor-Gas			Tractor-Diesel		
			2-axle (3)	2-axle (4)	3-axle	2-axle	3-axle	
Carrier Owned:			Rates					oRates
Flat-----	Under 28	C	529	551	570	573	598	12
		D	500	522	539	544	567	12
Flat-----	28 and Over	C	538	560	579	582	607	21
		D	518	539	557	562	584	21
Flat-----	Doubles (7)	C	556	578	596	600	625	30
		D	527	548	565	570	593	30
Van-----	Under 28	C	535	557	576	579	603	18
		D	506	527	545	550	572	18
Van-----	28 and Over	C	548	570	589	592	617	31
		D	528	549	569	571	594	31
Van-----	Doubles (7)	C	566	589	594	611	635	41
		D	537	559	576	581	603	41
Van, insulated--	Under 28	C	562	584	603	606	630	45
		D	533	554	572	577	599	45
Van, insulated--	28 and Over	C	573	596	614	618	642	57
		D	553	574	592	597	619	57
Van, insulated--	Doubles (7)	C	618	640	658	662	686	92
		D	589	610	627	632	655	92
Hopper Equip-								
ment (8) :								
Semitrailer-----	Under 28	C	540	563	581	585	609	24
		D	512	533	551	555	578	24
Trailer-----	Under 28	C	---	---	---	---	---	31
		D	---	---	---	---	---	31
Doubles-----	(7)	C	---	600	618	622	646	52
		D	---	570	587	592	615	52
Converter gears, dollies (6)-----	---	C	---	---	---	---	---	5
		D	---	---	---	---	---	5
Shipper Owned:----	Under 28	C	516	539	557	561	585	--
		D	488	509	527	532	554	--
	28 and Over	C	516	539	557	561	585	--
		D	496	518	535	540	563	--
	Doubles (7)	C	526	548	566	570	594	--
		D	496	518	535	540	563	--

0410

(Continued in Item 411)

o Increase, except as noted)
o No change)

Decision No.

80407

EFFECTIVE

Correction

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

SECTION 4-A--HOURLY VEHICLE UNIT RATES (Continued)					ITEM
HOURLY VEHICLE UNIT RATES (Not Subject to Item 451)					
Base rates in cents per hour per unit of carrier's equipment. Mileage rates in cents per mile are to be added to rates provided in Columns 1, 2, 3 and 4, respectively. (Subject to Notes 1, 2, 3 and 4.)					
Type of Carrier's Motor Power Equipment	RATE BASIS				Mileage Rates
	1	2	3	4	
TRUCK WITHOUT TRAILER (1):					
Less than 12 feet (2)-----	1290	1475	1910	2680	9 $\frac{1}{2}$
12 feet and over, (2)					
Flat or Van-----	1305	1565	1975	2730	13 $\frac{1}{2}$
Van Refrigerated (4)-----	1340	1600	2075	2770	13 $\frac{1}{2}$
TRUCK WITH TRAILER (3)					
Flat or Van-----	1545	1835	2275	3015	25 $\frac{1}{2}$
Van Refrigerated (4)-----	1810	2100	2560	3230	25 $\frac{1}{2}$
(1) Trucks not suitable for use with trailing equipment. (2) Lineal loading space. (3) Any combination of trucks and trailers, regardless of length. (4) Rates include temperature control service.					
NOTE 1.--Rates apply according to the type of carrier's equipment furnished.					
NOTE 2.--The total miles operated will be determined by determining the number of speedometer miles registered during the period that service is performed, beginning at the carrier's terminal and ending upon return to carrier's terminal upon completion of service for debtor.					
NOTE 3.--Rate for excess trailing equipment provided in Item 453 may be used in combination with rates for trucks with trailers as provided herein.					
NOTE 4.--An additional charge of oil cents per hour or fraction thereof shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.					
o Increase, except as noted) o No change) Decision No.					80407
EFFECTIVE					
Correction					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					

SECTION 4-A--HOURLY VEHICLE UNIT RATES (Continued)

ITEM

HOURLY VEHICLE UNIT RATES

TRACTOR-GAS, 2-Axle

Base rate in cents per hour per unit of carrier's equipment. Rates do not include a charge for miles operated. See Item 458 for Mileage Rates and Item 457 for Helper Rates.

Type of Trailer or Semitrailer Equipment	Trailer or Semitrailer Length (1)#	RATE BASIS				Excess Trailing Equipment (2)#
		1	2	3	4	
Carrier Owned:						
Flat-----	---	1410	1670	2095	2875	50
Flat-----	Doubles (3)#	1480	1775	2205	2970	120
Van-----	---	1425	1695	2130	2900	70
Van-----	Doubles (3)#	1505	1810	2245	2990	150
Van, insulated-----	---	1495	1735	2165	2930	85
Van, insulated-----	Doubles (3)#	1650	1840	2275	3015	180
Van, refrigerated (4)#-----	---	1565	1810	2253	2980	170
Van, refrigerated (4)#-----	Doubles (3)#	1795	2030	2485	3165	335
Hopper (6)#-----	---	1440	1695	2130	2900	55
Hopper (6)#-----	Doubles (3)#	1540	1810	2245	2990	105
Converter gears dollies (5)#-----	---	--	--	--	--	40
Shipper Owned-----	Under 28	1375	1575	2005	2755	--
	28 and Over	1395	1615	2055	2840	--
	Doubles (3)#	1395	1615	2055	2840	--
* See Item 451						

453

◊ Increase, except as noted)
 ◊ No change) Decision No.

80407

EFFECTIVE

Correction

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

SECTION 4-A--HOURLY VEHICLE UNIT RATES (Continued)

ITEM

HOURLY VEHICLE UNIT RATES

TRACTOR-GAS, 3-Axle

Base rate in cents per hour per unit of carrier's equipment. Rates do not include a charge for miles operated. See Item 458 for Mileage Rates and Item 457 for Helper Rates.

Type of Trailer or Semitrailer Equipment	Trailer or Semitrailer Length (1)*	RATE BASIS				Excess Trailing Equipment (2)*
		1	2	3	4	
Carrier Owned:						
Flat-----	---	1450	1740	2170	2940	50
Flat-----	Doubles (3)*	1530	1815	2250	3000	120
Van -----	---	1470	1775	2205	2970	70
Van-----	Doubles (3)*	1555	1845	2285	3025	150
Van, insulated-----	---	1545	1810	2245	3000	85
Van, insulated-----	Doubles (3)*	1700	1875	2355	3075	180
Van, refrigerated (4)*----	---	1620	1875	2320	3045	170
Van, refrigerated (4)*----	Doubles (3)*	1845	2070	2535	3195	335
Hopper (6)*-----	---	1485	1780	2205	3080	55
Hopper (6)*-----	Doubles (3)*	1590	1850	2285	3030	105
Converter gears, dollies (5)*-----	---	--	--	--	--	40
Shipper Owned-----	Under 28	1445	1660	2105	2870	--
	28 and Over	1445	1660	2105	2870	--
	Doubles (3)*	1445	1660	2105	2870	--
* See Item 451						

0454

o Increase, except as noted)
o No change) Decision No.

80407

EFFECTIVE

Correction

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

MINIMUM RATE TARIFF 17

SECTION 4-A--HOURLY VEHICLE UNIT RATES (Continued)

ITEM

HOURLY VEHICLE UNIT RATES

TRACTOR-DIESEL, 2-Axle

Base rate in cents per hour per unit of carrier's equipment. Rates do not include a charge for miles operated. See Item 458 for Mileage Rates and Item 457 for Helper Rates.

Type of Trailer or Semitrailer Equipment	Trailer or Semitrailer Length (1)*	RATE BASIS				Excess Trailing Equipment (2)*
		1	2	3	4	
Carrier Owned:						
Flat-----	---	1470	1705	2120	2895	50
Flat-----	Doubles (3)*	1540	1780	2255	2970	120
Van-----	---	1485	1735	2155	2920	70
Van-----	Doubles (3)*	1570	1850	2285	3025	150
Van, insulated-----	---	1565	1765	2185	2950	85
Van, insulated-----	Doubles (3)*	1710	1880	2320	3050	180
Van, refrigerated (4)*----	---	1625	1840	2290	3000	170
Van, refrigerated (4)*----	Doubles (3)*	1850	2035	2535	3200	335
Hopper (6)*-----	---	1500	1735	2155	2920	55
Hopper (6)*-----	Doubles (3)*	1600	1850	2285	3030	105
Converter gears, dollies (5)*-----	---	--	--	--	--	40
Shipper Owned-----	Under 28	1435	1605	2060	2785	--
	28 and Over	1455	1630	2120	2870	--
	Doubles (3)*	1455	1630	2120	2870	--
* See Item 451						

0455

o Increase, except as noted } Decision No.
o No change

80407

EFFECTIVE

Correction

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

SECTION 4-A--HOURLY VEHICLE UNIT RATES (Continued)						ITEM
HOURLY VEHICLE UNIT RATES <u>TRACTOR-DIESEL, 3-Axle</u> Base rate in cents per hour per unit of carrier's equipment. Rates do not include a charge for miles operated. See Item 458 for Mileage Rates and Item 457 for Helper Rates.						
Type of Trailer or Semitrailer Equipment	Trailer or Semitrailer Length (1)#	RATE BASIS				oExcess Trailing Equipment (2)#
		1	2	3	4	
Carrier Owned:						
Flat-----	---	1530	1770	2205	2970	50
Flat-----	Doubles (3)#	1600	1845	2215	3025	120
Van-----	---	1545	1815	2245	2995	70
Van-----	Doubles (3)#	1635	1875	2320	3050	150
Van, insulated-----	---	1620	1840	2275	3025	85
Van, insulated-----	Doubles (3)#	1770	1905	2355	3075	180
Van, refrigerated (4)#---	---	1695	1910	2355	3070	170
Van, refrigerated (4)#---	Doubles (3)#	1905	2105	2565	3200	335
Hopper (6)#-----	---	1560	1820	2235	3010	55
Hopper (6)#-----	Doubles (3)#	1660	1875	2320	3055	105
Converter gears, dollies (5)#-----	---	--	--	--	--	40
Shipper Owned-----	Under 28	1520	1695	2155	2895	--
	28 and Over	1520	1695	2155	2895	--
	Doubles (3)#	1520	1695	2155	2895	--
# See Item 451						
o Increase, except as noted } Decision No. 80407 o No change						
EFFECTIVE						
Correction <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</div>						

SECTION 4-A--HOURLY VEHICLE UNIT RATES (Continued)

ITEM

HELPER RATES

When carrier furnishes help in addition to the driver, the following additional rates shall be charged:

Service Performed:

Rate per Man
per Hour
(In Cents)
(1)

0 457

1. Rate Basis 1-----	1020
2. Rate Basis 2-----	1425
3. Rate Basis 3-----	1805
4. Rate Basis 4-----	2610

(1) The minimum charge per engagement shall be the charge for four hours.

♦ Increase, Decision No.

80407

EFFECTIVE

Correction

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

SECTION 4-A--HOURLY VEHICLE UNIT RATES (Continued)						ITEM
MILEAGE RATES (Subject to Notes 1, 2 and 3)						
Type of Trailer or Semitrailer Equipment	Trailer or Semitrailer Length	Type of Carrier's Motor Power Equipment				
		Tractor-Gas		Tractor-Diesel		
		2-axle	3-axle	2-axle	3-axle	
Carrier Owned:		RATES (1)				
Flat-----	---	20½	23½	18	19	
Flat-----	Doubles (2)	23½	26½	21	22	
Van-----	---	20½	23½	18	19	
Van-----	Doubles (2)	23½	26½	21	22	
Van, insulated----	---	20½	23½	18	19	
Van, insulated----	Doubles (2)	23½	26½	21	22	
Van, refrigerated----	---	20½	23½	18	19	
Van, refrigerated----	Doubles (2)	23½	26½	21	22	
Hopper-----	---	20½	23½	18	19	
Hopper-----	Doubles (2)	23½	26½	21	22	458
Shipper Owned-----	(3)	16½	19½	14	16	
<p>(1) Rates in cents per mile to be added to rates provided in Items 453 through 456.</p> <p>(2) Sets of doubles, any combination length.</p> <p>(3) Any combination length that may be operated as a single unit.</p> <p>NOTE 1.--Rates apply according to the type of carrier's motor power equipment in combination with the trailing equipment as described.</p> <p>NOTE 2.--The total miles operated will be determined by computing the number of speedometer miles registered during the period that service is performed, beginning at the carrier's established depot and ending upon return to carrier's established depot. When point of dispatch for service is other than carrier's established depot, total miles shall be computed by speedometer beginning at point of dispatch, plus 5 miles. When carrier's equipment does not return to carrier's established depot after release from service, mileage shall be computed to point of release, plus 5 miles.</p> <p>NOTE 3.--This item will not apply to pool shipments for which special rates are provided in Item 179-2 of Minimum Rate Tariff 2.</p>						
♂ Change) ♂ Increase). Decision No.						80407
EFFECTIVE						
Correction						ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA

SECTION 4-A--HOURLY VEHICLE UNIT RATES (Concluded)	ITEM								
<p style="text-align: center;">FORKLIFT SERVICE RATES</p> <p>When carrier supplies forklift for loading and/or unloading at other than carrier's established depot or a wharf, the following rates shall be assessed in addition to all other applicable rates and charges contained in the tariff:</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;"><u>Col. 1</u></td><td style="text-align: center;"><u>Col. 2</u></td></tr> <tr> <td style="text-align: center;">(In Cents per Hour)</td><td></td></tr> <tr> <td style="text-align: center;"><u>Forklift Operator</u></td><td style="text-align: center;"><u>Forklift</u></td></tr> <tr> <td style="text-align: center;">o 1050</td><td style="text-align: center;">155</td></tr> </table> <p>The forklift and driver's hours of service shall be computed from the time the forklift leaves the carrier's established depot until it returns to carrier's established depot. When carrier's truck driver operates the forklift, the rate in Col. 2 shall apply. When carrier supplies the forklift operator other than the truck driver, the rate in Col. 1 shall be added to the rate in Col. 2.</p>	<u>Col. 1</u>	<u>Col. 2</u>	(In Cents per Hour)		<u>Forklift Operator</u>	<u>Forklift</u>	o 1050	155	6460
<u>Col. 1</u>	<u>Col. 2</u>								
(In Cents per Hour)									
<u>Forklift Operator</u>	<u>Forklift</u>								
o 1050	155								
<p>o Change) o Increase) Decision No.</p> <p style="text-align: center; font-size: 1.5em;">80407</p>									
EFFECTIVE									
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA								

SECTION 5--MILEAGE RATES AND OTHER ACCESSORIAL CHARGES		ITEM
MILEAGE RATES (Subject to Notes 1 and 2)		
TYPE OF CARRIER'S MOTOR POWER EQUIPMENT	RATES(1)	
TRUCK WITHOUT TRAILER:		
Less than 9 feet(2)-----	8 $\frac{1}{2}$	0500
9 feet but less than 12 feet(2)-----	11 $\frac{1}{2}$	
12 feet and over, 2-axle(2)-----		
Flat or Van-----	13 $\frac{1}{2}$	
Van, insulated-----	14 $\frac{1}{2}$	
12 feet and over, 3-axle(2)-----		
Flat or Van-----	15 $\frac{1}{2}$	
Van, insulated-----	16 $\frac{1}{2}$	
TRUCK WITH TRAILER(3):		
Gas		
Flat or Van-----	22	
Van, insulated-----	22 $\frac{1}{2}$	
Diesel		
Flat or Van-----	020	
Van, insulated-----	020 $\frac{1}{2}$	
(1) Rates in Cents per mile to be added to rates provided in Items 200, 300 and 400. (2) Lineal loading space. (3) Any combination of trucks and trailers, regardless of length. NOTE 1.--Rates apply according to the type of carrier's motor power equipment furnished. NOTE 2.--The total miles operated will be determined by computing the number of speedometer miles registered during each day that service is performed, beginning at the point at which carrier's driver commences to operate vehicle at start of day and ending with speedometer miles registered at termination of driver's day.		
o Increase, except as noted) o No change)		Decision No. 80407
EFFECTIVE		
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 5--MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued)							ITEM
MILEAGE RATES (Subject to Notes 1 and 2)							
Type of Trailer or Semitrailer Equipment	Trailer or Semitrailer Length(1)	Type of Carrier's Motor Power Equipment					
		Tractor-Gas			Tractor-Diesel		
		2-axle(2)	2-axle(3)	3-axle	2-axle	3-axle	
Carrier Owned:		RATES (4)					510
Flat-----	Under 28	17½	19	19½	17	17½	
Flat-----	28 and Over	18	19½	20½	17½	18	
Flat-----	Doubles(5)	21	22	23	20	20½	
Van-----	Under 28	17½	19	19½	17	17½	
Van-----	28 and Over	18½	19½	20½	17½	18	
Van-----	Doubles(5)	21	22	23	20	20½	
Van, insulated---	Under 28	18	19	20	17	17½	
Van, insulated---	28 and Over	18½	20	20½	18	18½	
Van, insulated---	Doubles(5)	21½	22½	23½	20½	21	
Hopper Semitrailer-	Under 28	18½	19½	20½	17½	18	
Hopper-----	Doubles(5)	22½	24	24½	22	22½	
Shipper Owned-----	(6)	15½	17	17½	15	15½	
(1) Lineal loading space in feet. (2) Tare weight of tractor 8,000 pounds or less. (3) Tare weight of tractor over 8,000 pounds. (4) Rates in cents per mile to be added to rates provided in Items 210, 310 and 410. (5) Set of doubles, any combination length. (6) Any combination length that may be operated as a single unit. NOTE 1.--Rates apply according to the type of carrier's motor power equipment in combination with the trailing equipment as described. NOTE 2.--The total miles operated will be determined by computing the number of speedometer miles registered during each day that service is performed, beginning at the point at which carrier's driver commences to operate vehicle at start of day and ending with speedometer miles registered at termination of driver's day.							
Change) Increase) Decision No. 80407							
EFFECTIVE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							
Correction							

SECTION 5--MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued)									ITEM
DAILY VEHICLE UNIT RATES FOR SATURDAYS, SUNDAYS AND HOLIDAYS									
Rates per day in dollars per unit of carrier's equipment (subject to Notes 1 and 2). Rates do not include a charge for miles operated. See Items 500 and 510 for Mileage Rates.									
Type of Carrier's Motor Power Equipment	(1) RATE BASIS								
	A				B AND D				C
	(4)		(5)		(6)	(7)			
	(8)	(9)	(8)	(9)		(8)	(9)	(8)	
TRUCK									
Less 10,500 pound load (2)-----	38	118	9	86	92	45	119	9	86
10,500 pound load or over (3)-----	39	121	10	89	92	45	119	10	89
Pulling trailer-----	40	124	10	93	94	46	122	10	93
TRACTOR									
Pulling one semitrailer-----	39	121	10	89	92	45	119	10	89
Pulling more than one trailer or semi- trailer-----	40	124	10	93	94	46	122	10	93
(1) See Item 60. (2) Truck which is loaded to less than 10,500 pounds at all times during the day. (3) Truck which is loaded to 10,500 pounds or more at any time during the day. (4) Rates apply when service is performed at any time during the day in the County of San Francisco or San Mateo. (5) Rates apply when service is performed in any of the counties included in Rate Basis "A" other than the County of San Francisco or San Mateo. (6) Rates apply when service is performed on Saturdays or Sundays. (7) Rates apply when service is performed on Holidays. (8) Rates apply when service is performed on Mondays when such days are celebrated as holidays in lieu of holidays falling on the preceding Sunday. (9) Rates apply when service is performed on days other than as provided in footnote (8). NOTE 1.--Except as otherwise provided, rates are limited to 8 hours' service out of 9 consecutive hours per day and apply only when used in combination with the rates provided in Items 200 through 410. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations, add rates provided in Items 530 and 540. NOTE 2.--When service is performed between or within more than one Rate Basis, such combined transportation shall be subject to the highest rate applicable under the provisions of either Rate Basis under which the combined transportation is performed.									
♦ Increase, Decision No. 80407									
EFFECTIVE									
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.									
Correction									

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

ITEM

(1) RATES FOR PREMIUM PAY HOURS AND EXCESSIVE HOURS

TYPE OF CARRIER'S MOTOR POWER EQUIPMENT	(2) RATE BASIS								
	A						B		
	(5) Premium Hours			(6) Excessive Hours			(6) Excessive Hours		
	(7)	(8)	(9)	(7)	(8)	(9)	(7)	(10)	(11)
TRUCK:									
Less than 10,500 pound load (3)-----	385	720	540	1080	2155	1615	1115	1670	2210
10,500 pound load or over (4)-----	390	735	550	1105	2205	1650	1115	1670	2210
Pulling trailer-----	400	750	560	1130	2250	1685	1135	1705	2255
TRACTOR:									
Pulling one semitrailer-----	390	735	550	1105	2205	1650	1115	1670	2210
Pulling more than one trailer or semi-trailer-----	400	750	560	1130	2250	1685	1135	1705	2255

6530

- (1) Rates in cents per hour to be added to rates provided in Items 200 through 310 and Item 520.
- (2) See Item 60.
- (3) Truck which is loaded to less than 10,500 pounds at all times during the day.
- (4) Truck which is loaded to 10,500 pounds or more at any time during the day.
- (5) Rates in cents per hour for service performed before 8:00 a.m. or after 4:15 p.m., providing such service together with other service performed does not exceed 8 hours service out of 9 consecutive hours per day.
- (6) Rates in cents per hour for service performed in excess of 8 hours out of 9 consecutive hours.
- (7) Exclusive of Saturdays, Sundays or Holidays.
- (8) Rate for Saturdays, Sundays or Holidays when service is performed at any time during the day in the County of San Francisco or San Mateo.
- (9) Rate for Saturdays, Sundays or Holidays when service is performed in any of the counties included in Rate Basis "A" other than the County of San Francisco or San Mateo.
- (10) Rate for Saturdays and Sundays.
- (11) Rate for Holidays.

o Increase, Decision No.

80407

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

MINIMUM RATE TARIFF 15

SECTION 5--MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued)							ITEM	
(1) RATES FOR PREMIUM PAY HOURS AND EXCESSIVE HOURS								
TYPE OF CARRIER'S MOTOR POWER EQUIPMENT	(2) RATE BASIS							
	C				D			
	(5) Premium Hours		(6) Excessive Hours		(6) Excessive Hours			
	(7)	(8)	(7)	(8)	(7)	(9)	(10)	
TRUCK:								0540
Less than 10,500 pound load(3)-----	385	540	1080	1615	1115	1670	2210	
10,500 pound load or over(4)-----	390	550	1105	1650	1115	1670	2210	
Pulling trailer-----	400	560	1130	1685	1135	1705	2255	
TRACTOR:								
Pulling one semitrailer-----	390	550	1105	1650	1115	1670	2210	
Pulling more than one trailer or semitrailer-----	400	560	1130	1685	1135	1705	2255	
(1) Rates in cents per hour to be added to rates provided in Items 400, 410 and 520. (2) See Item 60. (3) Truck which is loaded to less than 10,500 pounds at all times during the day. (4) Truck which is loaded to 10,500 pounds or more at any time during the day. (5) Rates in cents per hour for service performed before 8:00 a.m. or after 5:00 p.m., providing such service together with other service performed does not exceed 8 hours service out of 9 consecutive hours per day. (6) Rates in cents per hour for service performed in excess of 8 hours out of 9 consecutive hours. (7) Exclusive of Saturdays, Sundays or Holidays. (8) Rate for Saturdays, Sundays or Holidays. (9) Rate for Saturdays and Sundays. (10) Rate for Holidays.								
♦ Increase, Decision No.								80407
EFFECTIVE								
Correction								ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 5--MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued)					ITEM
CHARGES FOR HELPERS					
When carrier furnishes help in addition to the driver, the following additional charges shall be made:					
SERVICE PERFORMED	(1) RATE PER MAN PER HOUR				
	(2) RATE BASIS				
	A	B	C	D	
1. Service not exceeding 8 hours out of 9 consecutive hours per day exclusive of Saturdays, Sundays or Holidays. Rate Basis "A" rates further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m.-----	1030	970	1030	970	
2. Service, exclusive of Saturdays, Sundays or Holidays, in excess of 8 hours out of 9 consecutive hours per day, and in Rate Basis "A" only, before 8:00 a.m. or after 5:15 p.m.-----	1085	1090	1085	1090	0550
3. Service not exceeding 8 hours out of 9 consecutive hours per day on Saturdays, Sundays or Holidays. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m.-----	1440(3) 1080(4)	1090(5) 1440(6)	1080 ---	1090(5) 1440(6)	
4. Service on Saturdays, Sundays or Holidays in excess of 8 hours out of 9 consecutive hours per day, and in Rate Basis "A" only, before 8:00 a.m. or after 5:15 p.m.-----	2160(3) 1620(4)	1635(5) 2165(6)	1620 ---	1635(5) 2165(6)	
(1) Rate in cents per hour for each helper used. The minimum charge per day shall be the rate for two hours. (2) See Item 60. (3) Rate applies when service is performed at any time during the day in the Counties of San Francisco and San Mateo. (4) Rate applies when service is performed in any of the counties included in Rate Basis "A" other than the Counties of San Francisco and San Mateo. (5) Rate for Saturdays and Sundays. (6) Rate for Holidays.					
♦ Increase, Decision No. 80407					
EFFECTIVE					
Correction					ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA