

mn/JR

Decision No. 80748

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 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 2).

And Related Matters.

Case No. 5432
Petition for Modification
No. 705
(Filed June 13, 1972)

Case No. 5439
Petition for Modification
No. 160
(Filed June 13, 1972)

Case No. 5441
Petition for Modification
No. 246
(Filed June 13, 1972)

Richard W. Smith and A. D. Poe, Attorneys at Law, and
S. E. Mansfield, for California Trucking Association,
petitioner.
Joseph MacDonald, for California Motor Express, and John
F. McSweeney, for Delta Lines, Inc., respondents.
Jess J. Butcher, for California Manufacturers Association,
protestant.
Robert A. Kormel, for Pacific Gas and Electric Company;
Harold Sumerfield, for Bethlehem Steel Corp.; and
Don B. Shields, for Highway Carriers Association;
interested parties.
John S. Lemke, for the Commission staff.

O P I N I O N

The Commission's Minimum Rate Tariffs (MRT) 1-B (East Bay Drayage), 2 (Statewide General Commodities), 9-B (San Diego Drayage) and 19 (San Francisco Drayage) are governed by the National Motor Freight Classification A-12 (NMFC A-12) to the extent provided in the respective minimum rate tariffs. Each of these tariffs contains exceptions to the Table of Minimum Weights set forth in Section 2, Item 997 of NMFC A-12. By the subject petitions, the California Trucking Association (CTA) seeks cancellation of these exceptions.

Public hearing of the petitions was held on a common record before Examiner Gagnon at San Francisco on August 8, 1972. The sought tariff revisions were opposed by the California Manufacturers Association.

The minimum rate tariffs involved provide class rate scales for the various class ratings named in NMFC A-12. A minimum weight factor is prescribed for each truckload class rating named in the Governing Classification. For each weight factor so assigned a minimum weight, in pounds, is prescribed in Section 2, Item 997-B of NMFC A-12. The minimum weights thus provided range from 10,000 to 50,000 pounds.

MRT 1-B, 2, 9-B and 19 publish exceptions to the otherwise applicable minimum weights named in NMFC A-12 or the Exception Ratings Tariff 1. Essentially, each of these exceptions states that when the truckload minimum weight provided in the Governing Classification or Exception Ratings Tariff 1 exceeds a specified weight (40,000 or 45,000 pounds), the specified weight shall apply as the minimum weight for purposes of applying the class rate provision of the respective tariffs. Pertinent portions of the tariff exceptions in question are set forth below:

1. MRT 1-B - Item 740 (Note 3)

"When the truckload minimum weight provided in the Governing Classification or...the Exception Ratings Tariff exceeds 40,000 pounds, the minimum weight shall be 40,000 pounds..."

2. MRT 2 - Item 290

"When the truckload minimum weight provided in connection with ratings in the Governing Classification or Exception Ratings Tariff exceeds 45,000 pounds, the minimum weight shall be considered as being 45,000 for the purpose of... this tariff."

3. MRT 9-B - Item 60

"When the truckload minimum weight provided in connection with ratings in the Governing Classification or Exception Ratings Tariff exceeds 40,000 pounds, the minimum weight shall be considered as being 40,000 for the purpose... of this tariff."

4. MRT 19 - Item 370 (Note 3)

"When the truckload minimum weight as provided in the Governing Classification, or...the Exception Ratings Tariff exceeds 40,000 pounds, the minimum weight shall be 40,000 pounds."

It is the position of the CTA that the historical basis for the aforementioned minimum rate tariff provisions no longer obtains. Petitioner states that the tariff provisions were initially designed for use in connection with a previously published rail classification (Western Classification) which formerly governed the various class rate scales published in the Commission's several minimum rate tariffs. The rail classification published minimum weight factors in connection with rail carload ratings which frequently exceeded the capacity of available truck equipment. Petitioner points out that the rail classification, which necessitated the several minimum rate tariff provisions involved herein, is no longer applicable to class-rated motor carrier traffic, having been canceled in favor of the National Motor Freight Classification

(NMFC A-12 is the current Governing Classification).^{1/} In adopting this classification the Commission found that it "...reflects current conditions and needs of commerce in the transportation of property by highway carriers. . . . The...Classification...is in general use by motor carriers throughout the United States." Petitioner notes that NMFC A-12 considers the existing weight-carrying capacity of available motor equipment and the minimum weights named therein reflect such consideration. For example, CTA notes that by Supplement 5 to NMFC A-12, Section 2 of Item 997 was amended so as to make 50,000 pounds the highest prescribed truckload minimum weight.

The CTA explained that it conducted a review of all items named in the Governing Classification having minimum weights greater than 40,000 pounds. From its study, the CTA explains, it is apparent that commodities subject to minimum weights greater than 40,000 pounds are typically ones having great density and readily able to be loaded in present motor carrier equipment to the minimum weight named. A great many of these commodities move in bulk. Some are transported in tank trucks and are not affected by the CTA's proposal.

Continuation of the existing tariff provisions would, according to the CTA, only serve to promote inefficiencies in carrier operations by maintaining in effect minimum weight levels depressed below the capacity of present truck equipment. The CTA contends that the effect of such minimum weights is to discourage carrier efforts to achieve greater productivity and thereby maintain carrier costs at higher levels per hundredweight than necessary. Such higher costs, the CTA observes, must ultimately be borne by the shipping public.

1/ The National Motor Freight Classification was first adopted by Decision No. 74310, dated June 25, 1968 (68 Cal. P.U.C. 445).

By Decision No. 66453, dated December 10, 1963, in Case No. 5432 (62 Cal. P.U.C. 14) the Commission adopted the recommendation to increase the minimum weight provision named in Item 290 of MRT 2. In so doing the Commission stated: "No exception was taken to the recommended increase in minimum weight, named in Item 290, from 40,000 pounds to 45,000 pounds. The examiner's recommendation will be adopted." The Examiner's Proposed Report of record in Decision No. 66453 states in part, as follows:

"The carload class rates are subject to Item 290, which provides that when the rating in the classification or exception sheet is greater, the carload minimum weight shall be 40,000 pounds. This minimum weight has been increased from time to time as trucks have developed increased capacity. The purpose is to fit a reasonable maximum minimum weight for trucks on heavily loaded commodities that carry a class rating designed for heavy rail car loadings. Petitioner - (CTA) now proposes that this be raised to 45,000 pounds to reflect the capacity of present truck equipment. This appears to give proper effect to continuing technological advancements and should be adopted."

The level of a particular truckload class rating is determined through a process of evaluation of several classification factors of which one of the most important is the density of the commodity involved. This factor plays a vital role in the determination of the minimum weight to be prescribed for a given commodity when made subject to a certain level of class rating. In the absence of compelling justification to the contrary, alteration of the prescribed minimum weight factor for a designated class rating without a re-evaluation of the level of said rating, in the light of the modified minimum weight factor, places the propriety or reasonableness of such rating in jeopardy. In connection with the construction of its minimum class rate structure, for the transportation of property by for-hire motor vehicular equipment, the Commission has held that the application of rail carload class ratings, subject to minimum

weight factors lower than otherwise prescribed for such rail carload ratings, are justified and reasonable in view of the limited weight carrying capacities of the motor vehicular equipment. As technological advancements have increased the revenue freight carrying capacities of motor vehicular equipment, the Commission has reduced the minimum weight differential between that prescribed in the Governing Classification for any given class rating and the lower maximum minimum weight published in the various minimum rate tariffs.

With the Commission's adoption of the National Motor Freight Classification for minimum rate purposes, the justification for the continued application of minimum weight factors lower than those prescribed for the truckload class ratings contained in said Governing Classification is once again open to question. Petitioner contends that the current minimum weight factor of 50,000 pounds named in NMFC A-12 was established in full consideration of the weight carrying capacities of available modern motor vehicular equipment. Under such circumstances, the continued application of minimum rate tariff exceptions to the minimum weight factors set forth in Section 2, Item 997 of NMFC A-12 may no longer be held to be justified or reasonable without an appropriate reevaluation of the existing level of classification ratings to which the lower minimum rate tariff weight provisions currently apply. Procedures for such course of action, if desired by any interested party, are readily available before the National Classification Board of the National Motor Freight Traffic Association, Inc., Agent for the National Motor Freight Classification, or this Commission.

The Director of Traffic for the California Manufacturer's Association testified in opposition to the CTA's tariff proposal. Protestant is opposed to any increase in freight charges which may occur under the trucking association's proposal. The witness for protestant, however, was unable to testify or present any factual evidence as to whether any shippers represented by the California

Manufacturers Association actually ship any of the commodities effected by petitioner's rate proposal. Additionally, assuming such shippers do, in fact, ship commodities effected by CTA's rate proposal, the Director was unable to state whether the adoption of the sought relief would result in any increase in the present freight charges of said shippers.

The Commission finds that:

1. Minimum Rate Tariffs 1-B, 2, 9-B and 19 presently contain tariff rules which are exceptions to the minimum weight provisions of the governing National Motor Freight Classification A-12 or Exception Ratings Tariff 1. Said tariff rules provide that when the minimum weight factor published in the Governing Classification or Exception Ratings Tariff 1 exceeds the minimum weight specified in the respective minimum rate tariffs involved, the lower specified minimum weight shall apply in connection with the applicable class ratings named in the Classification or Exception Ratings Tariff.

2. The lower truckload minimum weights specified in the several minimum rate tariffs were historically designed for use in connection with the application of rail carload class rating; those ratings being subject to carload minimum weight factors which exceeded the revenue freight carrying capacity of available motor vehicular equipment.

3. As technological advancements have increased the revenue freight carrying capacity of motor vehicular equipment, the Commission has made corresponding increases in the lower minimum weight restrictions specified in its minimum rate tariffs.

4. The minimum weight factors currently prescribed in Section 2 of Item 997 of National Motor Freight Classification A-12, for application in conjunction with the class ratings contained in the Classification, were established in full consideration of the existing revenue freight carrying capacities of present available motor vehicular equipment.

5. The National Motor Freight Classification was initially adopted by Decision No. 74310 (58 Cal. P.U.C. 445) as the Governing Classification for the Commission's several minimum rate tariffs. Under the current Governing Classification (NMFC A-12) there no longer exists any justification for the continued application of the lower truckload minimum weight factors specified in the several minimum rate tariffs involved, in lieu of the otherwise applicable higher minimum weights prescribed in the Governing Classification or Exception Ratings Tariff.

6. The increases in shipper freight charges that may occur under petitioner's tariff rule proposals have been shown to be fully justified.

7. The rates and charges resulting from the revised tariff tariff rules established by the order herein are the just, reasonable and nondiscriminatory minimum rates for the transportation governed thereby.

8. To the extent that the provisions of Minimum Rate Tariffs Tariffs 1-B, 2, 9-B and 19 have been found heretofore to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Code, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for the common carriers. To the extent that the existing rates and charges of the common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for the carriers, to the same extent the rates and charges of the carriers are, and for the future will be, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation.

9. In Decision No. 80495, dated September 19, 1972, in Cases Nos. 5432 and 7858, the Commission concluded that findings pursuant to Rule 23.1 of the Commission's Rules of Procedure, entitled "Compliance with the Economic Stabilization Act of 1970" are inappropriate and unnecessary in connection with classification changes such as are involved in this proceeding.

We conclude that Petitions for Modification Nos. 705, 160 and 246, in Cases Nos. 5432, 5439 and 5441, respectively, of the California Trucking Association should be granted and MRT 1-B, 2, 9-B and 19 should be amended by incorporating the amended tariff rules found reasonable herein.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 1-B (Appendix B to Decision No. 65834, as amended) is further amended by incorporating therein, to become effective December 30, 1972, Fifth Revised Page 38-A attached hereto and by this reference made a part hereof.

2. Minimum Rate Tariff 2 (Appendix D to Decision No. 31606, as amended) is further amended by incorporating therein, to become effective December 30, 1972, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix are by this reference made a part hereof.

3. Minimum Rate Tariff 9-B (Appendix A to Decision No. 67766, as amended) is further amended by incorporating therein, to become effective December 30, 1972, Fourteenth Revised Page 18 attached hereto and by this reference made a part hereof.

4. Minimum Rate Tariff 19 (Appendix A to Decision No. 41363, as amended) is further amended by incorporating therein, to become effective December 30, 1972, Sixth Revised Page 36-A attached hereto and by this reference made a part hereof.

5. Common carriers subject to the Public Utilities Code, to the extent that they are subject to Decisions Nos. 65834, 31606, 67766 and 41363, as amended, are directed to establish in their tariffs the increases necessary to conform with the further adjustments herein of that decision.

6. Any provisions currently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariffs 1-B, 2, 9-B and 19 are authorized to be maintained in connection with the increased rates and charges directed to be established by ordering paragraph 5 hereof.

7. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariffs 1-B, 2, 9-B and 19 are authorized to increase such rates by the same amounts authorized herein for Minimum Rate Tariffs 1-B, 2, 9-B and 19.

8. Common carriers maintaining rates on the same level as Minimum Rate Tariffs 1-B, 2, 9-B and 19 rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariffs 1-B, 2, 9-B and 19 are authorized to increase said rates by the same amounts authorized herein for Minimum Rate Tariffs 1-B, 2, 9-B and 19.

9. 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 Tariffs 1-B, 2, 9-B and 19 are authorized to increase said rates by the same amounts authorized herein for Minimum Rate Tariffs 1-B, 2, 9-B and 19.

10. Tariff publications required or authorized to be made by common carriers as a result of this order shall be filed not earlier than the effective date of this order and may be made effective not earlier than the tenth day after the effective date of this order; on not less than ten days' notice to the Commission and to the public; such tariff publications as are required shall be made

effective not later than December 30, 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 hereof.

11. Common carriers, in complying with this order, 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.

12. In all other respects Decisions Nos. 65834, 31606, 67766 and 41363, 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 31st
day of NOVEMBER, 1972.

Vernon L. Stenger
President
William J. Rogers - D.
John W. Martin
Frank M. Mann

Commissioners

MINIMUM RATE TARIFF 1-B

SECTION 2--CLASS RATES (Concluded) In Cents Per 100 Pounds										ITEM							
(1) Rate Basis	Minimum Weight 10,000 Pounds except as provided in Note 1																
	100	92½	85	77½	70	65	60	55	50								
A	63	60	57	54	50	49	47	44	43								
B	69	66	62	59	55	53	51	48	47								
(1) Rate Basis	Minimum Weight 20,000 Pounds except as provided in Note 2																
	100	92½	85	77½	70	65	60	55	50								
A	59	56	53	50	47	45	44	41	40								
B	63	60	57	54	50	49	47	44	43								
(1) Rate Basis	Minimum Weight as provided in the Governing Classification, Section 2-B, 2-C or 2-D of the Exception Ratings Tariff or this tariff									6740							
	45	40	37½	37	37½	36	35	35	35								
A	38	37	36	35	35	34	33	33	33								
B	41	39	38½	38	38½	37	36	36	36								
<p>NOTE 1.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification or Section 2-B, 2-C or 2-D of the Exception Ratings Tariff, but in no event less than 10,000 pounds.</p> <p>NOTE 2.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification or Section 2-B, 2-C or 2-D of the Exception Ratings Tariff, but in no event less than 20,000 pounds.</p> <p>**</p> <p>(1) See Item 700.</p> <p>(2) Class 35 rates provided herein also apply in connection with Class 35.1, 35.2, 35.3 and 35.4 truckload ratings provided in Section 2-B, 2-C or 2-D of the Exception Ratings Tariff.</p>																	
* Change * Addition ** Note 3 eliminated				} Decision No.		80748											
EFFECTIVE																	
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA																	

APPENDIX A
LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 2

TWENTIETH REVISED PAGE 29
THIRD REVISED PAGE 41-C
THIRTY-THIRD REVISED PAGE 42
SEVENTH REVISED PAGE 42-A
THIRD REVISED PAGE 42-B
FIFTH REVISED PAGE 42-C
THIRTY-THIRD REVISED PAGE 43
THIRTY-THIRD REVISED PAGE 43-A
FORTY-FIRST REVISED PAGE 44
TWENTY-SECOND REVISED PAGE 44-A
TWENTY-NINTH REVISED PAGE 44-B

(END OF APPENDIX A LIST)

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM
EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF		
<p style="text-align: center;">RULES</p> <p>This tariff is subject to the following rules (items) of the Governing Classification:</p> <p>110. Sections 1, 3(a), 3(b), 3(c), 3(d), 4, 4(a), 4(b), 5, 6(a), 6(b), 6(c), 7, 7(a), 7(b), 7(c), 7(d), 8, 8(a), 8(b), 9, 10, 11(a), 11(b), 11(c), 12, 12(a), 12(b), 12(c), 12(d), 12(e), 12(f), 13(a), 13(b), 13(c), 14, 15, 15(a), 15(b), 15(c), 15(d), 15(e) and 16;</p> <p>200; 205; 210; 215; 220; 222; 225; 230; 235; 240; 245; 250; 255; 257; 260; 265; 270; 275; 280; 285; 291; 292; 294; 296; 297; 300; 310;</p> <p>360. Sections 1, 1(a), 1(b), 1(c), 1(d), 1(e), 1(f), 1(g), 1(h), 2, 2(a), 2(c), 2(d), 3 and 5;</p> <p>370; 381; 420. Sections 1, 2, 4 and 5; 421; 422; 423; 424; 426; 428;</p> <p>430. Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11(a), 11(b), 13 and 14;</p> <p>455; 520; 535; 540; 565; 580; 595; 640; 645; 680; 685; 687; 689; 765; 770. Section 2;</p> <p>780. Section 2; 810;</p> <p>845; 995; 997 (Section 2 only).</p>		280
APPLICATION OF EXCEPTION RATINGS NAMED IN THIS TARIFF		
<p>Unless otherwise specifically provided in individual items in this Section, the exception ratings named herein apply as follows:</p> <p>(a) Exception ratings provided in this Section which are designated as truckload ratings or are made subject to specified minimum weights supersede the "truckload" ratings and minimum weights in the Governing Classification and Exception Ratings Tariff, but do not supersede "less-truckload" or "any quantity" ratings provided in the Governing Classification and Exception Ratings Tariff.</p> <p>(b) Exception ratings provided in this Section which are designated as "less-truckload" or "any quantity" ratings, or are not subject to specified minimum weights, supersede the "less-truckload" and "any quantity" ratings shown in the Governing Classification and Exception Ratings Tariff but do not supersede the "truckload" ratings and minimum weight in the Governing Classification, Exception Ratings Tariff or in this Tariff.</p>		285
<p style="text-align: center;">Item canceled.</p>		0-290
EMPTY PACKAGES OR CARRIERS, SECONDHAND		
<p>When Empty Packages or Carriers, as described below, are offered for shipment at the rates published in this tariff:</p> <p>(a) Empty Packages or Carriers, secondhand, empty returned: The carrier must determine that such packages were moved filled and are being returned over the same carrier or carriers to consignor of the original filled packages at locations from which original filled packages were shipped or to another location;</p> <p>(b) Empty Packages or Carriers, secondhand, forwarded for return paying loads: Carrier must determine that such packages will, when filled, be moved over the same carrier or carriers to the consignor of the original empty packages at locations from which original empty packages were shipped or to another location; otherwise carrier will apply the ratings for secondhand packages or carriers not returned.</p>		291
<p>0 Increase, Decision No. 80748</p>		
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA		
Correction		

SECTION 2--CLASS RATES (Continued)
In Cents Per 100 Pounds

ITEM

MILES		Minimum Weight 10,000 Pounds except as provided in Note									
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1
0	3	90	86	81	76	72	69	66	62	60	56
3	5	91	87	82	77	73	70	67	64	61	57
5	10	95	90	86	81	76	73	70	66	63	59
10	15	98	93	88	83	78	75	73	68	65	61
15	20	100	95	90	85	80	77	74	70	67	63
20	25	103	98	93	87	82	79	76	72	69	65
25	30	104	99	94	88	83	80	77	73	70	66
30	35	106	100	95	90	85	82	78	74	71	67
35	40	110	104	99	93	88	84	80	76	72	68
40	45	111	105	100	94	89	85	82	77	73	69
45	50	113	107	102	96	90	87	83	78	74	70
50	60	115	109	104	98	92	89	85	81	77	72
60	70	119	113	107	101	95	92	88	83	80	75
70	80	123	117	111	105	98	95	90	86	83	77
80	90	125	119	113	106	100	96	92	88	85	79
90	100	129	123	116	110	103	99	95	90	88	81
100	110	131	124	118	111	105	101	97	92	89	83
110	120	135	128	122	115	108	104	100	95	92	85
120	130	140	133	126	119	112	108	104	98	95	88
130	140	143	136	129	122	114	110	106	100	97	90
140	150	145	138	131	123	116	112	107	102	99	91
150	160	149	142	134	127	119	115	110	104	101	94
160	170	154	146	139	131	123	119	114	108	105	97
170	180	156	148	140	133	125	120	115	109	106	98
180	190	160	152	144	136	128	123	118	112	109	101
190	200	163	155	147	139	130	126	121	114	111	103
200	220	168	160	151	143	134	129	124	118	114	106
220	240	174	165	157	148	139	134	129	122	118	110
240	260	178	169	160	151	142	137	132	125	121	112
260	280	184	175	166	156	147	142	136	129	125	116
280	300	188	179	169	160	150	145	139	132	128	118
300	325	191	181	172	162	153	147	141	134	130	120
325	350	196	186	176	167	157	151	145	137	133	123
350	375	201	191	181	171	161	155	149	141	137	127
375	400	206	196	185	175	165	159	152	144	140	130

⁶NOTE.—When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff.

⁶ Change, Decision No.

80748

EFFECTIVE

Correction

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

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM	
MILES		Minimum Weight 10,000 Pounds except as provided in Note										
over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
400	425	213	202	192	181	170	164	158	149	145	134	
425	450	219	208	197	186	175	169	162	153	149	138	
450	475	224	213	202	190	179	172	166	157	152	141	
475	500	230	219	207	196	184	177	170	161	156	145	
500	525	235	223	212	200	188	181	174	165	160	148	
525	550	241	229	217	205	193	186	178	169	164	152	
550	575	246	234	221	209	197	189	182	172	167	155	
575	600	251	238	226	213	201	193	186	176	171	158	
600	625	256	243	230	218	205	197	189	179	174	161	
625	650	261	248	235	222	209	201	193	183	177	164	
650	675	266	253	239	226	213	205	197	186	181	168	
675	700	271	257	244	230	217	209	201	190	184	171	
700	725	279	265	251	237	223	215	206	195	190	176	
725	750	285	271	257	242	228	219	211	200	194	180	
750	775	293	278	263	249	234	226	217	205	199	185	6505
775	800	298	283	268	253	238	229	221	209	203	188	
800	850	309	294	278	263	247	238	229	216	210	195	
850	900	321	305	289	273	257	247	238	225	218	202	
900	950	331	314	298	281	265	255	245	232	225	209	
950	1000	341	324	307	290	273	263	252	239	232	215	
1000	1050	353	335	318	300	282	272	261	247	240	222	
1050	1100	363	345	327	309	290	280	269	254	247	229	
1100	1150	374	355	337	318	299	288	277	262	254	236	
1150	1200	385	366	347	327	308	296	285	270	262	243	
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		10	10	9	9	8	8	8	7	7	7	
<i>NOTE.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff.</i>												
<i>Change, Decision No.</i> 80748												
EFFECTIVE												
<small>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</small>												
<small>Correction</small>												

MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (Continued)
In Cents Per 100 Pounds (See Exception)

ITEM

MILES		Minimum Weight 20,000 Pounds except as provided in Note									
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50 1
0	3	51	48	46	43	41	39	38	36	35	32
3	5	54	51	49	46	43	41	40	38	36	34
5	10	56	53	50	48	45	43	41	39	38	35
10	15	59	56	53	50	47	45	44	41	40	37
15	20	61	58	55	52	49	47	45	43	41	38
20	25	63	60	57	54	50	49	47	44	43	40
25	30	65	62	58	55	52	50	48	45	44	41
30	35	66	63	59	56	53	51	49	46	45	42
35	40	69	65	62	59	55	53	51	48	47	43
40	45	71	67	64	60	57	55	52	50	48	45
45	50	73	69	66	62	58	56	54	51	50	46
50	60	76	72	68	65	61	59	56	53	52	48
60	70	79	75	71	67	63	61	58	55	54	50
70	80	83	78	75	71	66	64	61	58	56	52
80	90	86	82	77	73	69	66	64	60	58	54
90	100	90	86	81	77	72	69	67	63	61	57
100	110	94	89	85	80	75	72	70	66	64	59
110	120	96	91	86	82	77	74	71	67	65	60
120	130	101	95	91	86	81	78	75	71	68	64
130	140	104	99	94	88	83	80	77	73	71	66
140	150	108	103	97	92	86	83	79	76	73	68
150	160	110	105	99	94	88	85	81	77	75	69
160	170	114	108	103	97	91	88	84	80	77	72
170	180	116	110	104	99	93	89	86	81	79	73
180	190	119	113	107	101	95	92	88	83	81	75
190	200	121	115	109	103	97	93	90	85	82	76
200	220	126	120	113	107	101	97	93	88	86	79
220	240	133	126	120	113	106	102	98	93	90	84
240	260	138	131	124	117	110	106	102	97	94	87
260	280	143	136	129	122	114	110	106	100	97	90
280	300	149	142	134	127	119	115	110	104	101	94
300	325	154	146	139	131	123	119	114	108	105	97
325	350	161	153	145	137	129	124	119	113	109	101
350	375	166	158	149	141	133	128	123	116	113	105
375	400	173	164	156	147	138	133	128	121	118	109

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.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff but in no event less than 20,000 pounds.

Change, Decision No.

80748

EFFECTIVE

correction

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

SECTION 2—CLASS RATES (Continued)
In Cents Per 100 Pounds (See Exception)

ITEM

MILES		Minimum Weight 20,000 Pounds except as provided in Note									
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1
400	425	179	170	161	152	143	138	132	125	122	113
425	450	185	176	167	157	148	142	137	130	126	117
450	475	191	181	172	162	153	147	141	133	130	120
475	500	196	186	176	167	157	151	145	137	133	123
500	525	203	193	183	173	162	156	150	141	137	127
525	550	206	196	185	175	165	159	152	144	140	130
550	575	211	200	190	179	169	162	156	148	143	133
575	600	218	207	196	185	174	168	161	153	148	137
600	625	223	212	201	190	178	172	165	156	152	140
625	650	228	217	205	194	182	176	169	160	155	144
650	675	235	223	212	200	188	181	174	165	160	148
675	700	240	228	216	204	192	185	178	168	163	151
700	725	246	234	221	209	197	189	182	172	167	155
725	750	253	239	227	215	202	195	186	176	171	158
750	775	258	245	232	219	206	199	190	180	175	162
775	800	263	250	236	224	210	203	194	183	178	165
800	850	269	256	242	229	215	207	199	188	183	169
850	900	274	260	247	233	219	211	203	192	186	173
900	950	279	265	251	237	223	215	206	195	190	176
950	1000	285	271	257	242	228	219	211	200	194	180
1000	1050	291	276	262	247	233	224	215	204	198	183
1050	1100	298	283	268	253	238	229	221	209	203	188
1100	1150	303	288	273	258	242	233	224	212	206	191
1150	1200	308	293	277	262	246	237	228	216	209	194
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		6	5	5	5	4	4	4	4	4	4

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.—When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff but in no event less than 20,000 pounds.

* Change, Decision No.

80748

EFFECTIVE

Correction

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

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds (See Exception)										ITEM	
MILES		6 Minimum Weight as provided in the Governing Classification. Exception Ratings Tariff or this tariff. (See Note)									
Over	But Not Over	45	40	37½	35	35.1	35.2	35.3	35.4		
0	3	34	30	29	28½	27	25	23	21		
3	5	35	32	31	30	28	27	24	21½		
5	10	37	34	33	32	29	28	25	22½		
10	15	38	35	33½	33	30	29	27	23		
15	20	40	36	35	34	32	30	28	24		
20	25	41	38	36	35	33	31	28½	25		
25	30	42	39	38	37	34	32	29	25½		
30	35	43	40	39	38	35	33	30	26½		
35	40	44	42	41	39	37	34	31	27		
40	45	46	43	42	41	38	34½	32	28		
45	50	47	45	44	43	39	35	33	29		
50	60	49	47	46	45	42	36	34	30		
60	70	51	50	49	48	43	39	35	32		
70	80	54	52	51	50	45	41	37½	33		
80	90	56	54	53	52	47	43	39	35		
90	100	57	56	54	53	49	44	41	36		
100	110	59	58	56	55	51	46	42	38		
110	120	62	59	58	57	53	48	44	40		
120	130	64	62	61	59	55	49	45	41		
130	140	66	64	63	62	57	51	46	42	6507	
140	150	68	66	65	64	58	52	48	43		
150	160	70	68	67	66	60	54	50	44		
160	170	73	70	69	68	62	56	52	46		
170	180	75	73	72	70	64	57	53	47		
180	190	77	75	74	73	66	59	54	48		
190	200	79	77	76	75	68	60	55	49		
200	220	82	80	79	78	71	63	57	52		
220	240	87	83	82	81	75	66	60	53		
240	260	90	87	86	85	78	68	63	55		
260	280	94	91	90	89	81	71	65	57		
280	300	98	94	93	92	85	75	67	58		
300	325	101	98	97	95	88	78	70	60		
325	350	105	101	100	99	91	81	72	63		
350	375	110	104	103	102	95	85	75	66		
375	400	112	108	106	105	98	87	77	68		
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.											
6 Change, Decision No. 80748											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

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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. (See Note)								
Over	But Not Over	45	40	37½	35	35.1	35.2	35.3	35.4	
400	425	115	111	110	109	101	90	81	71	
425	450	120	114	113	112	105	94	83	73	
450	475	123	118	117	115	108	96	86	75	
475	500	126	121	120	119	111	98	88	77	
500	525	130	124	123	122	114	101	90	81	
525	550	133	127	126	125	117	103	93	83	
550	575	136	131	130	128	119	107	96	85	
575	600	139	134	133	132	122	109	98	87	
600	625	143	137	135	134	124	112	100	89	
625	650	146	140	138	137	127	114	102	91	
650	675	150	144	142	140	130	118	106	94	
675	700	153	147	145	144	133	120	108	96	
700	725	158	150	148	147	135	123	111	98	
725	750	161	153	151	150	138	126	113	100	
750	775	164	157	153	152	141	128	115	102	
775	800	169	160	157	156	144	131	119	104	
800	850	173	164	161	160	147	134	122	107	
850	900	177	169	165	163	150	137	124	110	
900	950	182	173	170	167	153	140	127	113	
950	1000	186	176	173	171	157	144	129	115	
1000	1050	189	179	176	174	160	146	132	117	
1050	1100	193	183	179	177	163	148	134	120	
1100	1150	196	186	183	180	166	150	136	122	
1150	1200	199	189	187	183	170	152	138	125	
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.										
Change, Decision No. 80748										
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-----	411	390	370	349	329	316	304	288	279	259	
Minimum Weight:											
5,000 Pounds-----	158	150	142	134	126	122	117	111	107	100	
10,000 Pounds except as provided in Note 2-----	113	107	102	96	90	87	83	78	74	70	
20,000 Pounds except as provided in Note 3-----	73	69	66	62	58	56	54	51	50	46	
6 Class Rates shown below are intermediate in application subject to Note 1.											6509
	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)-----	47	45	44	43	39	35	33	29			
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.											
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.											
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 but in no event less than 20,000 pounds.											
NOTE 4.--Subject to the provisions of Items 292, 293 and 293.1 for volume incen- tive service and special volume incentive service.											

6 Change, Decision No.

80748

EFFECTIVE

Correction

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

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MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
BETWEEN						AND					
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-----	409	389	368	348	327	315	303	286	278	258	
Minimum Weight:											
5,000 Pounds-----	155	147	140	132	124	119	115	109	105	98	
10,000 Pounds except as provided in Note 2-----	111	105	100	94	89	85	82	77	73	69	
20,000 Pounds except as provided in Note 3-----	71	67	64	60	57	55	52	50	48	45	509.5
	6 Class Rates shown below are intermediate in application subject to Note 1.										
	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)-----	46	43	42	41	38	34½	32	28			
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.											
6 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.											
6 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 but in no event less than 20,000 pounds.											
NOTE 4.--Subject to the provisions of Items 292, 293 and 293.1 for volume incentive service and special volume incentive service.											
6 Change, Decision No. 80748											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

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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	548	521	493	466	438	422	406	384	373	345	
Minimum Weight:											
5,000 Pounds	266	253	239	226	213	205	197	186	181	168	
10,000 Pounds except as provided in Note 2	213	202	192	181	170	164	158	149	145	134	
20,000 Pounds except as provided in Note 3	179	170	161	152	143	138	132	125	122	113	6510
					Class Rates shown below are intermediate in application subject to Note 1.						
	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)	115	111	110	109	101	90	81	71			
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.											
6 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.											
6 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 but in no event less than 20,000 pounds.											
NOTE 4.--Subject to the provisions of Items 292, 293 and 293.1 for volume incentive service and special volume incentive service.											
6 Change, Decision No. 80748											
EFFECTIVE:											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

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)

Minimum Weight 20,000 pounds except as provided in Note 1.

100	92½	85	77½	70	65	60	55	50	50.1
69	65	62	59	55	53	51	48	47	43

* Minimum weight as provided in Governing Classification, Exception Ratings Tariff or this tariff.
(See Note 2)

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45	40	37½	35	35.1	35.2	35.3	35.4
44	42	41	39	37	34	31	27

* 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 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.

* Change, Decision No.

80748

EFFECTIVE

Correction

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

SECTION 1--RULES (Continued)	ITEM
Item canceled.	♦ 60
APPLICATION OF CLASS RATES THAT ARE PERCENTAGES, MULTIPLES OR PROPORTIONS OF SPECIFIC CLASS RATINGS	
Class ratings which are based on percentages, multiples or proportions of Class 100 or other specified class ratings are not restricted in their application solely to the minimum class rates in the any quantity weight brackets but will apply in connection with the minimum weight brackets set forth in this tariff applicable to the shipment transported.	70
APPLICATION OF GOVERNING PUBLICATIONS	
(a) This tariff is governed to the extent shown herein by:	
(1) The Governing Classification, except that this tariff is subject to the following rules (items) only thereof:	
110, Sections 1, 3(a), 3(b), 3(c), 3(d), 4, 4(a), 4(b), 5, 6(a), 6(b), 6(c), 7, 7(a), 7(b), 7(c), 7(d), 8, 8(a), 8(b), 9, 10, 11(a), 11(b), 11(c), 12, 12(a), 12(b), 12(c), 12(d), 12(e), 12(f), 13(a), 13(b), 13(c), 14, 15, 15(a), 15(b), 15(c), 15(d), 15(e) and 16;	
200; 205; 210; 215; 220; 222; 225; 230; 235; 240; 245; 250; 255; 257; 260; 265; 270; 275; 280; 285; 291; 292; 294; 296; 297; 300; 310;	
360, Sections 1, 1(a), 1(b), 1(e), 1(f), 1(g), 1(h), 2, 2(a), 2(c), 2(d), 3 and 5;	
370; 381; 420, Sections 1, 2, 4 and 5; 421; 422; 423; 424; 426; 428;	
430, Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11(a), 11(b), 13 and 14;	
455; 520; 535; 540; 565; 580; 595; 640; 645; 680; 685; 687; 689; 765; 770, Section 2; 780, Section 2; 810; 845; 995; 997 (Section 2 only).	
(2) Sections 2-C and 2-D only of the Exception Ratings Tariff.	
(3) The Dangerous Articles Tariff (California Regulations).	
(4) The Distance Table (territorial descriptions only - see Item 30 herein).	
(b) Where the ratings and rules or other provisions or conditions provided in the governing publications described in paragraph (a) are in conflict with those provided in this tariff, the provisions of this tariff will apply.	
(c) Except as otherwise specifically provided in this tariff, where the provisions of the Dangerous Articles Tariff are in conflict with the provisions set forth in this tariff or the otherwise governing publications referred to in paragraph (a), the provisions of the Dangerous Articles Tariff will apply.	
(d) Except as otherwise provided in this tariff, shipments subject to truckload ratings lower than Class 50 will be subject to rates provided for Class 50.	
♦ Increase, Decision No.	80748
	EFFECTIVE
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA

SECTION 3--CLASS RATES (Concluded) In Cents Per 100 Pounds										ITEM
Rate Basis (1)	Minimum Weight 10,000 Pounds. Except as Provided in Note 1									
	100	92½	85	77½	70	65	60	55	50	
A-----	69	66	62	59	55	53	51	48	47	
B-----	73	69	66	62	58	56	54	51	50	
C-----	91	86	82	77	73	70	67	64	62	
Rate Basis (1)	Minimum Weight 20,000 Pounds. Except as Provided in Note 2									6 370
	100	92½	85	77½	70	65	60	55	50	
A-----	66	63	59	56	53	51	49	46	45	
B-----	70	67	63	60	56	54	52	49	48	
C-----	75	71	68	64	60	58	56	53	51	
Rate Basis (1)	Minimum Weight as Provided in the Governing Classification. Section 2-B, 2-C or 2-D of the Exception Ratings Tariff or this tariff									
	45		40		37½		*(2)35			
A-----	43		41		40		40		40	
B-----	46		43		43		43		42	
C-----	49		47		46		46		45	
NOTE 1.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification or Section 2-B, 2-C or 2-D of the Exception Ratings Tariff, but in no event less than 10,000 pounds.										
NOTE 2.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification or Section 2-B, 2-C or 2-D of the Exception Ratings Tariff, but in no event less than 20,000 pounds.										
**										
(1) See Item 350.										
(2) Class 35 rates provided herein also apply in connection with Class 35.1, 35.2, 35.3 and 35.4 truckload ratings provided in Section 2-B, 2-C or 2-D of the Exception Ratings Tariff.										
Change) Addition) Decision No. 80748 Note 3 eliminated)										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										