

80326

ORIGINAL

Decision No. \_\_\_\_\_

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation )  
into the rates, rules, regulations, )  
charges, allowances, and practices )  
of all common carriers and highway )  
carriers relating to the transpor- )  
tation of 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 15).

Case No. 7783  
Petition for Modification  
No. 58  
(Filed August 17, 1972)

Richard W. Smith and A. D. Poe, Attorneys at Law, and  
H. Hughes, for petitioner.  
Emil P. Fleschuer, for Southern California Truck Leasing  
Company, and David G. Williams, for Williams  
Transportation, Inc., respondents.  
Jess J. Butcher, for California Manufacturers Association,  
protestant.  
William D. Mayer, for Cannery League of California;  
Guy Hancock, for Spreckels Sugar Co.; Robert A.  
Kormel, for Pacific Gas and Electric Company;  
Philip G. Blackmore, for California & Hawaiian  
Sugar Company; Tad Muraoka, for IBM Corporation;  
and R. M. Zaller, for Continental Can Company, Inc.;  
interested parties.  
Robert T. Baer, Attorney at Law, Robert E. Walker,  
and William Roe, for the Commission staff.

O P I N I O N

Minimum Rate Tariff 15 (MRT 15) names vehicle unit rates for the transportation of property between points in California by highway carriers. The California Trucking Association seeks a labor cost offset increase in such rates of approximately 4½ percent.

Public hearing was held before Examiner Gagnon on November 16, 1972 at San Francisco. Evidence was presented by a transportation analyst for petitioner and by the Commission's Transportation Division staff. The matter was submitted on November 24, 1972 upon receipt of late-filed staff Exhibit No. 5.

The vehicle unit rates contained in MRT 15 were last generally adjusted by Decision No. 80407, dated August 29, 1972, to reflect the highway carriers' labor costs as of July 1, 1972. The rates thus established were to become effective as of October 1, 1972. Said effective date was stayed, however, pursuant to the timely filing of a petition for rehearing on behalf of the California Manufacturers Association. By Decision No. 80712 dated November 8, 1972, the petition for rehearing was denied and the MRT 15 rates established by Decision No. 80407 became effective as of November 18, 1972. Petitioner has demonstrated in this proceeding that wage costs of the highway carriers will be further increased generally as of January 1, 1973, under terms and conditions of current labor contracts negotiated with the Teamster Union for the three-year period 1970-1973. In addition, various increases have occurred in the carriers' payroll taxes since the minimum rates were last adjusted. Such labor cost increases include:

1. A 20 cents per hour increase in the basic hourly wage rate.
2. A \$1 per week, per man, increase in carrier's contribution to a pension fund.
3. Adjustment in Health and Welfare payments.
4. Adjustment in payroll taxes to reflect:
  - A. 0.58 percent of \$4,200 taxable wages for Federal Unemployment Insurance (an increase of 0.08 percent in the rate).
  - B. 5.85 percent of \$10,800 taxable wages for Federal Insurance Contribution Act. (An increase of 0.65 percent in the rate and \$1,800 in the base taxable wages.)
5. Adjustment in the Workmen's Compensation rate from 5.76 percent to 6.13 percent per \$100, effective October 1, 1972.

Petitioner presented wage and allied payroll costs evidence showing the percentage increase in the January 1, 1973 labor costs over the like July 1, 1972 costs reflected in the current MRT 15 vehicle unit rates. The resulting percentage increase in costs was then employed by petitioner as the basis for its labor cost offset rate proposal. The increase thus established by petitioner amounts to approximately  $4\frac{1}{2}$  percent. The labor offset procedure employed by petitioner is not one of the methods suggested by Decision No. 76353 (70 Cal PUC 277). It also differs from the wage offset method used by the staff and held to be preferable in the last labor offset rate adjustment authorized by Decision No. 80407.

The Commission's Transportation Division staff again presented in this proceeding updated cost and rate studies that reflect increased labor costs as of January 1, 1973. The staff cost engineer used the previously accepted wage offset method for determining the percentage increase in the January 1, 1973 labor costs over the like July 1, 1972 cost data reflected in the current level of MRT 15 rate scales. The increase averages approximately 4 percent as compared to the  $4\frac{1}{2}$  percent labor offset adjustment proposed by petitioner. The staff rate witness did not utilize the percentage increase in costs computed by the staff cost witness as the datum plane for reflecting the January 1, 1973 labor costs in the MRT 15 rate scales. In lieu thereof, the staff rate witness increased the rates by the actual dollar amount of labor cost increase as computed by the staff cost witness (Exhibits 2 and 3). While petitioner agrees that the January 1, 1973 labor costs are properly reflected in the staff exhibits, exception is taken to the method employed by the staff rate witness to integrate such cost increases into the corresponding MRT 15 rate structure. The staff rate witness explained that in using the actual dollar amount of cost increase to develop the labor offset rate adjustment he followed the procedure adopted in Decision No. 80407.

The staff also presented a comparison (late-filed Exhibit 5) of the increased revenues it anticipates would result under petitioner's rate proposal as compared to the additional revenues contemplated under the MRT 15 rates developed by the staff. A summary of the pertinent portions of the staff's revenue proportions are:

ESTIMATED INCREASED REVENUE FOR 1973

	<u>Estimated Vehicle Unit Revenue 1973 (1)</u>	<u>Average Percentage Increase Sought</u>	<u>Estimated Increase Revenue Derived</u>	<u>Estimated Vehicle Unit Revenue 1973</u>
Petitioner	\$52,350,599	4½%	\$2,355,777	\$54,706,376
Staff	52,350,599	4%	2,094,024	54,444,623
Difference Petitioner vs. Staff				\$ 261,753

(1) Exclusive of Pet. 58 increases.

From the above summary it will be noted that, under the adjusted vehicle unit rates developed by the staff, petitioner's sought additional revenue to offset the January 1, 1973 labor cost increases of highway carriers is reduced by \$261,753. The above tabulation also indicates that total additional labor cost offset revenues of \$2,094,024 are anticipated under the staff adjusted rates.

Federal Wage-Price Control

Under Rule 23.1 of the Commission's Rules of Procedure rate increases intended to pass through increased costs resulting from taxes, other than income taxes, are not subject to procedures and guidelines established to give effect to the policies of the Federal Economic Stabilization Act of 1970, as amended. Under said act we have, therefore, only to consider here the increases in labor costs other than allied payroll taxes.

Petitioner contends that the January 1, 1973 wage cost increases are allowable costs which may properly serve as the basis for a rate adjustment under all applicable provisions of the Federal Economic Stabilization Act of 1970, as amended. The established MRT 15 vehicle unit rates are predicated upon labor costs which reflect wage rates and allied fringe benefits set forth in labor contracts negotiated for the three-year period 1970-1973. The January 1, 1973 wage increase constitutes the final semi-annual wage adjustment under the aforementioned labor agreement. The current provisions and guidelines of the Federal Price Commission provide that wage and salary increases negotiated prior to November 8, 1971 are allowable labor cost increases. In addition, any improvement in the productivity rate of the highway carriers under the MRT 15 vehicle unit rates will, to a substantial degree, result in a direct benefit to the shipper.

The Commission finds that:

1. The vehicle unit rates contained in Minimum Rate Tariff 15 reflect labor and allied payroll costs in effect generally as of July 1, 1972.
2. The highway carriers subject to the provisions of Minimum Rate Tariff 15 will generally experience further increases in their labor costs as of January 1, 1973. Those increased labor costs are not now reflected in the current minimum vehicle unit rates.
3. The labor cost offset studies of the Commission's Transportation Division staff reasonably and appropriately measure the impact of the increased labor costs involved herein and are consistent with the guidelines of the Federal Pay Board and Price Commission.
4. The labor cost offset rate adjustment developed by the Commission staff results in an overall increase of approximately 4 percent. This amount has been shown to be justified and will result in just, reasonable, and nondiscriminatory minimum vehicle unit rates for the services to which they apply.

5. 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, those provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for those common carriers. To the extent that the existing rates and charges of those 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 that same extent the rates and charges of the 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.

6. In compliance with Rule 23.1 of the Commission's Rules of Practice and Procedure, promulgated pursuant to the Federal Economic Stabilization Act of 1970, as amended, the evidence of record in this proceeding demonstrates that:

- (a) The increases in rates found justified herein apply to vehicle unit rates which the Commission has heretofore established as minimum rates for the transportation of property within California.
- (b) The increases average approximately 4 percent over the current level of minimum vehicle unit rates.
- (c) The increased minimum vehicle unit rates are cost justified as of January 1, 1973 and do not reflect future inflationary expectations.
- (d) The increased rates are required to assure continued, adequate, and safe service by carriers engaged in for-hire transportation of property under the vehicle unit rates within California.
- (e) The rate increases take into account expected productivity gains.
- (f) The dollar amount of the increased annual revenue which the upward adjustment in rates is expected to provide carriers collectively is about \$2,094,024 for the year 1973.

- (g) The additional revenue will offset like increases in the carriers' operating costs which are not reflected in the present rates. It is expected that the effect, if any, of the increased revenues upon carrier earnings will be minimal and will not increase the carriers' overall rate of return on capital.
- (h) The evidence does not establish that there are highway carriers available who are willing and capable of providing the service at the existing level of rates.

The Commission concludes that Petition No. 58 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 February 17, 1973, the 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. Common carriers, to the extent they maintain rates not otherwise specifically referenced in other ordering paragraphs hereof, are authorized to increase such rates by four percent.

8. 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 February 17, 1973, on not less than five days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than February 17, 1973; 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.

9. 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.



10. 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 9th day of JANUARY, 1972

Vernon L. Sturgeon  
President  
[Signature]  
[Signature]  
Commissioners

*I dissent*  
*[Signature]*, Commissioner:

Commissioner William Symons, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 15

FOURTEENTH REVISED PAGE 12

FIFTH REVISED PAGE 12-C

THIRTEENTH REVISED PAGE 14

FOURTEENTH REVISED PAGE 15

THIRTEENTH REVISED PAGE 18

THIRTEENTH REVISED PAGE 19

FOURTEENTH REVISED PAGE 22

TWELFTH REVISED PAGE 23

SECOND REVISED PAGE 24-C

THIRD REVISED PAGE 24-D

FOURTH REVISED PAGE 24-E

FOURTH REVISED PAGE 24-F

FOURTH REVISED PAGE 24-G

SECOND REVISED PAGE 24-H

SECOND REVISED PAGE 24-K

ELEVENTH REVISED PAGE 28

THIRTEENTH REVISED PAGE 29

THIRTEENTH REVISED PAGE 30

TWELFTH REVISED PAGE 31

(END OF APPENDIX A)

SECTION 1--RULES (Continued)	ITEM														
<p style="text-align: center;"><b>CHARGES FOR ESCORT SERVICE</b></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 \$11.95 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 border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;"><u>MINUTES</u></th><th style="text-align: center;"><u>But</u></th></tr> <tr> <th style="text-align: center;"><u>Over</u></th><th style="text-align: center;"><u>Not Over</u></th></tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td><td style="text-align: center;">8-----omit</td></tr> <tr> <td style="text-align: center;">8</td><td style="text-align: center;">23-----shall be 1/4 hour</td></tr> <tr> <td style="text-align: center;">23</td><td style="text-align: center;">38-----shall be 1/2 hour</td></tr> <tr> <td style="text-align: center;">38</td><td style="text-align: center;">53-----shall be 3/4 hour</td></tr> <tr> <td style="text-align: center;">53</td><td style="text-align: center;">60-----shall be 1 hour</td></tr> </tbody> </table>	<u>MINUTES</u>	<u>But</u>	<u>Over</u>	<u>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>But</u>														
<u>Over</u>	<u>Not Over</u>														
0	8-----omit														
8	23-----shall be 1/4 hour														
23	38-----shall be 1/2 hour														
38	53-----shall be 3/4 hour														
53	60-----shall be 1 hour														
<p style="text-align: center;"><b>CHARGES FOR PERMIT SHIPMENTS</b></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 \$13.25 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>Change ) Increase ) Decision No. <span style="font-size: 1.5em; font-weight: bold;">80926</span></p>															
<b>EFFECTIVE</b>															
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA															

Correction

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;"><b>CHARGES FOR LAYOVER AND SUBSISTENCE</b></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 \$9.95 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;"><b>ADDITIONAL CHARGES FOR TRANSPORTING WINE OR LIQUOR</b></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;"><b>ADDITIONAL CHARGES FOR TRANSPORTING HAZARDOUS ARTICLES</b></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
<p>of Change     ) Decision No.     <b>80926</b></p> <p>o Increase    )</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

## MINIMUM RATE TARIFF 15

THIRTEENTH REVISED, PAGE.....14  
CANCELS  
TWELFTH REVISED PAGE.....14

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	
	0A	0B
TRUCK WITHOUT TRAILER(2):		
Less than 9 feet(3)-----	1766(5)	1690(6)
9 feet but less than 12 feet(3)-----	1739(5)	1713(6)
12 feet and over, 2-axle(3)		
Flat or Van-----	1805(5)	1727(6)
Van, insulated-----	1829(5)	1751(6)
12 feet and over, 3-axle(3)		
Flat or Van-----	1839(8)	1733(7) (8)
Van, insulated-----	1864(8)	1758(7) (8)
Flat or Van-----	1962(9)	1823(7) (9)
Van, insulated-----	1977(9)	1848(7) (9)
TRUCK WITH TRAILER(4):		
Gas		
Flat or Van-----	2091	1976(7)
Van, insulated-----	2209	2093(7)
Diesel		
Flat or Van-----	2146	2038(7)
Van, insulated-----	2278	2172(7)
<div>6200</div>		
<div><div><div>(1) See Item 60.</div><div>(2) Trucks not suitable for use with trailing equipment.</div><div>(3) Linear loading space.</div><div>(4) Any combination of trucks and trailers, regardless of length.</div><div>(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.</div><div>(6) An additional charge of \$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>(7) An additional charge of \$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><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></div>		
<div><div>* Change</div><div>o Increase</div></div>	<div>Decision No.</div> <div>80926</div>	
EFFECTIVE		
<div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</div>		
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	1879	1946	1987	1998	2060	36
		B	1775	1826	1878	1894	1950	36
Flat-----	28 and Over	A	1901	1968	2009	2020	2082	58
		B	1826	1877	1929	1945	2000	58
Flat-----	Doubles (7)	A	1958	2025	2066	2077	2139	83
		B	1852	1903	1955	1971	2026	83
Van-----	Under 28	A	1893	1960	2001	2012	2074	50
		B	1789	1840	1892	1908	1964	50
Van-----	28 and Over	A	1927	1994	2035	2046	2108	84
		B	1852	1903	1955	1971	2026	84
Van-----	Doubles (7)	A	1985	2052	2093	2104	2166	110
		B	1879	1930	1982	1998	2053	110
Van, insulated--	Under 28	A	1961	2028	2069	2080	2142	118
		B	1857	1908	1960	1976	2032	118
Van, insulated--	28 and Over	A	1995	2062	2103	2114	2176	152
		B	1920	1971	2023	2039	2094	152
Van, insulated--	Doubles (7)	A	2126	2193	2234	2245	2307	251
		B	2020	2071	2123	2139	2194	251
Hopper Equip-								
ment (9):								
Semitrailer-----	Under 28	A	1894	1961	2002	2013	2075	51
		B	1790	1841	1893	1909	1965	51
Trailer-----	Under 28	A	----	----	----	----	----	64
		B	----	----	----	----	----	64
Doubles-----	(7)	A	----	2053	2094	2105	2167	111
		B	----	1931	1983	1999	2054	111
Converter gears,								
dollies (6)-----								
	---	A	----	----	----	----	----	19
		B	----	----	----	----	----	19
Shipper Owned:----								
	Under 28	A	1843	1910	1951	1962	2024	---
		B	1739	1790	1842	1858	1914	---
	28 and Over	A	1843	1910	1951	1962	2024	---
		B	1768	1819	1871	1887	1942	---
	Doubles (7)	A	1875	1942	1983	1994	2056	---
		B	1769	1820	1872	1888	1943	---

o210

(Continued in Item 211)

o Increase, except as noted  
o No change

Decision No.

80926

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	
	0A	0B
TRUCK WITHOUT TRAILER(2):		
Less than 9 feet (3)-----	1858(5)	1782(6)
9 feet but less than 12 feet(3)-----	1893(5)	1813(6)
12 feet and over, 2-axle(3)		
Flat or Van-----	1907(5)	1832(6)
Van, insulated-----	1942(5)	1865(6)
12 feet and over, 3-axle(3)		
Flat or Van-----	1948(8)	1844(7) (8)
Van, insulated-----	1973(8)	1864(7) (8)
Flat or Van-----	2059(9)	1953(7) (9)
Van, insulated-----	2084(9)	1978(7) (9)
TRUCK WITH TRAILER(4):		
Gas		
Flat or Van-----	2252	2149(7)
Van, insulated-----	2411	2310(7)
Diesel		
Flat or Van-----	2337	2237(7)
Van, insulated-----	2513	2414(7)
<div>6300</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(6) An additional charge of 6\$3.65 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A". 6(7) An additional charge of 6\$4.95 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>6 Change ) 0 Increase ) Decision No.</div>		
80926		
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA		
Correction		

## 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	1994	2076	2143	2156	2244	45	
		B	1889	1967	2031	2048	2130	45	
Flat-----	28 and Over	A	2027	2109	2176	2189	2277	78	
		B	1953	2031	2094	2112	2194	78	
Flat-----	Doubles(7)	A	2092	2174	2240	2254	2342	110	
		B	1985	2063	2126	2144	2226	110	
Van-----	Under 28	A	2015	2097	2164	2177	2265	66	
		B	1910	1988	2052	2069	2151	66	
Van-----	28 and Over	A	2063	2145	2212	2225	2313	114	
		B	1989	2067	2130	2148	2230	114	
Van-----	Doubles(7)	A	2130	2212	2278	2292	2380	148	
		B	2023	2101	2164	2182	2264	148	
Van, insulated-----	Under 28	A	2113	2195	2262	2275	2363	164	
		B	2008	2086	2150	2167	2249	164	o310
Van, insulated-----	28 and Over	A	2155	2237	2304	2317	2405	206	
		B	2081	2159	2222	2240	2322	206	
Van, insulated-----	Doubles(7)	A	2317	2399	2465	2479	2567	335	
		B	2210	2288	2351	2369	2451	335	
Hopper Equip-ment(9):									
Semitrailer-----	Under 28	A	2035	2117	2184	2197	2285	86	
		B	1930	2008	2072	2089	2171	86	
Trailer-----	Under 28	A	--	--	--	--	--	111	
		B	--	--	--	--	--	111	
Doubles-----	(7)	A	--	2253	2319	2333	2421	189	
		B	--	2142	2205	2223	2305	189	
Converter gears, dollies(6)-----									
		A	--	--	--	--	--	19	
		B	--	--	--	--	--	19	
Shipper Owned:									
	Under 28	A	1949	2031	2098	2111	2199	--	
		B	1844	1922	1986	2003	2085	--	
	28 and Over	A	1949	2031	2098	2111	2199	--	
		B	1875	1953	2016	2034	2116	--	
	Doubles(7)	A	1982	2064	2130	2144	2232	--	
		B	1875	1953	2016	2034	2116	--	

(Continued in Item 311)

o310

(Continued in Item 311)

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

80926

EFFECTIVE

Correction

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



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)-----	508(5)	487
8 feet but less than 12 feet(3)-----	518(5)	496
12 feet and over, 2-axle(3)		
Flat or Van-----	522(5)	502
Van, insulated-----	532(5)	511
12 feet and over, 3-axle		
Flat or Van-----	533(6)	505(6)
Van, insulated-----	540(6)	510(6)
Flat or Van-----	564(7)	535(7)
Van, insulated-----	571(7)	542(7)
TRUCK WITH TRAILER(4):		
Gas		
Flat or Van-----	617	589
Van, insulated-----	661	633
Diesel		
Flat or Van-----	640	613
Van, insulated-----	689	662
(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.	
80926		
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	546	568	587	590	615	12
		D	517	539	556	561	584	12
Flat-----	28 and Over	C	555	577	596	599	624	21
		D	535	556	574	579	601	21
Flat-----	Doubles (7)	C	573	595	613	617	642	30
		D	544	565	582	587	610	30
Van-----	Under 28	C	552	574	593	596	620	18
		D	523	544	562	567	589	18
Van-----	28 and Over	C	565	587	606	609	634	31
		D	545	566	586	588	611	31
Van-----	Doubles (7)	C	583	606	611	628	652	41
		D	554	576	593	598	620	41
Van, insulated--	Under 28	C	579	601	620	623	647	45
		D	550	571	589	594	616	45
Van, insulated--	28 and Over	C	590	613	631	635	659	57
		D	570	591	609	614	636	57
Van, insulated--	Doubles (7)	C	635	657	675	679	703	92
		D	606	627	644	649	672	92
Hopper Equip- ment (8) : Semitrailer-----	Under 28	C	557	580	598	602	626	24
		D	529	550	568	572	595	24
Trailer-----	Under 28	C	---	---	---	---	---	31
		D	---	---	---	---	---	31
Doubles-----	(7)	C	---	617	635	639	663	52
		D	---	587	604	609	632	52
Converter gears, dollies (6)-----	---	C	---	---	---	---	---	5
		D	---	---	---	---	---	5
Shipper Owned:-----	Under 28	C	533	556	574	578	602	--
		D	505	526	544	549	571	--
	28 and Over	C	533	556	574	578	602	--
		D	513	535	552	557	580	--
	Doubles (7)	C	543	565	583	587	611	--
		D	513	535	552	557	580	--

0410

(Continued in Item 411)

0410

(Continued in Item 411)

o Increase, except as noted )  
o No change )

Decision No.

80926

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				o Mileage Rates
	1	2	3	4	
TRUCK WITHOUT TRAILER (1):					
Less than 12 feet (2)-----	1335	1530	1980	2775	9½
12 feet and over, (2)					
Flat or Van-----	1350	1620	2045	2825	13½
Van Refrigerated (4)-----	1385	1655	2145	2865	13½
TRUCK WITH TRAILER (3)					
Flat or Van-----	1590	1890	2345	3110	25½
Van Refrigerated (4)-----	1855	2155	2630	3325	25½
(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 one cent per hour or fraction thereof shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.					0452
o Increase, except as noted } o No change } Decision No.					80926
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					

## 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				oExcess Trailing Equipment (2)#	
		1	2	3	4		
Carrier Owned:-							
Flat-----	---	1455	1725	2165	2970	50	
Flat-----	Doubles (3)#	1525	1830	2275	3065	120	
Van-----	---	1470	1750	2200	2995	70	
Van-----	Doubles (3)#	1550	1865	2315	3085	150	o 453
Van, insulated-----	---	1540	1790	2235	3025	85	
Van, insulated-----	Doubles (3)#	1695	1895	2345	3110	180	
Van, refrigerated (4)#-----	---	1610	1865	2323	3075	170	
Van, refrigerated (4)#-----	Doubles (3)#	1840	2085	2555	3260	335	
Hopper (6)#-----	---	1485	1750	2200	2995	55	
Hopper (6)#-----	Doubles (3)#	1585	1865	2315	3085	105	
Pneumatic (7)#	---	o1640	o2050	o2440	o3265	o 95	
Pneumatic (7)#	Doubles (3)#	o1825	o2235	o2635	o3450	o185	
Converter gears dollies (5)#-----	---	--	--	--	--	40	
Shipper Owned-----	Under 28	1420	1630	2075	2850	--	
	28 and Over	1440	1670	2125	2935	--	
	Doubles (3)#	1440	1670	2125	2935	--	
# See Item 451							

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

80926

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				oExcess Trailing Equipment (2)#
		1	2	3	4	
Carrier Owned:						
Flat-----	---	1495	1795	2240	3035	50
Flat-----	Doubles (3)#	1575	1870	2320	3095	120
Van-----	---	1515	1830	2275	3065	70
Van-----	Doubles (3)#	1600	1900	2355	3120	150
Van, insulated-----	---	1590	1865	2315	3095	85
Van, insulated-----	Doubles (3)#	1745	1930	2425	3170	180
Van, refrigerated (4)#-----	---	1665	1930	2390	3140	170
Van, refrigerated (4)#-----	Doubles (3)#	1890	2125	2605	3290	335
Hopper (6)#-----	---	1530	1835	2275	3175	55
Hopper (6)#-----	Doubles (3)#	1635	1905	2355	3125	105
Pneumatic (7)#	---	o1695	o2105	o2505	o3320	95
Pneumatic (7)#	Doubles (3)#	o1880	o2290	o2690	o3505	185
Converter gears, dollies (5)#-----	---	--	--	--	--	40
Shipper Owned-----	Under 28	1490	1715	2175	2965	--
	28 and Over	1490	1715	2175	2965	--
	Doubles (3)#	1490	1715	2175	2965	--
# See Item 451						

0454

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

80926

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-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 Hopper 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-----	---	1515	1760	2190	2990	50
Flat-----	Doubles (3)#	1585	1835	2325	3065	120
Van-----	---	1530	1790	2225	3015	70
Van-----	Doubles (3)#	1615	1905	2355	3120	150
Van, insulated-----	---	1610	1820	2255	3045	85
Van, insulated-----	Doubles (3)#	1755	1935	2390	3145	180
Van, refrigerated (4)#-----	---	1670	1895	2360	3095	170
Van, refrigerated (4)#-----	Doubles (3)#	1895	2090	2605	3295	335
Hopper (6)#-----	---	1545	1790	2225	3015	55
Hopper (6)#-----	Doubles (3)#	1645	1905	2355	3125	105
Pneumatic (7)#-----	---	o1715	o2125	o2525	o3340	o95
Pneumatic (7)#-----	Doubles (3)#	o1895	o2305	o2705	o3520	o185
Converter gears, dollies (5)#-----	---	--	--	--	--	40
Shipper Owned-----	Under 28	1480	1660	2130	2880	--
	28 and Over	1500	1685	2190	2965	--
	Doubles (3)#	1500	1685	2190	2965	--
# See Item 451						

0455

o Increase, except as noted )  
o No Change

Decision No.

80926

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-DIESEL, 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				o Excess Trailing Equipment (2) #
		1	2	3	4	
Carrier Owned:						
Flat-----	---	1575	1825	2275	3065	50
Flat-----	Doubles (3) #	1645	1900	2285	3120	120
Van-----	---	1590	1870	2315	3090	70
Van-----	Doubles (3) #	1680	1930	2390	3145	150
Van, insulated-----	---	1665	1895	2345	3120	85
Van, insulated-----	Doubles (3) #	1815	1960	2425	3170	180
Van, refrigerated (4) #-----	---	1740	1965	2425	3165	170
Van, refrigerated (4) #-----	Doubles (3) #	1950	2160	2635	3295	335
Hopper (6) #-----	---	1605	1875	2305	3105	55
Hopper (6) #-----	Doubles (3) #	1705	1930	2390	3150	105
Pneumatic (7) #-----	---	o1780	o2290	o2590	o3405	o95
Pneumatic (7) #-----	Doubles (3) #	o1965	o2375	o2975	o3590	o185
Converter gears, dollies (5) #-----	---	--	--	--	--	40
Shipper Owned-----	Under 28	1565	1750	2225	2990	--
	28 and Over	1565	1750	2225	2990	--
	Doubles (3) #	1565	1750	2225	2990	--
* See Item 451						

0456

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

80926

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

## 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)

◊ 457

1. Rate Basis 1-----	1065
2. Rate Basis 2-----	1480
3. Rate Basis 3-----	1875
4. Rate Basis 4-----	2705

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

◊ Increase, Decision No.

80926

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;"><b>FORKLIFT SERVICE RATES</b></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;">01100</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>	01100	155	6460
<u>Col. 1</u>	<u>Col. 2</u>								
(In Cents per Hour)									
<u>Forklift Operator</u>	<u>Forklift</u>								
01100	155								
<p>           ◊ Change     )            ◊ Increase   ) Decision No.         </p> <p style="text-align: center; font-size: 1.5em;">80926</p>									
<b>EFFECTIVE</b>									
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

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)-----	39	122	0 9	89	95	46	123	0 9	89
10,500 pound load or over(3)-----	40	125	010	92	95	46	123	010	92
Pulling trailer-----	41	128	010	96	97	47	126	010	96
TRACTOR									
Pulling one semitrailer-----	40	125	010	92	95	46	123	010	92
Pulling more than one trailer or semi- trailer-----	41	128	010	96	97	47	126	010	96

0520

- (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.

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

80926

EFFECTIVE

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

Correction

## 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									
	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)-----	400	745	560	1120	2230	1675	1150	1730	2285	
10,500 pound load or over(4)-----	410	760	570	1140	2275	1710	1150	1730	2285	
Pulling trailer-----	410	775	580	1165	2325	1745	1175	1765	2330	
TRACTOR:										
Pulling one semitrailer-----	410	760	570	1140	2275	1710	1150	1730	2285	
Pulling more than one trailer or semi- trailer-----	410	775	580	1165	2325	1745	1175	1765	2330	0530
(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 5:15 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.										
♦ Increase, Decision No. <b>80926</b>										
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						
	C				D		
	(5) Premium Hours		(6) Excessive Hours		(6) Excessive Hours		
	(7)	(8)	(7)	(8)	(7)	(9)	(10)
TRUCK:							
Less than 10,500 pound load(3)-----	400	560	1120	1675	1150	1730	2285
10,500 pound load or over(4)-----	410	570	1140	1710	1150	1730	2285
Pulling trailer-----	410	580	1165	1745	1175	1765	2330
TRACTOR:							
Pulling one semitrailer-----	410	570	1140	1710	1150	1730	2285
Pulling more than one trailer or semitrailer-----	410	580	1165	1745	1175	1765	2330
(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.							0540
♦ Increase, Decision No.  <div style="text-align: center; font-size: 1.5em;">80326</div>							
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
<p style="text-align: center;"><b>CHARGES FOR HELPERS</b></p> <p>When carrier furnishes help in addition to the driver, the following additional charges shall be made:</p>					
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.-----	1070	1010	1070	1010	
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.-----	1120	1130	1120	1130	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.-----	1490(3) 1115(4)	1130(5) 1490(6)	1115 ---	1130(5) 1490(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.-----	2235(3) 1675(4)	1695(5) 2240(6)	1675 ---	1695(5) 2240(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.					
o Increase, Decision No. 80926					
<p style="text-align: right;"><b>EFFECTIVE</b></p>					
Correction					ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

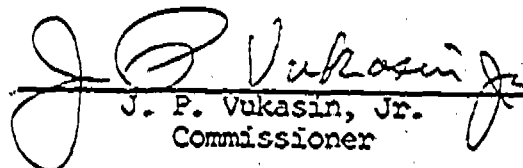
J. P. VUKASIN, JR., Commissioner, dissenting.

I dissent.

The increase in rates in MRT 15 is again the direct result of current labor contracts which will expire in 1973.

This decision pyramids wage offset costs which will be absorbed by the consumer at over \$2 million per year. Such increase is inflationary and has not been shown to be justified.

Increases are also authorized for common carriers to increase their published vehicle unit rates to the same level. The evidence is insufficient as to specific common carriers covering cost increases, past or future revenues and expenses, operating ratio or rate of return. In Decision No. 80786, dated December 5, 1972 (Case 5439 Pet 150) the Commission under similar circumstances rejected any increase in common carrier rates which exceed the rates in the minimum rate tariff.

  
J. P. Vukasin, Jr.  
Commissioner

San Francisco, California

January 9, 1973