

Decision No. 81326

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).

Case No. 5432  
Petition for Modification  
No. 739  
(Filed February 5, 1973)

INTERIM OPINION AND ORDER

Minimum rates for the statewide transportation of property by for-hire highway carriers are set forth in Minimum Rate Tariff 2 (MRT 2). Items 292 (Volume Incentive Service), 293, and 293.1 (Special Volume Incentive Service) of MRT 2 provide a basis for reduced minimum rates and charges. The California Trucking Association, petitioner, now seeks the establishment of a third volume incentive tariff rule in MRT 2 wherein further reductions in the otherwise applicable minimum rates would be made available to shippers who are willing and capable of contributing to further carrier cost savings than presently encouraged under existing incentive provisions of the tariff.

Petitioner's rate proposal is identified as a Premium Volume Incentive Service. The proposed incentive provisions, together with other related tariff proposals, are set forth in Exhibits A and B attached to the petition. The new volume incentive service incorporates most of the existing incentive provisions of

MRT 2, together with other suggested shipper-carrier cooperative efforts designed to further reduce transportation costs. Some of the more salient features of the proposed service not common to the provisions presently published in MRT 2 are:

1. Premium Volume Incentive Service applies only in connection with:
  - (a) Shipments transported for distances not exceeding 150 constructive miles or shipments moving under the point-to-point class rates applicable between the San Francisco Territory/Sacramento-Los Angeles Territories.
  - (b) Shipments transported (1) in bulk, (2) in barrels, drums, or steel cylinders, (3) on pallets, and (4) in packages (newsprint paper).
2. Proposed item does not apply to:
  - (a) Shipments requiring stringing service.
  - (b) Shipments transported in pneumatic equipment.
  - (c) Dangerous articles.
3. Proposed rule applies only when:
  - (a) Consignor tenders two or more shipments.
  - (b) Services of single driver only provided.
4. Charges for proposed Premium Volume Incentive Service:
  - (a) Minimum weight per shipment 48,000 pounds.
  - (b) When Applicable      Apply Rate Named For  
Class Rating Is:      Following Class Rating

(Subject to Proposed Item 293.3)

45	35
40	35.1
37-1/2	35.2
35	35.3
35.1	35.4
35.2	95% of 35.4
35.3	90% of 35.4
35.4	85% of 35.4

Under the present Volume Incentive Service rule named in Item 292 of MRT 2, incentive rates named for class ratings one rating lower than otherwise applicable apply. For shipments qualifying for Special Volume Incentive Service set forth in Items 293-293.1, incentive rates published for class ratings two ratings lower than otherwise applicable apply. Petitioner's proposed Premium Volume Incentive Service rule would make available incentive rates published for class ratings three ratings lower than otherwise applicable.

In connection with the rates applicable under the proposed Premium Volume Incentive Service, petitioner also seeks adoption of a tariff rule providing for a further reduction in freight charges when shipper makes multiple utilization of carriers' equipment. The proposed tariff item provides:

Item 293.3 (Multiple Utilization of Equipment):

"When the carrier picks up and transports in or on the same unit of carrier's equipment, utilizing the same driver, two or more of the shipments tendered in accordance with provisions making reference hereto, the charges for those shipments...exclusive of any accessorial charges, will be reduced by an additional 5% provided...the pickup of the second and any subsequent shipments...be preceded by delivery...of the shipment picked up immediately prior thereto..."

The petitioner states that it has been encouraged by the favorable results flowing from the existing incentive service provisions of MRT 2. The petition notes that in Decision No. 79952 dated April 18, 1972 in Case No. 5432 the Commission observed that:

"Whenever a joint carrier-shipper co-operative effort increases the carrier's efficiency of operations and thereby lowers the carrier's costs of operation, it is generally sound transportation economics to make a reasonable portion of such 'cost savings' available to the shipper through appropriate provisions in the tariff."

The proposed Premium Volume Incentive Service and Multiple Utilization of Equipment rules reflect no increase in rates and charges and afford shippers an opportunity to realize substantive reductions in their transportation costs. The petitioner explains that these tariff proposals create circumstances akin to those experienced under proprietary operations. The reduced minimum rates resulting under the suggested volume incentive program are more reflective of the lower costs frequently experienced by private carriers in like circumstances.

Since new transportation concepts are involved, petitioner requests that the proposed tariff rules be adopted on an experimental basis, subject to an expiration date of June 30, 1974. The Special Volume Incentive Service provisions presently set forth in Items 293 and 293.1 of MRT 2 are scheduled to expire with July 31, 1973. In Exhibit B attached to Petition 739 it is suggested that this expiration date be extended to June 30, 1974 with minor modifications deemed desirable in the light of past experience and to provide consistency with the other related volume incentive tariff items involved. Petitioner also recommends that the format of Item 142 (Delays to Equipment) in MRT 2 be clarified. The California Trucking Association believes that this is a proper matter for ex parte handling.

Copies of Petition 739 were furnished by petitioner to various chambers of commerce, shipper organizations, carriers, and carrier associations on or about February 1, 1973. The petition was listed on the Commission's Daily Calendar for February 7, 1973.

The California Manufacturers Association recommends that public hearings be held in this matter. The Highway Carriers Association has also registered its objection to the granting of Petition 739 by ex parte order. Neither party has indicated, however, the basis for its objection nor to what extent, if at all, they will participate and present probative evidence in this matter should it now be set for hearing. In response to the opposition for ex parte handling of Petition 739, petitioner directs attention to Decision No. 80314 wherein the Commission, in adopting petitioner's proposed Special Volume Incentive Service, found: "Petitioner's efforts to promote lower transportation costs through increases in operating efficiencies and economies are to be encouraged, have considerable merit and should be adopted." Petitioner now urges that, if a public hearing is to be held in this matter, the Commission issue its interim order authorizing the proposed Premium Volume Incentive Service immediately, subject to any modification subsequently found proper pursuant to such hearing. In view of the efforts of the Federal Government to stem current economic inflationary trends, through the announced objectives of its Cost of Living Counsel, petitioner's desire to generate productivity gains and share resulting cost savings with shippers through related reductions in minimum rates should not now be deferred pending public hearing in this proceeding.

Findings and Conclusions

1. Petitioner's suggested tariff provisions for Volume Incentive Service and related provisions for the Multiple Utilization of Carriers' Equipment constitute an effort to promote carrier operating efficiencies and economies resulting in cost savings to be shared with shippers.

2. Petitioner's efforts to promote lower transportation costs through productivity gains are to be encouraged, have considerable merit, and should be reflected in Minimum Rate Tariff 2 rates and charges.

3. Petitioner's suggested tariff rules for Premium Volume Incentive Service and Multiple Utilization of Equipment involves new transportation concepts, and any cost savings anticipated therefrom are not now fully known or capable of evaluation. The suggested adoption of such tariff rules on an experimental basis, subject to a June 30, 1974 expiration date, is just and proper. The like request to also extend the July 31, 1973 expiration date of the Special Volume Incentive Service provisions recently established in Minimum Rate Tariff 2 is similarly just and proper.

4. The proposed clarification of the established Special Volume Incentive Service provisions, in order to provide consistency with other related volume incentive tariff items currently in effect or proposed herein, is just and proper.

5. Any possible increase resulting from the adoption of petitioner's suggested clarification of the Special Volume Incentive Service provisions presently set forth in Minimum Rate Tariff 2 is technical in nature and is justified, and findings pursuant to Rule 23.1 of the Commission's Rules of Practice and Procedure are not required.

6. The proposed revision of Item 142 (Delays to Equipment) in Minimum Rate Tariff 2 is for clarification purposes only and should be adopted.

7. Subject to further review upon consideration of evidence which may be adduced at a public hearing in this proceeding, publication of petitioner's tariff proposals will result in just, reasonable, and nondiscriminatory minimum rates for the highway transportation of property governed thereby.

The Commission concludes that petitioner's proposed tariff provisions for (1) Premium Volume Incentive Service, (2) Multiple Utilization of Equipment, and (3) related tariff adjustments should be adopted and Minimum Rate Tariff 2 amended accordingly, subject to an expiration date of June 30, 1974 as recommended by petitioner. In view of the need for further operating experience under the Special Volume Incentive Service provisions recently established in Minimum Rate Tariff 2, we conclude that the present expiration date of July 31, 1973, published in connection with Items 293 and 293.1 of the tariff, should be extended to June 30, 1974. A public hearing will be scheduled in this proceeding.

IT IS ORDERED that:

1. Minimum Rate Tariff 2 (Appendix D to Decision No. 31606, as amended) is further amended by incorporating therein, to become effective June 2, 1973, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 31606, as amended, are directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered herein of that 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 2 are authorized to be maintained in connection with the increased rates and charges directed to be established by Ordering Paragraph 2 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 2 are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff 2 rates herein.

5. Common carriers maintaining rates on the same level as Minimum Rate Tariff 2 rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 2 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 2 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 2 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 2 rates herein.

7. Tariff publications required to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than the fifth day after the effective date of this order on not less than five days' notice to the Commission and to the public and such tariff publications shall be made effective not later than June 2, 1973; and the tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than the fifth day after the effective date of this order, and may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

8. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent



necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

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

10. A public hearing shall be scheduled in this proceeding for the receipt of evidence relative to a final disposition of Petition 739.

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

Dated at San Francisco, California, this 1st  
day of MAY, 1973.

William L. Stearns  
President  
William L. Stearns  
William L. Stearns  
William L. Stearns  
William L. Stearns  
Commissioners

APPENDIX A

LIST OF ORIGINAL AND REVISED PAGES TO  
MINIMUM RATE TARIFF 2

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FORTY-SECOND REVISED PAGE 3

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(END OF APPENDIX A LIST)

## CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. Correction numbers appearing on all added and revised pages will be numbered consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in tariff.

## \*CORRECTION NUMBERS

2741	2791	2841	2891	2941	2991
2742	2792	2842	2892	2942	2992
2743	2793	2843	2893	2943	2993
2744	2794	2844	2894	2944	2994
2745	2795	2845	2895	2945	2995
2746	2796	2846	2896	2946	2996
2747	2797	2847	2897	2947	2997
2748	2798	2848	2898	2948	2998
2749	2799	2849	2899	2949	2999
2750	2800	2850	2900	2950	3000
2751	2801	2851	2901	2951	3001
2752	2802	2852	2902	2952	3002
2753	2803	2853	2903	2953	3003
2754	2804	2854	2904	2954	3004
2755	2805	2855	2905	2955	3005
2756	2806	2856	2906	2956	3006
2757	2807	2857	2907	2957	3007
2758	2808	2858	2908	2958	3008
2759	2809	2859	2909	2959	3009
2760	2810	2860	2910	2960	3010
2761	2811	2861	2911	2961	3011
2762	2812	2862	2912	2962	3012
2763	2813	2863	2913	2963	3013
2764	2814	2864	2914	2964	3014
2765	2815	2865	2915	2965	3015
2766	2816	2866	2916	2966	3016
2767	2817	2867	2917	2967	3017
2768	2818	2868	2918	2968	3018
2769	2819	2869	2919	2969	3019
2770	2820	2870	2920	2970	3020
2771	2821	2871	2921	2971	3021
2772	2822	2872	2922	2972	3022
2773	2823	2873	2923	2973	3023
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2775	2825	2875	2925	2975	3025
2776	2826	2876	2926	2976	3026
2777	2827	2877	2927	2977	3027
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2779	2829	2879	2929	2979	3029
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2784	2834	2884	2934	2984	3034
2785	2835	2885	2935	2985	3035
2786	2836	2886	2936	2986	3036
2787	2837	2887	2937	2987	3037
2788	2838	2888	2938	2988	3038
2789	2839	2889	2939	2989	3039
2790	2840	2890	2940	2990	3040

\* Change. Decision No.

81326

EFFECTIVE

Correction

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

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;"><b>FAILURE TO ACCOMPLISH DELIVERY</b> (Applies only in connection with Items 129, 176, 177 and 179)</p> <p>Except as otherwise provided in the Dangerous Articles Tariff, if the carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours (excluding Saturdays, Sundays and holidays) after the first 7:00 A.M. following initial attempt of delivery, the shipment will be placed in storage and notice will be sent or given to consignor or consignee. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below or, at carrier's option, may be placed in a public warehouse at public storage rates.</p> <p>For each of the first five days, 5½ cents per 100 pounds. For the sixth and each succeeding day, 7½ cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less-73 cents; 6 days or more 112 cents. In computing time, any fractional part of 24 hours will be counted as one day. In computing charges, any fractional part of 100 pounds will be computed as 100 pounds. Shipments unloaded from vehicle and reloaded on vehicle for subsequent delivery will be subject to a charge of \$3.25 per ton in addition to all other charges set forth herein. During period in which component part is held in storage carrier's liability for loss or damage will be that of a warehouseman. Subsequent delivery from point of storage will be charged for as a new shipment.</p>	141
<p style="text-align: center;"><b>DELAYS TO EQUIPMENT</b></p> <p>1. Subject to the Exceptions below, whenever the elapsed time between commencement and completion of the loading or unloading of shipments subject to minimum weights of 10,000 pounds or more exceeds 8 minutes per ton (based on the weight on which transportation charges are computed), additional charges for delay time in excess of 8 minutes per ton shall be assessed as provided in Item 145. The charge provided in Item 145(b) for unit of equipment shall apply only when the accessorial or incidental service requires its use or when the unit of equipment is inactivated by reason of its driver or helper being engaged in such service (see Note).</p> <p>2. The provisions of this item shall not apply in connection with the placement of units of equipment under agreement with the shipper or consignee for loading by the shipper or unloading by the consignee when such agreement is recorded on the bill of lading or freight bill (see Note).</p> <p>3. The provisions of this item shall also apply in connection with:</p> <p>(a) Component parts of split pickup or split delivery shipments when the component part picked up or delivered weighs 10,000 pounds or more. In such instances, the charges assessed shall be based on the actual weight of the component part loaded or unloaded.</p> <p>(b) Shipments transported under the provisions of Items 200, 210, 220 and 230.</p> <p><b>NOTE</b>--For purposes of applying the provisions of this item, the term Unit of Equipment means a motor truck, trailer or semitrailer, exclusive of motor tractors.</p> <p><b>EXCEPTIONS:</b></p> <p>(A) The provisions of this item do not apply in connection with shipments of Whole Grain, in bags, subject to minimum weights of 10,000 pounds or more. See Item 143 for provisions applicable to such shipments.</p> <p>(B) Does not apply on shipments of plywood described in List B or commodities described in List C of Item 685, which are subject to the provisions of Item 710 (see Item 144).</p>	60 142
<p>Change ) Increase ) Decision No. <b>81326</b></p>	
<b>EFFECTIVE</b>	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA SAN FRANCISCO, CALIFORNIA</p>

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
EXCEPTIONS TO GOVERNING CLASSIFICATION AND SECTION 2 OF THE EXCEPTION RATINGS TARIFF	
<p style="text-align: center;">SPECIAL VOLUME INCENTIVE SERVICE          APPLICATION OF RATES          (Applies only when specific reference is made hereto)          (Items 293 and 293.1)</p> <p>1. The provisions of this item apply only when the bill of lading is annotated by the shipper with the words "Special Volume Incentive Service Requested." By such request the shipper agrees to the requirements of this item as a prerequisite to application of the provisions herein.</p> <p>2. The provisions of this item apply only in connection with:</p> <ul style="list-style-type: none"> <li>(a) Prepaid shipments released to one-half of actual value or 50 cents per pound per article, whichever is less.</li> <li>(b) Shipments consisting of not more than five commodities differently described (by item number) in the Governing Classification and not otherwise excluded under provisions of Paragraph 3.</li> <li>(c) Shipments loaded by consignor and unloaded by consignee with power equipment, furnished and used without expense to the carrier. In such circumstances, physical assistance of the carrier employee is restricted to work within or on carrier equipment and does not include stacking, unstacking, removal or placement of merchandise on pallets.</li> </ul> <p>3. The provisions of this item do not apply in connection with:</p> <ul style="list-style-type: none"> <li>⌘(a) Shipments, all or any portions of which are provided Temperature Control Service.</li> <li>⌘(b) Split Pickup shipments or Split Delivery shipments.</li> <li>(c) Shipments subject to Collect on Delivery (C.O.D.) or Order Notify Service.</li> <li>(d) Shipments which are transported from, to or between oil, water or gas well job sites; sites for drilling exploratory oil, water or gas wells; job sites, other than oil, water or gas well job sites, located off paved roads; or wharves. A job site means a point at which the shipment was, or is to be, used in the construction of a facility.</li> <li>⌘(e) Shipments transported under government bills of lading.</li> <li>(f) Shipments which are not loaded in their entirety during one calendar day.</li> <li>(g) Shipments subject to provisions of Item 85 (Shipments transported in Multiple Lots).</li> <li>(h) Shipments containing commodities for which exception ratings have been named in this tariff or the Exception Ratings Tariff (except Sections 2-B, 2-C and 2-D thereof).</li> <li>(i) Permit shipments.</li> </ul> <p style="text-align: right;">(Continued in Item 293.1)</p>	<p>(E) 800 293</p>
<p>⌘ (E) This item expires with June 30, 1974.</p> <p>⌘ Change )          ⌘ Increase ) Decision No. <b>81326</b>          ⌘ Reduction )</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,          SAN FRANCISCO, CALIFORNIA</p> <p>Correction</p>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM														
EXCEPTIONS TO GOVERNING CLASSIFICATION AND SECTION 2 OF THE EXCEPTION RATINGS TARIFF															
<p data-bbox="470 414 1082 513">SPECIAL VOLUME INCENTIVE SERVICE (Concluded) APPLICATION OF RATES (Applies only when specific reference is made hereto) (Items 293 and 293.1)</p> <p data-bbox="223 546 1247 589">4. The charge for service under the provisions of Item 293 shall be determined and applied as follows:</p> <p data-bbox="330 611 1205 677">(a) Determine the applicable truckload rating as provided in the Governing Classification or Sections 2-B, 2-C or 2-D (only) of the Exception Ratings Tariff.</p> <p data-bbox="330 698 1181 764">(b) Multiply the actual weight of the shipment, but not less than 96,000 pounds (see Note), by the rate determined in accordance with the table below:</p> <table data-bbox="495 786 1115 1026"> <tr> <td>When the applicable rating determined in accordance with paragraph 4 (a) is:</td><td>The rate to apply is that which corresponds to the rating shown below:</td></tr> <tr> <td>45</td><td>37½</td></tr> <tr> <td>40</td><td>35</td></tr> <tr> <td>37½</td><td>35.1</td></tr> <tr> <td>35</td><td>35.2</td></tr> <tr> <td>35.1</td><td>35.3</td></tr> <tr> <td>35.2</td><td>35.4</td></tr> </table> <p data-bbox="330 1048 1205 1135">NOTE.--If more than 2 units of equipment are required to transport the shipment, the minimum weight shall be determined by multiplying the number of units of equipment utilized (whether or not fully loaded) by 45,000 pounds.</p> <p data-bbox="223 1157 1263 1201">5. Rates resulting from application of this item do not alternate with other rates and charges in this tariff and may not be used in combination with any other rates.</p>	When the applicable rating determined in accordance with paragraph 4 (a) is:	The rate to apply is that which corresponds to the rating shown below:	45	37½	40	35	37½	35.1	35	35.2	35.1	35.3	35.2	35.4	<p data-bbox="1379 720 1428 797">(E) 293.1</p>
When the applicable rating determined in accordance with paragraph 4 (a) is:	The rate to apply is that which corresponds to the rating shown below:														
45	37½														
40	35														
37½	35.1														
35	35.2														
35.1	35.3														
35.2	35.4														
<p data-bbox="247 1244 751 1277">s(E) This item expires with June 30, 1974.</p> <p data-bbox="247 1288 784 1365">           s Change )            o Increase ) Decision No. <b>81326</b>            o Reduction )         </p>															
EFFECTIVE															
Correction <div data-bbox="817 1932 1428 1998" style="text-align: right;">             ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,              SAN FRANCISCO, CALIFORNIA.           </div>															



SECTION 1—RULES OF GENERAL APPLICATION (Continued)	ITEM
EXCEPTIONS TO GOVERNING CLASSIFICATION AND SECTION 2 OF THE EXCEPTION RATINGS TARIFF	
<p style="text-align: center;">PREMIUM VOLUME INCENTIVE SERVICE APPLICATION OF RATES (Applies only in connection with the truckload class rates named in Items 507 through 520)</p> <p>1. The provisions of this item apply only when the shipper annotates the required bill of lading with the statement "Premium Volume Incentive Service Requested." By such annotation, the shipper agrees to the requirements of this item as a prerequisite to application of the provisions herein.</p> <p>2. The provisions of this item apply only in connection with:</p> <ul style="list-style-type: none"> <li>(a) Prepaid shipments released to one-half of actual value or 50 cents per pound, per article, whichever is less.</li> <li>(b) Shipments consisting of not more than five commodities differently described (by item number) in the Governing Classification and not otherwise excluded under other provisions of this item.</li> <li>(c) Shipments loaded by consignor and unloaded by consignee with equipment furnished and used without expense to the carrier (see Note). An allowance of one hour free time for loading and one hour free time for unloading will be made for each shipment. Excess loading or unloading time will be charged for at the rates named in Item 145 herein. Time shall be computed from actual or shipper-designated time of arrival of carrier's equipment at place of loading or unloading, whichever is later, until loading or unloading is completed and the unit of equipment is released.</li> </ul> <p>NOTE --When fully loaded, each unit of equipment must comply with all governmental regulations relating to size and weight of loads upon vehicles operated over the public highways.</p> <ul style="list-style-type: none"> <li>(d) Shipments transported for distances not exceeding 150 constructive miles or shipments moving under rates in Item 510.</li> <li>(e) Shipments transported: <ul style="list-style-type: none"> <li>(1) In bulk (see Note):</li> </ul> <p>NOTE --For purposes of applying the provisions of this item, the following definition will apply:</p> <p>BULK means not in bags, sacks, packages or other containers except bins having a capacity of not less than 40 cubic feet.</p></li> <li>(2) In barrels, drums or steel cylinders</li> <li>(3) On elevating or lift truck pallets, platforms or skids or in unitized lots, loaded and unloaded by mechanical means (see Notes 1 and 2):</li> </ul> <p>NOTE 1--When transported on elevating or lift truck pallets, platforms or skids, the carrier will acknowledge receipt of a specified number of pallets, platforms or skids only.</p> <p>NOTE 2--For purposes of applying the provisions of this item, the following definition will apply:</p> <p>UNITIZED means (a) securely fastened on elevating or lift truck pallets, platforms or skids or (b) assembled into bundles with metal or wire strapping materials. <li>(4) In packages, viz.: Newsprint paper (151150) when in rolls, each weighing 750 pounds or more, loaded and unloaded by mechanical means.</li> <p style="text-align: center;">(Continued on following page)</p> </p>	<p style="text-align: right;">(E) *00 293.2</p>
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SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
EXCEPTIONS TO GOVERNING CLASSIFICATION AND SECTION 2 OF THE EXCEPTION RATINGS TARIFF	
<p style="text-align: center;">PREMIUM VOLUME INCENTIVE SERVICE (Continued) APPLICATION OF RATES (Applies only in connection with the truckload class rates named in Items 507 through 520)</p> <p>3. The provisions of this item do not apply in connection with:</p> <ul style="list-style-type: none"> <li>(a) Shipments, all or any portions of which are provided Temperature Control Service.</li> <li>(b) Split Pickup Shipments or Split Delivery Shipments.</li> <li>(c) Shipments subject to Collect on Delivery (C.O.D.) or Order Notify Service.</li> <li>(d) Shipments transported under government bills of lading.</li> <li>(e) Pool shipments.</li> <li>(f) Permit shipments.</li> <li>(g) Shipments containing one or more commodities which the Dangerous Articles Tariff prohibits being transported with other commodities at the same time in or on the same unit of equipment.</li> <li>(h) Shipments which are transported from, to or between: <ul style="list-style-type: none"> <li>(1) sites for drilling exploratory oil, water or gas wells or</li> <li>(2) wharves.</li> </ul> </li> <li>(i) Shipments which are transported from, to or between job sites, regardless of whether on or off paved roads. For purposes of applying the provisions of this item, job site means a point at which the shipment was, or is to be, used in construction of a facility.</li> <li>(j) Shipments, all or any portions of which require stringing services.</li> <li>(k) Shipments, all or any portions of which require sorting, segregating, dividing, stacking, unstacking or any other accessorial service not specifically authorized in this item.</li> <li>(l) Shipments transported in pneumatic equipment regardless of whether such pneumatic facilities are utilized in unloading. For purposes of applying provisions of this item, the term pneumatic equipment means carrier's equipment capable of unloading by air pressure in defiance of gravity.</li> <li>(m) Commodities described in the Dangerous Articles Tariff as Class A or B Explosives; Class A or B Poisons; or Class 1, 2 or 3 radioactive materials.</li> </ul> <p>4. The following provisions of this tariff shall not apply in connection with rates determined under this item:</p> <ul style="list-style-type: none"> <li>Item 70 - Weights - Gross Weights and Dunnage</li> <li>Item 120 - Application of Rates</li> <li>Item 142 - Delays to Equipment, paragraphs 1 and 3 only</li> <li>Item 262 - Rail Carloading and Unloading Charges - Metropolitan Los Angeles Area</li> </ul> <p>If any provisions of the Governing Classification, Exception Ratings Tariff or Section 1 of this tariff conflict with the provisions of this item, the provisions of this item will apply.</p> <p>5. Rates resulting from application of this item do not alternate with other rates and charges in this tariff and may not be used in combination with any other rates.</p> <p>6. Rates named in this item apply only when the consignor tenders two or more shipments (see Note) to the carrier at one time, at the same place subject to the following conditions:</p> <ul style="list-style-type: none"> <li>(a) Each of such shipments must meet all requirements of this item.</li> </ul> <p style="text-align: center;">(Concluded on following page)</p>	<p>(E) *00 293.2 (Con- tinued)</p>
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<p>PREMIUM VOLUME INCENTIVE SERVICE (Concluded) APPLICATION OF RATES (Applies only in connection with the truckload class rates named in Items 507 through 520)</p> <p>(b) The entire amount tendered under provisions of this item shall be available to the carrier for immediate transportation at the time of initial pickup.</p> <p>(c) The entire amount tendered under provisions of this item must be picked up by the carrier within a 24 hour period computed from 12:01 A.M. of the date on which the initial pickup commences.</p> <p>(d) Rates include the services of a single drive only, per shipment. No additional employees may be furnished nor may the carrier pay for services of helpers or other parties to perform, or assist in performance of loading, unloading or accessorial services rendered under this tariff, whether or not reimbursed therefor.</p> <p>NOTE--For purposes of applying the provisions of this item, the term "shipment" means a quantity of freight tendered to a carrier by one consignor at one place at one time for delivery to one consignee at one place on one bill of lading and transported at one time in or on one unit of equipment.</p> <p>7. The charge for service under the provisions of this item shall be determined and applied as follows:</p> <p>(a) Determine the applicable truckload rating as provided in the Governing Classification, the Exception Ratings Tariff or this tariff.</p> <p>(b) Multiply the actual weight of the shipment, but not less than 48,000 pounds, by the rate determined in accordance with the table below:</p> <table> <tr> <td>When the rating determined in accordance with Paragraph 7(a) is</td><td>The rate to apply is that which corresponds to the rating shown below (subject to Item 293.3)</td></tr> <tr> <td>45</td><td>35</td></tr> <tr> <td>40</td><td>35.1</td></tr> <tr> <td>37½</td><td>35.2</td></tr> <tr> <td>35</td><td>35.3</td></tr> <tr> <td>35.1</td><td>35.4</td></tr> <tr> <td>35.2</td><td>95% of 35.4</td></tr> <tr> <td>35.3</td><td>90% of 35.4</td></tr> <tr> <td>35.4</td><td>85% of 35.4</td></tr> </table>	When the rating determined in accordance with Paragraph 7(a) is	The rate to apply is that which corresponds to the rating shown below (subject to Item 293.3)	45	35	40	35.1	37½	35.2	35	35.3	35.1	35.4	35.2	95% of 35.4	35.3	90% of 35.4	35.4	85% of 35.4	<p>(E) *00 293.2 (Con- cluded)</p>
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<p>(E) This item expires with June 30, 1974.</p> <p>* Addition ) ◊ Increase ) Decision No. <b>81326</b> ◊ Reduction )</p>																			
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SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
EXCEPTIONS TO GOVERNING CLASSIFICATION AND SECTION 2 OF THE EXCEPTION RATINGS TARIFF	
<p style="text-align: center;">MULTIPLE UTILIZATION OF EQUIPMENT (Applies only when specific reference is made hereto)</p> <p>When the carrier picks up and transports in or on the same unit of carrier's equipment, utilizing the same driver, two or more of the shipments tendered in accordance with provisions making reference hereto, the charges for those shipments moving in or on the same unit of carrier's equipment, exclusive of any accessorial charges, will be reduced by an additional 5 percent provided, however, that the pickup of the second and any subsequent shipments transported in accordance with this item must be preceded by delivery to the consignee of the shipment picked up immediately prior thereto (see Notes 1 and 2).</p> <p>NOTE 1--The provisions of this item shall in no way be interpreted as requiring the carrier or its employees to operate in violation of State or Federal hours of service regulations or other provisions of law precluding carrier from transporting two shipments in or on the same piece of equipment within the allotted time period.</p> <p>NOTE 2--Shipments moving under the provisions of this item, where the point of origin is located in the Central Coastal Territory, must be picked up between the hours of 8:00 A.M. and 5:00 P.M. (see Exception).</p> <p>EXCEPTION: If origin is in San Francisco or San Mateo County, shipments must be picked up between the hours of 8:15 A.M. and 5:15 P.M.</p>	<p>(E) *00 293.3</p>
<p>(E) This item expires with June 30, 1974.</p> <p>* Addition ) o Increase ) Decision No. <b>81326</b> o Reduction )</p>	
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