

ORIGINAL

Decision No. 81656

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. 52
(Filed February 8, 1972;
Amended April 17, 1972)

Jess J. Butcher, for California Manufacturers
Association, petitioner.
Arlo D. Poe, Attorney at Law, J. C. Kaspar and H. F.
Kollmyer, for California Trucking Association;
Frank Loughran, Attorney at Law, for L. B. Foster,
Wigle & Larimore, Benicia Industries, and Basalt
Rock; Hugh T. Jones, for Continental Can Co;
Robert A. Kormel, for Pacific Gas and Electric
Company; Geoffrey B. Fink, for The Dow Chemical
Co.; R. A. Schwarting, for Hills Bros. Coffee,
Inc.; Harold Summerfield, for Bethlehem Steel
Corp.; Edward A. Guldaman, for Stauffer Chemical
Co.; P. W. Pollock, for Fibreboard Corporation;
William D. Mayer, for Canners League of Cali-
fornia; William A. Bowdridge, for Guy F. Atkinson
Co.; Wayne R. Tinker, for Diamond Shamrock
Chemical Co.; and Richard A. Starr, for Morton
Salt Company; interested parties.
Gary E. Haas, for the Commission staff.

O P I N I O N

Minimum Rate Tariff 15 (MRT 15) names vehicle unit rates.
Yearly, monthly, and weekly rates are provided for statewide appli-
cation. Hourly rates are provided for portions of Los Angeles and
Orange Counties. Hourly vehicle unit rates in San Francisco and

in the East Bay are named in Minimum Rate Tariffs 19 and 1-B, respectively. By this petition, California Manufacturers Association (CMA) seeks establishment in MRT 15 of hourly vehicle rates within a San Francisco Bay Area territory.^{1/}

Public hearing was initially held July 24, 1972 at San Francisco before Examiner Turpen. The California Trucking Association (CTA) asked for further time to consider and analyze the proposal. An adjourned hearing was held on September 11, 1972, at which time the matter was submitted.

Petitioner presented thirteen witnesses in support of the establishment of hourly vehicle unit rates. Eleven of these represented shippers in the area involved. One represented the Benicia Industrial Park, and another represented the Napa County Development Council. All of these witnesses stressed the necessity of establishing hourly rates. Petitioner asserted that there is a significant movement of traffic between the various points in the Bay Area, which would be generated for the carriers should hourly rates be established. It is unnecessary to repeat the substance of this testimony except to say that petitioner's witnesses have demonstrated that a need exists for hourly vehicle rates within the San Francisco Bay Area territory.

Petitioner's original petition asked that the staff conduct studies to establish the rates. This was amended by a proposal to establish hourly rates by applying a formula using the weekly rates applicable in the East Bay Area and dividing such rates by 40, and then adding an additional 10 percent. Petitioner states that this was the method used to determine the base hourly rates in the Los Angeles Area.

^{1/} The proposed territory would include the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara, and portions of Sonoma and Solano Counties.

The CTA opposed petitioner's proposals. At the adjourned hearing on September 11, 1972, requested by CTA, their representative did not present any evidence in rebuttal. Instead he read into the record a letter of August 31, 1972 addressed to the Commission which stated CTA's position that petitioner had failed to make its case.

Findings

1. A need has been demonstrated to support the establishment of hourly vehicle unit rates within the San Francisco Bay Area territory.

2. Rates based on petitioner's proposal will result in just, reasonable, and nondiscriminatory minimum rates.

3. Hourly rates currently applicable in the San Francisco and East Bay Drayage Areas, as published in Minimum Rate Tariffs 19 and 1-B, respectively, should be continued and used as an alternative with the rates established by this order depending on the specific contract signed between shipper and carrier.

Conclusion

The Commission concludes that the petition should be granted and that Minimum Rate Tariff 15 should be amended as set forth in the following order.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 15 (Appendix B to Decision No. 65072, as amended) is hereby further amended by incorporating therein, to become effective August 31, 1973, the pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix are by this reference 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 authorized to establish in their tariffs the amendments necessary to conform with the amendments ordered herein.

3. Tariff publications authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten 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.

4. Common carriers, in establishing and maintaining the change 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 change published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

5. 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 31st day of JULY, 1973.

William J. Gorman, Jr. President

[Signature]
[Signature] Commissioners

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

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

APPENDIX - A

LIST OF ORIGINAL AND REVISED PAGES TO
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(END OF APPENDIX A LIST)

ARRANGEMENT OF TARIFF

This is a loose-leaf tariff arranged as follows:

- SECTION 1--Rules
- SECTION 2--Yearly Vehicle Unit Rates
- SECTION 3--Monthly Vehicle Unit Rates
- SECTION 4--Weekly Vehicle Unit Rates
- SECTION 4-A--Hourly Vehicle Unit Rates (Metropolitan Los Angeles Area)
- * SECTION 4-B--Hourly Vehicle Unit Rates (San Francisco Bay Area)
- SECTION 5--Mileage Rates and Other Accessorial Charges
- SECTION 6--Form of Document

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* Addition, Decision No.

81656

EFFECTIVE

Correction

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

SECTION 1--RULES (Continued)	ITEM
<p align="center">APPLICATION OF TARIFF--CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the Highway Carriers' Act, and apply for transportation of property by radial highway common carriers, highway contract carriers and cement contract carriers as defined in said Act.</p>	20
<p align="center">APPLICATION OF TARIFF--TERRITORIAL</p> <p>This tariff applies between all points within the State of California.</p>	30
<p align="center">APPLICATION OF TARIFF--COMMODITIES</p> <p>(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p> <p>This tariff applies for the transportation of all commodities except those for which rates are provided in Minimum Rate Tariffs 3-A, 4-B, 6-A, 7, 8, 10, 12, 13, and 17-A. (See Note 1)</p> <p>NOTE 1.--The provisions of Section 4-A herein will not apply on shipments of Plywood (113620 and 113625), Lumber (112870, 112880 and 112890), Wooden Railroad Ties (113450) and Wooden Timbers (112940) when transported between points of origin and destination all of which are located within 150 constructive miles of Metropolitan Zone 229 as described in the Commission's Distance Table 7 computed in accordance with the method provided therein.</p>	40
<p align="center">APPLICATION OF RATES (Items 50, 51 and 52)</p> <p>(a) This tariff applies only when, prior to the transportation of the property, the shipper enters into a written agreement with the carrier as provided in Items 90 and 91 and only when the property is transported by one carrier for one shipper. When such agreement is executed, rates otherwise provided in the Commission's Minimum Rate Tariffs will not apply.</p> <p>(b) The rates shall be governed by the Rate Bases as described in Item 60.</p> <p>(c) The rates herein, except those contained in Sections 4, Weekly Vehicle Unit Rates, and 4-A and 4-B, Hourly Vehicle Unit Rates, are limited to service performed within a radius of 250 air miles from the base of operations designated in the written agreement provisions of Items 90 and 91. Written agreements may not be combined nor construed so as to permit one-way operations in excess of 250 air miles.</p> <p>(d) The base yearly, monthly and weekly rates as set forth in Items 200 through 411 apply as follows:</p> <ol style="list-style-type: none"> The yearly rates in Items 200, 210 and 211 apply when the shipper enters into a written agreement with the carrier for a period of one year or more. The rates set forth are one-twelfth of the annual charge. The rates do not include service performed on Saturdays, Sundays or holidays. For service performed on these days the additional charges provided in Item 520 are applicable. The monthly rates in Items 300, 310 and 311 will apply for periods of 30 consecutive days. The rates do not include service performed on Saturdays, Sundays or holidays. For service performed on these days the additional charges provided in Item 520 are applicable. The weekly rates in Items 400, 410 and 411 will apply for a period of 5 consecutive days excluding Saturdays, Sundays or holidays. The daily rates for Saturdays, Sundays and holidays as set forth in Item 520 may be combined with the weekly rates when the days of service are continuous. <p align="center">(Continued in Item 51)</p>	50
<div> <div> Change * Addition </div> <div> Decision No. <div>81656</div> </div> </div>	
EFFECTIVE	
<div>Correction</div> <div align="right">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</div>	

SECTION 1--RULES (Continued)		ITEM													
APPLICATION OF RATES (Continued) (Items 50, 51 and 52)															
6(e) Hourly rates in Sections 4-A and 4-B apply as follows:															
<div><div>(1) DRIVER and EQUIPMENT: The number of hours of service shall be computed from the time the carrier's equipment leaves the carrier's established depot until the time carrier's equipment returns to carrier's established depot. When carrier's equipment is dispatched to first point of origin from other than carrier's established depot, the number of hours of service shall be computed from the time carrier's equipment arrives at first point of origin plus 15 minutes. When carrier's equipment does not return to carrier's established depot after unloading at last point of destination, hours of service shall be computed to the time carrier's equipment leaves last point of destination, plus 15 minutes.</div><div>(2) HELPERS: The helper's hours of service for each service shall be computed from the time helper is engaged to perform loading, unloading, stringing operation or other related service or is required to ride carrier's vehicle, whichever is earlier, and ending at the time the loading, unloading, stringing or other related service is completed, or the helper is returned to the point at which he was engaged at start of service whichever is later.</div><div>(3) Allowances shall be made for delays due to failure of carrier's equipment or time taken out for meals.</div><div>(4) When the service performed extends over more than one day and the equipment is not returned to carrier's terminal the period of time the driver and/or helper is off-duty shall not be included in the hours of service.</div><div>(5) After the total time has been computed it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:</div><div><div>MINUTES</div><table><tr><td>Over</td><td>But Not Over</td><td></td></tr><tr><td>0</td><td>8</td><td>-----Omit</td></tr><tr><td>8</td><td>38</td><td>-----Shall be 1/2 hour</td></tr><tr><td>38</td><td>60</td><td>-----Shall be 1 hour</td></tr></table></div><div>(6) There shall be a minimum charge of four hours service at the applicable rate, unless otherwise provided in specific items.</div><div>(7) HEAVY OR BULKY FREIGHT--LOADING OR UNLOADING:<div><div>(a) When freight in a single container, or freight secured to pallets, platforms or lift truck skids, or freight in any other authorized form of shipment (1) weighs 500 pounds or more per package or piece, or (2) if the greatest dimension exceeds 8 feet or the greatest and intermediate dimension each exceeds 4 feet, loading shall be performed by the consignor and unloading shall be performed by the consignee. On request of consignor or consignee, the truck driver will assist the consignor or the consignee in loading or unloading.</div><div>(b) The provisions of paragraph (a) will not apply if such freight weighing less than 500 pounds (1) exceeds 8 feet but does not exceed 22 feet in its greatest dimension and does not exceed 2 feet in its intermediate dimension, or (2) if it does not exceed 10 feet in its greatest dimension and does not exceed 5 feet in its intermediate dimension and does not exceed 1 foot in its least dimension.</div></div></div></div>			Over	But Not Over		0	8	-----Omit	8	38	-----Shall be 1/2 hour	38	60	-----Shall be 1 hour	651
Over	But Not Over														
0	8	-----Omit													
8	38	-----Shall be 1/2 hour													
38	60	-----Shall be 1 hour													
6 Change) * Addition) Decision No.		81656													
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA															
Correction															

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SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">APPLICATION OF RATES (Concluded) (Items 50, 51 and 52)</p> <p>*(f) The number of driver's hours of service for each day will be computed from the time at which carrier's driver commences either operating the motor vehicle or performing other related service, whichever is sooner, and ending at the time that carrier's driver either ceases operating the motor vehicle or performing other related service, whichever is later, subject to the special layover and subsistence provisions of Item 150.</p> <p>The number of helper's hours of service for each day shall be computed from the time helper is engaged to perform loading, unloading and other related service or required to ride carrier's vehicle, whichever is sooner, and ending at the time the loading or unloading service is completed, or the helper is returned to the point at which he was engaged at start of day, whichever is later.</p> <p>Included in each 8 hours service out of 9 consecutive hours will be two rest periods, not to exceed 15 minutes each. Time taken for lunch of one hour or less will not be included in hours of service performed.</p> <p>(g) The rates apply for the exclusive use of the equipment furnished.</p> <p>(h) In the event that a unit of equipment has become temporarily inoperable while engaged in transportation under this tariff, the carrier may substitute another unit of equipment at the rates agreed upon in the written agreement until such time as the original unit of equipment is operable.</p> <p>*(i) The rates in Items 200 through 411 and Items 520 through 540 include the service of the driver only. When the carrier furnishes help in addition to the driver, the additional charges as provided in Item 550 will be assessed.</p> <p>(j) Rates do not include weighmaster fees and bridge or ferry tolls. Such fees and tolls, when incurred by the carrier, shall be added to the transportation charges.</p> <p>(k) When in response to shipper's request carrier's equipment is painted, lettered or marked, or when special equipment or accessories, e.g., forklifts, uniforms, etc., are furnished by the carrier, in connection with transportation which is performed subject to the rates named in this tariff, a reasonable charge therefor shall be made by the carrier against the shipper. In no event shall the charge be less than the cost of the painting, lettering or marking or the costs applicable to the use of the special equipment or accessories.</p> <p>*(l) Rates in this tariff are subject to the articles shipped being released by the shipper at a valuation of not in excess of fifty cents per pound per article.</p> <p>* Paragraphs (f), (i) and (l) are not applicable to hourly rates in Sections 4-A and *4-B.</p>	552
<p>Change) Addition) Decision No.</p> <p style="text-align: center; font-size: 1.5em;">81656</p>	
EFFECTIVE	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">RATE BASES</p> <p>Rate Basis "A" applies when the base of operations as set forth in the written agreement is located within the Counties of Alameda, Contra Costa, Lake, Marin, Mendocino, Monterey, Napa, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Solano or Sonoma.</p> <p>Rate Basis "B" applies when the base of operations as set forth in the written agreement is located within one of the other counties in the State not named in Rate Basis "A".</p> <p>Rate Basis "C" applies when the base of operations as set forth in the written agreement is located within the Cities of Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont and service is performed wholly within the external boundaries of these cities.</p> <p>Rate Basis "D" applies when the base of operations as set forth in the written agreement is located within:</p> <ul style="list-style-type: none"> (a) The Metropolitan Los Angeles Zone consisting of Los Angeles and Orange Counties and service is performed wholly within the exterior boundaries of these counties; or (b) The San Diego Drayage Area, as defined in Minimum Rate Tariff 9-B, and service is performed wholly within the exterior boundaries of said drayage area. <p>Rate Basis "E" applies for transportation service performed wholly within the exterior boundaries of the Metropolitan Los Angeles Area, consisting of Metropolitan Zones 201 through 258 as described in Section 2-A of Distance Table 7.</p> <p>*Rate Basis "F" applies for transportation service between all points and places in the Counties of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Napa and that portion of Sonoma County lying between the San Pablo Bay and California State Sign Route 37; also, that portion of Solano County lying south of the Napa-Solano County boundary line, commencing at the western end of Solano County where the Sonoma, Napa and Solano County Boundary lines mutually intersect; easterly along the Napa-Solano County boundary line to its intersection with Interstate Highway 80; thence southerly along Interstate Highway 80 to Columbus Parkway; thence easterly and southerly along Columbus Parkway to Lake Herman Road; thence easterly along Lake Herman Road to California State Sign Route 21; thence due east along an imaginary line to Suisun Bay; thence due south along an imaginary line to the Solano-Contra Costa County boundary line in Suisun Bay; thence westerly and along the Solano County boundary line to the point of beginning.</p>	<p style="text-align: center;">660</p>
<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>	<p style="text-align: center;">70</p>
<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>	<p style="text-align: center;">80</p>
<p>6 Change } • Addition } Decision No. 81656</p>	
EFFECTIVE	
<p>Correction</p> <p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">WRITTEN AGREEMENT (Items 90 and 91)</p> <p>Prior to the transportation of the property, the shipper must enter into a written agreement with the carrier. This agreement shall show:</p> <ul style="list-style-type: none"> (a) Provisions agreeing to the rules of Minimum Rate Tariff 15 and to rates at a level no lower than those of said tariff. (b) A clause governing adjustment of the rates and charges in the event that the provisions of Minimum Rate Tariff 15 are changed. (c) Date transportation service is to commence. (d) Type of carrier's motor power equipment. (e) Type of trailer or semitrailer equipment, when applicable. (f) Identification of each piece of equipment either by license number or otherwise. (g) Lineal loading space of each unit of equipment in feet. * (h) Base of operations. (i) Base rate. (j) Rate per mile. + (k) Rate for accessorial equipment. (l) Duration of the written agreement. (m) Declared valuation. (n) The agreement shall be in substantially the following form, and the original or a copy thereof shall be retained and preserved by the carrier, at a location within the State of California, subject to Commission's inspection, for a period of not less than three years from the date of its issuance. <p>⊘ *Not applicable to hourly rates in Sections 4-A and *4-B.</p> <p>⊘ *Applicable only to hourly rates in Sections 4-A and *4-B.</p> <p style="text-align: center;">(Continued in Item 91)</p>	890
<div style="display: flex; justify-content: space-between;"> <div> ⊘ Change) * Addition) </div> <div> Decision No. 81656 </div> </div>	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> <div>Correction</div> <div> ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA </div> </div>	

SECTION 1--RULES (Continued)	ITEM
<p>WRITTEN AGREEMENT (Concluded) (Items 90 and 91)</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p style="text-align: right;">Date.....</p> <p>In accordance with the provisions of Minimum Rate Tariff 15, I hereby elect to have transported (Identify Transaction)</p> <p>by under rates and charges at a level (Name of Carrier)</p> <p>no lower than those of said tariff, subject to the following terms:</p> <p>Date transportation service is to commence.....</p> <p>Duration of agreement.....</p> <p>Base of Operations (Street Address) (City)</p> <p>Type of Carrier's Motor Power Equipment and Identification</p> <p>Type of Trailer or Semitrailer Equipment and Identification, when applicable</p> <p>.....</p> <p>Lineal Loading Space.....</p> <p>Base Rate</p> <p>Hourly: \$</p> <p>Weekly: \$</p> <p>Monthly: \$</p> <p>Yearly: \$ per calendar month.</p> <p>Rate Per Mile (In Cents)</p> <p>#The property transported under this agreement is released by the shipper at a valuation of not in excess of 50 cents per pound per article.</p> <p>In the event that a change is made in the minimum rates, the portion of the week or month prior to the effective date of the change will be prorated at the former rates and the remaining days in the week or month will be prorated at the new rates.</p> <p>Shipper By (Name in Full) (Name in Full)</p> <p>Confirmed:</p> <p>Carrier By (Name in Full)</p> <p>* Not applicable to hourly rates in Sections 4-A and *4-B.</p> </div>	<p>891</p>
<div style="display: flex; justify-content: space-between;"> <div> * Change) * Addition) </div> <div> Decision No. 81656 </div> </div>	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> <div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</div> </div>	

*SECTION 4-B

HOURLY VEHICLE UNIT RATES

(Applicable only for transportation services performed
wholly within Rate Basis F - San Francisco Bay Area)

* Addition, Decision No.

81656

EFFECTIVE

Correction

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

SECTION 4-B HOURLY VEHICLE UNIT RATES (Continued)	ITEM
<p style="text-align: center;">SPECIAL RULES APPLYING IN CONNECTION WITH ITEMS 482, 483, 484, 485, 486 and 487</p> <p>Rate Basis 1 applies when Rate Basis 2, 3 or 4 is not applicable. Rates are limited to 8 hours service between the hours of 8:00 A.M. and 5:00 P.M.</p> <p>Rate Basis 2 applies on Saturday and Sunday and for all hours in excess of 8 out of 9 consecutive hours on days other than those ratable under Rate Basis 3 or 4.</p> <p>Rate Basis 3 applies on New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day and Christmas Day. Rates are limited to 8 hours service between the hours of 8:00 A.M. and 5:00 P.M.; for all hours worked on Sunday when Sunday is the 7th consecutive day worked.</p> <p>Rate Basis 4 applies for all hours in excess of 8 out of 9 consecutive hours on days ratable under Rate Basis 3 (Except on Sunday).</p>	*480
<p style="text-align: center;">SPECIAL DEFINITIONS AND RULES APPLYING IN CONNECTION WITH RATES IN THIS SECTION (See Notes 1 and 2) (Applies only when specific reference is made hereto)</p> <p>(1) Lineal Loading Space in feet.</p> <p>(2) Trailers or semitrailers furnished by carrier in excess of the number of vehicles or combination of vehicles operated as a single unit. Rates for semis, except for sets of doubles, do not include dollies or converter gears. Excess trailing equipment may not be operated in combination with other units of carrier's equipment as sets of doubles unless the basic hourly rate for use of motor-power equipment together with doubles is assessed.</p> <p>(3) Doubles mean two semis and dolly, or semi and trailer, any lawful combination length.</p> <p>(4) Rates include temperature control service.</p> <p>(5) Converter Gears, dollies and other auxiliary trailing equipment.</p> <p>(6) Hopper equipment is equipment capable of unloading only by gravity.</p> <p>(7) Pneumatic equipment is equipment capable of unloading by use of air pressure in defiance of gravity.</p> <p>NOTE 1.--Rates apply according to the type of carrier's motor-power equipment in combination with the trailing equipment as described.</p> <p>NOTE 2.--An additional charge of 8½ cents per hour shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.</p>	*481
<p>* Addition, Decision No. 81656</p>	
EFFECTIVE	
<p>Correction</p>	<p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

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

ITEM

HOURLY VEHICLE UNIT RATES
(Not Subject to Item 481)

Base rates in cents per hour per unit of carrier's equipment. Mileage rates in cents per mile are to be added to rates provided in Columns 1, 2, 3 and 4, respectively. (Subject to Notes 1, 2, 3 and 4.)

Type of Carrier's Motor Power Equipment	RATE BASIS				Mileage Rates
	1	2	3	4	
TRUCK WITHOUT TRAILER (1):					
Less than 12 feet (2)-----	1410	1415	2040	2930	9½
12 feet and over, (2)-----					
Flat or Van-----	1485	1740	2250	3110	13½
Van Refrigerated (4)-----	1525	1920	2360	3155	13½
TRUCK WITH TRAILER (3)					
Flat or Van-----	1725	2050	2545	3375	25½
Van Refrigerated (4)-----	2015	2335	2855	3610	25½

*482

- (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 483 may be used in combination with rates for trucks with trailers as provided herein.

NOTE 4.--An additional charge of 11 cents per hour or fraction thereof shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.

81656

* Addition, Decision No.

EFFECTIVE

Correction

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

SECTION 4-B--HOURLY VEHICLE UNIT RATES (Continued)							ITEM
HOURLY VEHICLE UNIT RATES							
<u>TRACTOR-GAS, 2-Axle</u>							
Base rate in cents per hour per unit of carrier's equipment. Rates do not include a charge for miles operated. See Item 488 for Mileage Rates and Item 487 for Helper Rates.							
Type of Trailer or Semitrailer Equipment	Trailer or Semitrailer Length (1)#	RATE BASIS				Excess Trailing Equipment (2)#	
		1	2	3	4		
Carrier Owned:							
Flat-----	---	1545	1830	2300	3155	50	
Flat-----	Doubles (3)#	1605	1925	2395	3225	120	
Van-----	---	1570	1870	2350	3200	70	*483
Van-----	Doubles (3)#	1635	1965	2445	3255	150	
Van, insulated-----	---	1645	1915	2390	3230	85	
Van, insulated-----	Doubles (3)#	1790	1995	2475	3280	180	
Van, refrigerated (4)#-----	---	1720	1995	2480	3285	170	
Van, refrigerated (4)#-----	Doubles (3)#	1940	2195	2700	3440	335	
Hopper (6)#-----	---	1560	1840	2310	3145	55	
Hopper (6)#-----	Doubles (3)#	1695	1995	2475	3300	105	
Pneumatic (7)#-----	---	1720	2155	2560	3430	95	
Pneumatic (7)#-----	Doubles (3)#	1950	2390	2815	3690	185	
Converter gears dollies (5)#-----	---	---	---	---	---	40	
Shipper Owned-----	Under 28	1495	1715	2185	3000	---	
	28 and Over	1515	1735	2205	3045	---	
	Doubles (3)#	1525	1770	2250	3110	---	
* See Item 481							

* Addition, Decision No.

81656

EFFECTIVE

Correction

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

SECTION 4-B—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 488 for Mileage Rates and Item 487 for Helper Rates.

Type of Trailer or Semitrailer Equipment	Trailer or Semitrailer Length (1)#	RATE BASIS				Excess Trailing Equipment (2)#
		1	2	3	4	
Carrier Owned:						
Flat-----	---	1630	1960	2440	3310	50
Flat-----	Doubles (3)#	1685	2000	2480	3375	120
Van-----	---	1650	1995	2480	3340	70
Van-----	Doubles (3)#	1680	2070	2565	3400	150
Van, insulated-----	---	1735	2035	2525	3370	85
Van, insulated-----	Doubles (3)#	1835	2105	2640	3450	180
Van, refrigerated (4)#-----	---	1815	2105	2605	3425	170
Van, refrigerated (4)#-----	Doubles (3)#	1985	2315	2835	3585	335
Hopper (6)#-----	---	1645	1970	2445	3415	55
Hopper (6)#-----	Doubles (3)#	1745	2035	2515	3555	105
Pneumatic (7)#-----	---	1825	2260	2690	3570	95
Pneumatic (7)#-----	Doubles (3)#	2005	2445	2870	3740	185
Converter gears, dollies (5)#-----	---	--	--	--	--	40
Shipper Owned-----						
	Under 28	1580	1820	2305	3145	--
	28 and Over	1580	1820	2305	3145	--
	Doubles (3)#	1605	1845	2345	3195	--
* See Item 481						

* See Item 481.

*484

* Addition, Decision No.

81656

EFFECTIVE

Correction

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

SECTION 4-B--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 488 for Mileage Rates and Item 487 for Helper Rates.

Type of Trailer or Semitrailer Equipment	Trailer or Semitrailer Length (1)#	RATE BASIS				Excess Trailing Equipment (2)#
		1	2	3	4	
Carrier Owned:						
Flat-----	---	1635	1900	2365	3225	30
Flat-----	Doubles (3)#	1695	1965	2485	3280	120
Van-----	---	1655	1935	2405	3260	70
Van-----	Doubles (3)#	1725	2035	2515	3335	150
Van, insulated-----	---	1740	1970	2435	3295	85
Van, insulated-----	Doubles (3)#	1875	2070	2555	3360	180
Van, refrigerated (4)#-----	---	1805	2050	2550	3350	170
Van, refrigerated (4)#-----	Doubles (3)#	2025	2230	2780	3520	335
Hopper (6)#-----	---	1655	1920	2395	3230	55
Hopper (6)#-----	Doubles (3)#	1755	2030	2515	3335	105
Pneumatic (7)#-----	---	1835	2280	2705	3580	95
Pneumatic (7)#-----	Doubles (3)#	2020	2455	2890	3760	185
Converter gears, dollies (5)#-----	---	--	--	--	--	40
Shipper Owned-----	Under 28	1590	1785	2290	3095	--
	28 and Over	1590	1785	2320	3145	--
	Doubles (3)#	1615	1815	2360	3195	--

See Item 481

* Addition, Decision No.

81656

EFFECTIVE

Correction

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

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

ITEM

HOURLY VEHICLE UNIT RATES

TRACTOR-DIESEL, 3-Axis

Base rate in cents per hour per unit of carrier's equipment. Rates do not include a charge for miles operated. See Item 488 for Mileage Rates and Item 487 for Relpar Rates.

Type of Trailer or Semitrailer Equipment	Trailer or Semitrailer Length (1)#	RATE BASIS				Excess Trailering Equipment (2)#
		1	2	3	4	
CARRIER OWNED:						
Flat-----	---	1705	1975	2460	3320	50
Flat-----	Doubles (3)#	1765	2040	2470	3350	120
Van-----	---	1725	2030	2510	3350	70
Van-----	Doubles (3)#	1795	2060	2535	3340	150
Van, insulated-----	---	1805	2055	2545	3385	85
Van, insulated-----	Doubles (3)#	1940	2095	2595	3400	180
Van, refrigerated (4)#-----	---	1805	2135	2630	3430	170
Van, refrigerated (4)#-----	Doubles (3)#	2085	2165	2820	3520	335
Wopper (6)#-----	---	1720	2010	2470	3330	55
Wopper (6)#-----	Doubles (3)#	1825	2065	2560	3375	105
Pneumatic (7)#-----	---	1905	2455	2775	3655	95
Pneumatic (7)#-----	Doubles (3)#	2100	2540	3185	3850	185
Converter gears, Collies (5)#-----	---	--	--	--	--	40
SHIPPER OWNED:						
	Under 20	1655	1850	2355	3165	--
	20 And Over	1655	1850	2355	3165	--
	Doubles (3)#	1680	1980	2390	3210	--

* See Item 481

*486

* Addition, Decision No.

81656

EFFECTIVE

Correction

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

SECTION 4-B--HOURLY VEHICLE UNIT RATES (Continued)		ITEM
<p align="center">HELPER RATES</p> <p>When carrier furnishes help in addition to the driver, the following additional rates shall be charged:</p>		
Service Performed:	Rate per Man per Hour (In Cents) (1)	*487
Rate Basis 1-----	1065	
Rate Basis 2-----	1480	
Rate Basis 3-----	1875	
Rate Basis 4-----	2705	
(1) The minimum charge per engagement shall be the charge for four hours.		
<p>* Addition. Decision No. 81656</p>		
EFFECTIVE		
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 4-B--HOURLY VEHICLE UNIT RATES (Continued)					ITEM	
MILEAGE RATES (Subject to Notes 1, 2 and 3)						
Type of Trailer or Semitrailer Equipment	Trailer or Semitrailer Length	Type of Carrier's Motor Power Equipment				
		Tractor-Gas		Tractor-Diesel		
		2-axle	3-axle	2-axle	3-axle	
Carrier Owned:		RATES(1)				
Flat-----	---	20½	23½	18	19	
Flat-----	Doubles (2)	23½	26½	21	22	
Van-----	---	20½	23½	18	19	
Van-----	Doubles (2)	23½	26½	21	22	
Van, insulated----	---	20½	23½	18	19	
Van, insulated----	Doubles (2)	23½	26½	21	22	
Van, refrigerated--	---	20½	23½	18	19	
Van, refrigerated--	Doubles (2)	23½	26½	21	22	
Hopper(6)#-----	---	20½	23½	18	19	
Hopper(6)#-----	Doubles (2)	23½	26½	21	22	*488
Pneumatic(7)#-----	---	21	24	19	20	
Pneumatic(7)#-----	Doubles (2)	24	27	22	23	
Shipper Owned-----	(3)	16½	19½	14	16	
#See Item 481.						
<p>(1) Rates in cents per mile to be added to rates provided in Items 453 through 456.</p> <p>(2) Sets of doubles, any combination length.</p> <p>(3) Any combination length that may be operated as a single unit.</p> <p>NOTE 1.--Rates apply according to the type of carrier's motor-power equipment in combination with the trailing equipment as described.</p> <p>NOTE 2.--The total miles operated will be determined by computing the number of speedometer miles registered during the period that service is performed, beginning at the carrier's established depot and ending upon return to carrier's established depot. When point of dispatch for service is other than carrier's established depot, total miles shall be computed by speedometer beginning at point of dispatch, plus 5 miles. When carrier's equipment does not return to carrier's established depot after release from service, mileage shall be computed to point of release, plus 5 miles.</p> <p>NOTE 3.--This item will not apply to pool shipments for which special rates are provided in Item 177 of Minimum Rate Tariff 2.</p>						
* Addition, Decision No. 81656						
EFFECTIVE						
Correction						ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 4-B--HOURLY VEHICLE UNIT RATES (Concluded)	ITEM								
<p style="text-align: center;">FORKLIFT SERVICE RATES</p> <p>When carrier supplies forklift for loading and/or unloading at other than carrier's established depot or a wharf, the following rates shall be assessed in addition to all other applicable rates and charges contained in the tariff:</p> <table> <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;">1100</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>	1100	155	*490
<u>Col. 1</u>	<u>Col. 2</u>								
(In Cents per Hour)									
<u>Forklift Operator</u>	<u>Forklift</u>								
1100	155								
<p>* Addition, Decision No. 81656</p>									
EFFECTIVE									
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA								