

ORIGINAL

Decision No. 85573

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
for the purpose of considering and)
determining minimum rates for)
transportation of motor vehicles)
and related items statewide as)
provided in Minimum Rate Tariff 12)
and the revisions or reissues)
thereof.)

Case No. 5604
Order Setting Hearing 52
(Filed March 25, 1975)

A. J. Woodard, for Robertson Truck-A-Ways, Inc.;
Martin H. Richards, for Port Terminal Transport,
Inc.; R. H. Brunt, for Hadley Auto Transport;
W. F. Raymond, for Imported Auto Transport;
Bertram Hughes and Richard Horan, for General
Overland Auto Transport; and Frank Ogi, for
Insured Transporters, Inc.; respondents.
Kenlyn L. Kanouse, Attorney at Law, for Volkswagen
of America, protestant.
Richard W. Smith, Attorney at Law, R. C. Broberg,
and H. W. Hughes, for California Trucking
Association; James Swanson and Kirk Ever, for
Toyota Motor Sales, U.S.A., Inc. and Toyota
Motor Distributor, Inc.; and Frank Jacobs, for
Nissan Motor Corp., U.S.A.; interested parties.
Robert Walker, G. H. Morrison, and Clyde Neary,
for the Commission staff.

INTERIM OPINION

Minimum Rate Tariff 12 (MRT 12) contains rates and rules governing the statewide transportation of motor vehicles in secondary movement by truckaway service.^{1/} The charges resulting under the provisions of MRT 12 over the past several years have been subject to a series of cost offset surcharges, currently amounting to 38 percent. In Petition 49, as amended, the California Trucking Association (CTA) sought to have the present surcharges increased to 51.5 percent. On March 25, 1975 an Order Setting Hearing (OSH 52) was issued in Case No. 5604. The order states:

"The Commission's Transportation Division has conducted full scale cost and rate studies concerning rates and rules...contained in Minimum Rate Tariff 12. . . . A public hearing should be held...for the receipt of evidence relative to the adjustments and/or establishment of minimum rates and rules for such transportation."

Petition 49 and OSH 52 were consolidated for public hearing before Examiner Gagnon at San Francisco on April 28, 1975 and June 10, 11, and 12, 1975. Petition 49 was submitted on the latter date, and OSH 52 was continued to an August 13 and 14 series of adjourned hearings for the receipt of further evidence. On the latter date this matter was also submitted for decision. The interim increase proposed in Petition 49 was denied by Decision No. 84737 issued August 5, 1975. Evidence presented in response to OSH 52 is the only outstanding matter now awaiting Commission consideration and decision.

^{1/} Secondary movement is defined in MRT 12 as the transportation of motor vehicles except for the initial movement from manufacturing plants or return thereto. Truckaway service means transportation of one or more motor vehicles where the weight of such vehicle or vehicles rests wholly or partly upon carrier's equipment.

Background

The statewide minimum rates governing the transportation of motor vehicles in secondary movement by truckaway service were first established in MRT 12 pursuant to Decision No. 50218 dated June 29, 1954 in Case No. 4808. The tariff provides a scale of distance commodity rates, in dollars per vehicle, for shipments containing 1, 2, 3, and 4 or more vehicles. Except for periodic cost offset rate increases, the basic MRT 12 rate structure has remained relatively unchanged.

Between the period of May 1962 and August 1971 truckaway carriers were able to absorb increases incurred in their operating costs due to productivity gains resulting from more efficient operations. However, in authorizing a 10 percent surcharge increase in MRT 12 rates, Decision No. 78905 dated July 13, 1971 in Case No. 5604 (Petition 27) found:

- "4. Truckaway equipment cannot be made to handle any more vehicles...therefore, no further increase in productivity from this source is available.
- "5. Carriers operating under MRT 12 can no longer absorb increased wage costs, as they have done in the period since rates in MRT 12 were last adjusted."

In supporting the cost offset surcharge ultimately granted by Decision No. 78905, the Commission's Transportation Division staff concurred with CTA that new staff full scale MRT 12 productivity, cost, and rate economic studies were now required. Pending completion of such studies, a series of cost offset surcharge rate increases has been authorized which now totals 38 percent.

Traffic Flow Study

An MRT 12 traffic flow study was presented in evidence by a staff rate witness. The study contains an analysis of freight bill data for a 7-day period ending June 29, 1974. The data were obtained from the records of 23 truckaway carriers and represent a total of 2,585 shipments transported under the provisions of MRT 12.

The freight bill data indicate that 82 percent of all MRT 12 shipments are new vehicles. Shipments of used vehicles represent about 8 percent of the MRT 12 traffic and wrecked vehicles constitute 10 percent of the movement. The traffic analysis shows that 10 percent of the freight bill revenue for new vehicles is derived from shipments containing seven vehicles. Shipments containing either eight or nine or more new vehicles generated 45 percent of the revenue and the remaining 45 percent of new vehicle revenue is obtained from shipments containing one through six vehicles.

The freight bill data covering transportation of used vehicles show that shipments of one through six used vehicles account for 50 percent of the revenue obtained from this traffic. The remaining used vehicle freight bill revenues were from shipments of seven or more used vehicles. Approximately 92 percent of the total revenues generated from the transportation of wrecked vehicles came from shipments of one vehicle. Shipments of two and three wrecked vehicles produced 1 percent and 7 percent of the total revenues, respectively. (Additional traffic data are set forth in Table 7.)

Field Study

The staff rate witness conducted a rather extensive field study. Interested parties interviewed included carriers, shippers, carrier and shipper associations, motor vehicle manufacturers, importers, distributors, brokers, retail dealers, motor vehicle dealer associations, banks, insurance company representatives, automobile associations, auctions, and salvage companies.

The handling of vehicles from manufacturers to dealers was studied by the staff rate witness. "Prep" centers for the preparation and cleaning of imported vehicles were visited. Information relative to the operating procedures of truckaway carriers of used vehicles was obtained from dealers and auction yards. Loading and

unloading methods were observed at importers, distribution centers, auctions, and carriers' terminals. The unloading and handling of wrecked vehicles were also observed by the rate witness at salvage marshalling yards.

It is evident that the staff's field investigation covered the entire gamut of services currently being performed in connection with the transportation of motor vehicles in secondary movement by truckaway carriers. From the traffic flow and field studies the staff witness determined the various kinds of motor vehicles, their transportation characteristics, and the types of automobile transportation involved to be:

A. Motor Vehicles - Transportation Characteristics. Regular and compact size automobiles, trucks and buses, campers, vans, bubble-top vehicles, jeep-type vehicles, and limousines are currently transported in secondary movement by truckaway carriers. The length and height of such vehicles vary greatly. A carrier's unit of equipment can usually transport nine compact automobiles, if such compacts are no longer than 180 inches and are standard height, i.e., no more than 64 inches. Only seven standard size vehicles can be loaded by the carrier on one unit of equipment. When a mixture of standard size vehicles and compact size vehicles are transported on one unit of equipment, an average of eight vehicles can be loaded. A unit of carrier's equipment can accommodate three campers, buses, or vans on the same unit with four compact size vehicles. Transportation of bubble-top vans or truck vehicles creates a serious problem in that they usually require more than one space.

B. Types of Transportation. Points of origin and destination differ as between the various kinds of vehicles transported. Imported new vehicles unloaded at a California port are serviced, decosmolined, washed, and stored in a marshalling yard. Vehicles may be stored in

the marshalling yard from one to six weeks. Transportation of domestic new vehicles, other than initial transportation, may occur from a wholesaler or distributor to another wholesaler or distributor, or a retailer.

Used vehicles are generally transported between wholesalers, retailers, and auctions. Transportation of used vehicles also includes repossessed vehicles. The point of origin for this type of move may be either a garage or a private home, and the point of destination an automobile marshalling yard or an auto pool owned by a finance company.

The transportation of wrecked vehicles via truckaway occurs generally from a repair shop, garage, tow-truck operator, or, in some instances, from the point of accident to salvage pools for sale at an auction. This transportation consists of one or two vehicles being carried on top of the carrier's equipment and a third vehicle which is partially carried on the carrier's equipment by the placing of the two front wheels of the vehicle on the carrier's equipment with the back wheels on the ground.

CPUC Regulatory Rate Authority

During the course of the staff field study a question arose as to whether the transportation of imported vehicles within California constituted intrastate traffic subject to the jurisdiction of this Commission. In addressing itself to this question in Decision No. 82945 dated June 5, 1974 in Case No. 5604 (OSH 43) the Commission found:

"The Commission finds that, with the exception of imported vehicles that are ordered directly by a dealer from a manufacturer in a foreign country, the transportation of imported vehicles from a California marshalling yard to a dealer within the State...is a separate intrastate shipment and concludes that such transportation is subject to this Commission's jurisdiction and MRT 12."

Cost Study

A staff cost engineer presented a report on the cost of transporting motor vehicles in secondary movement by truckaway carriers within California. The cost witness explained the general transportation characteristic reflected in the various cost factors employed in his study.

Twenty years ago a typical truckaway unit of equipment consisted of a 2-axle gasoline powered truck in combination with a single-axle semitrailer. This unit generally carried four or five vehicles. The typical unit of equipment currently employed in truckaway service is powered by a 3-axle diesel truck in combination with a 2-axle semitrailer. This latter unit will accommodate nine imported compact-type vehicles or seven full-sized domestic or imported vehicles. The equipment used by truckaway carriers is specially designed and precludes any backhaul traffic other than motor vehicles.

The carriers transporting new vehicles are usually operating under a union labor contract. The union contracts have many variations: straight hourly wage, a fixed amount per car loaded and unloaded, and a percentage of gross revenue per trip. The transportation of used vehicles takes place mainly from the automobile auctions held in several locations throughout the State. The drivers of the equipment used for this service are generally paid a percentage of the gross revenue. The transportation of wrecked vehicles takes place at various locations throughout the State. The drivers' wages range from a straight hourly mileage rate to an incentive arrangement based upon a percentage of weekly revenue in addition to an hourly wage rate.

There were 21 carriers with \$50,000 or more of annual revenue actively engaged in truckaway transportation as of December 31, 1973. These 21 carriers earned approximately \$14,100,000 of revenue. Cost information was developed from 14 of these carriers. The studied carriers produced \$11,900,000 or 84 percent of the total revenue. Six carriers are located in the San Francisco Bay area and eight are located in the Los Angeles area.

Truckaway carriers usually load their equipment at large storage yards. At some locations new vehicles to be transported are segregated into unit loads which permit the driver to load the shipment in the least amount of time. At other locations the vehicles to be transported must be located by the drivers and this may cause delay. Other locations use loaders to locate the vehicles for a driver and segregate them into unit loads. Problems created by dead batteries, flat tires, or no gasoline may contribute to lengthy loading times.

Loading of used vehicles takes place in a manner very similar to that of the new vehicles. Loading of wrecked vehicles poses many more problems than are experienced transporting new or used vehicles. The equipment used to transport wrecked cars is usually a 2- or 3-axle diesel truck that can carry two vehicles--one over the cab and one on a ramp-type arrangement between the cab and end of the frame of the truck. The third vehicle is towed. The truck is generally equipped with a winch so that the wrecked units may be loaded or unloaded easily. One of the carriers contacted loads and unloads wrecked vehicles with a forklift. This method of handling expedites the loading and unloading.

Hourly Labor Costs. The staff developed separate hourly labor costs for truckaway carriers of new, used, and wrecked vehicles. The basic hourly rate for new vehicles was taken from the labor agreement between carriers and the Teamsters' Union as contained in the

Western Conference Truckaway Supplement of the National Master Automobile Transporters Agreement. The current union contract is effective from September 1, 1973 through May 31, 1976. Expense items not directly controlled by contract were determined from carriers' books and records.

Truckaway drivers transporting used vehicles are paid on the basis of a percentage of revenue. The equivalent hourly rate was developed from average yearly gross earnings divided by total annual hours. These drivers generally do not receive the usual fringe benefits for vacation, health, welfare, and pension. Truckaway drivers transporting wrecked vehicles receive compensation by various methods. Drivers are paid on either a straight hourly wage, an hourly wage plus a percentage of the weekly revenue, or on a straight percentage basis. Whatever method of reimbursement is used, the carriers do not pay employee fringe benefits.

A summary of the hourly labor costs developed by the staff cost witness is:

TABLE 1

Summary of Total Hourly Labor Costs for MRT 12
Carriers of New, Used, and Wrecked Vehicles
Effective as of September 1, 1975

<u>Item</u>	<u>Type of Motor Vehicles</u>				
	<u>New</u>				
	<u>Local</u>	<u>Line-Haul</u>	<u>Surveyor</u>	<u>Used</u>	<u>Wrecked</u>
Basic Hourly Rate	\$ 7.330	\$7.080	\$6.556	\$7.35	\$5.1808
Holidays	.328	.297	.300	-	-
Premium Pay	.520	-	.270	-	.8108
Subtotal	\$ 8.178	\$7.377	\$7.126	\$7.35	\$5.9916
Vacation	.327	.308	.273	-	-
Compensation Ins.	.395	.380	.012	.49	.2397
Payroll Taxes	.506	.473	.477	.48	.3494
Health, Welfare, & Pension	1.159	1.084	.747	-	-
Total	\$10.565	\$9.622	\$8.635	\$8.32	\$6.5807

Vehicle Fixed and Running Costs. The Systems and Procedures Branch of the Commission furnished the staff cost witness with a list of the sampled carriers' equipment (1972 data) for the determination of his historical equipment costs. Updated fuel cost information was also obtained by the staff cost witness from this same source. Maintenance and repair costs include direct labor and parts costs as well as overhead and power costs.

Performance Data. Loading (unloading) and line-haul performance data were developed from information obtained by use of trip report forms prepared by, or in cooperation with, certain of the selected representative truckaway carriers whose operations are reflected in the staff cost study. Such data were then employed in the computations for total direct costs for loading (unloading) and line-haul operations.

Indirect and Gross Revenue Expenses. The total direct costs for MRT 12 truckaway operations were then expanded by 25.18 percent for indirect expenses. Added to the total direct plus indirect costs were the following expense items which were applied as a percentage of gross revenue:

Insurance	2.99%
CPUC Transportation Rate Fund	0.33
Highway Carriers Uniform	
Business License Tax	<u>0.10</u>
Total	3.42%

Total Costs. A summary of the total cost development of the staff follows:

TABLE 2

Distance Costs in Dollars per Vehicles
At 100% Operating Ratio

New Vehicles
September 1, 1975

Const. :	Number of Motor Vehicles per Shipment									:
Miles :	1	2	3	4	5	6	7	8	9	:
5	21.368	16.552	14.400	13.015	11.991	11.190	10.549	10.034	9.622	
25	24.089	19.235	17.082	15.697	14.673	13.872	13.231	12.716	12.304	
50	27.577	22.763	20.610	19.225	18.201	17.400	16.760	16.244	15.832	
100	35.741	30.927	28.774	27.389	26.365	25.564	24.924	24.408	23.996	
150	40.924	36.434	34.430	33.143	32.194	31.451	30.858	30.380	29.999	
300	64.262	59.770	57.767	56.481	55.531	54.788	54.195	53.718	53.336	
450	86.235	81.744	79.740	78.454	77.505	76.762	76.169	75.691	75.310	
600	109.567	105.077	103.073	101.787	100.837	100.094	99.501	99.024	98.643	

TABLE 3

Distance Costs in Dollars per Vehicle
Used Vehicles at 100% Operating Ratio
September 1, 1975

Const. :	Number of Vehicles per Shipment							:
Miles :	1	2	3	4	5	6	7	:
5	18.15	13.97	12.11	10.91	10.02	9.33	8.78	
25	21.29	17.12	15.25	14.05	13.17	12.48	11.93	
50	25.40	21.23	19.36	18.17	17.29	16.59	16.04	
100	34.80	30.62	28.76	27.56	26.68	25.98	25.43	
150	43.73	39.56	37.69	36.49	35.61	34.92	34.37	
300	70.68	66.50	64.63	63.44	62.55	61.86	61.31	
450	96.81	92.63	90.77	89.57	88.68	87.99	87.44	
600	123.71	119.54	117.67	116.48	115.59	114.90	114.35	

TABLE 4

Distance Costs in Dollars per Vehicle
Wrecked Vehicles
At 100% Operating Ratio

Const. Miles	Number of Vehicles per Shipment			
	1	2	3	
5	17.13	13.96	12.42	
25	22.31	19.13	17.59	
50	29.09	25.90	24.36	
100	44.56	41.38	39.85	
150	59.27	56.10	54.56	
300	103.65	100.48	98.94	
450	146.68	143.50	141.96	
600	191.00	187.82	186.28	

Staff Tariff Proposals

The present minimum rates applicable to the secondary movement of motor vehicles by truckaway carriers for selected distances are:

TABLE 5

Present MRT 12 Rates for Transporting
Motor Vehicles Selected Distances
(In Dollars per Vehicle)

Const. Mileage	Number of Vehicles per Shipment			
	1	2	3	4 or more
5	13.46	11.73	10.01	8.28
25	17.94	16.22	14.49	12.77
50	25.88	23.12	20.70	17.60
100	36.23	31.74	28.64	26.22
150	41.40	36.57	33.81	31.05
300	68.31	61.41	56.58	51.75
450	97.64	87.63	81.08	74.52
600	128.34	115.58	106.95	98.67

It will be noted from Table 5 that the present MRT 12 rates are the same for truckaway shipments of new, used, or wrecked vehicles. Shipments containing four or more vehicles are also subject to the same rate level. This is true even though the staff has demonstrated that 82 percent of all truckaway shipments are new vehicles, 8 percent used vehicles, and 10 percent wrecked vehicles. The traffic flow data also show that 45 percent of the freight bill revenue for new vehicles is from shipments containing either eight or nine or more vehicles. Shipments containing seven or more used vehicles account for 50 percent of the used vehicle freight bill revenue.

It is evident that the present provisions of MRT 12 do not reflect the major changes which have occurred over the past 20 years in the various economic cost and rate factors involved in the secondary movement of motor vehicles by truckaway service. Consequently, the general increase in efficiency of operations and resulting productivity gains experienced by truckaway carriers during this period are not recognized in the existing provisions of MRT 12.

Rate Proposals

The staff has developed separate rate scales for new, used, and wrecked vehicles. New vehicle distance and point-to-point rates are proposed for truckaway shipments containing from one through nine or more vehicles. Similar rates are proposed for shipments containing one through seven or more used vehicles or one through three or more wrecked vehicles. The staff rate proposals reflect a cost-rate relationship of approximately 93 percent. The cost and rate proposals of the staff are predicated upon the constructive mileages and rules set forth in the Commission's Distance Table 8. The proposed rates for selected distances are:

TABLE 6

Proposed MRT 12 Rates for Transporting New, Used,
or Wrecked Vehicles Selected Distances
(In Dollars per Vehicle)

: Const. :	Number of Motor Vehicles per Shipment									:
: Miles :	1	2	3	4	5	6	7	8	9	:
<u>New Vehicles</u>										
5	21.35	17.60	15.00	13.00	12.40	12.05	11.45	10.80	10.35	
25	24.75	20.80	18.20	16.20	15.60	15.25	14.65	14.00	13.55	
50	29.00	24.80	22.20	20.20	19.60	19.25	18.65	18.00	17.55	
100	37.00	32.80	30.20	28.20	27.60	27.25	26.65	26.00	25.55	
150	45.00	40.80	38.20	36.20	35.60	35.25	34.65	34.00	33.55	
300	69.30	64.45	62.30	60.90	59.85	59.05	58.45	57.90	57.50	
450	93.60	88.75	86.60	85.20	84.15	83.35	82.75	82.20	81.80	
600	118.10	113.30	111.10	109.75	108.70	107.90	107.25	106.75	106.35	
<u>Used Vehicles</u>										
5	18.15	15.05	13.05	10.90	10.40	10.05	9.45	-	-	
25	22.15	18.45	16.45	14.70	14.00	13.45	12.85	-	-	
50	27.40	22.90	20.85	19.60	18.65	17.90	17.30	-	-	
100	37.50	33.00	31.00	29.70	28.75	28.00	27.40	-	-	
150	47.15	42.65	40.65	39.35	38.40	37.65	37.05	-	-	
300	76.20	71.70	69.70	68.40	67.45	66.70	66.10	-	-	
450	104.35	99.85	97.85	96.55	95.60	94.85	94.25	-	-	
600	133.35	128.90	126.85	125.60	124.60	123.85	123.30	-	-	
<u>Wrecked Vehicles</u>										
5	18.15	15.00	13.35	-	-	-	-	-	-	
25	24.05	20.55	18.95	-	-	-	-	-	-	
50	31.30	27.90	26.20	-	-	-	-	-	-	
100	43.70	38.75	36.05	-	-	-	-	-	-	
150	56.15	49.65	45.90	-	-	-	-	-	-	
300	92.70	83.40	76.90	-	-	-	-	-	-	
450	132.55	119.10	110.25	-	-	-	-	-	-	
600	174.30	157.05	145.45	-	-	-	-	-	-	

The impact of the staff's rate proposal upon the freight bill revenues earned by truckaway carriers for transportation of motor vehicles subject to MRT 12 is:

TABLE 7

Traffic Flow Data Showing
Present and Proposed Line-Haul Revenue
For the Transportation of Motor Vehicles
Subject to Minimum Rate Tariff 12

<u>Type of Vehicles</u>	<u>Number of Shipments</u>	<u>% of Total Shipments</u>	<u>Present Revenue</u>	<u>Proposed Revenue</u>	<u>% of Total Proposed Revenue</u>	<u>% of Increase or Reduction</u>
New	2,117	81.9%	\$203,180	\$223,338	83.6%	+ 9.9%
Used	214	8.3	29,941	35,165	13.2	+17.4
Wrecked	<u>254</u>	<u>9.8</u>	<u>6,947</u>	<u>8,715</u>	<u>3.2</u>	<u>+25.4</u>
Totals	2,585	100.0%	\$240,068	\$267,218	100.0%	+11.3%

A rerating of the traffic flow data to reflect the new MRT 12 motor vehicle rate scales proposed by the staff indicates that the line-haul revenues of truckaway carriers would be increased by approximately 11.3 percent overall. This increase is brought about primarily by the inclusion of labor and other nonlabor expense items incurred by the carriers generally as of September 1, 1975 and not now reflected in the current level of MRT 12 rates. The updated efficiencies of operations and resulting productivity gains included in the staff's cost and rate economic studies are not sufficient to fully offset increases in operating costs experienced by truckaway carriers as of September 1, 1975.

Proposed Tariff Rules. The staff recommends major revisions in and additions to the present tariff rules contained in MRT 12. Since most of the proposed rule changes are self-explanatory, only a few of the more important changes are discussed:

1. It is proposed to extend the application of the tariff to vehicles weighing not less than 800 pounds (formerly 1,000 pounds) and not exceeding 7,000 pounds (formerly 5,000 pounds). Such action is required in view of the current gross vehicle weight of compacts, both domestic and imports, and standard sized vehicles.

2. The staff suggests the present tariff rule for mixed shipments be updated to permit the initial and secondary movement of motor vehicles as a single mixed shipment subject to the rates named in MRT 12. It is also proposed to permit the intrastate and interstate transportation of motor vehicles between points in California as a single mixed shipment. Charges for the intrastate portion of the mixed shipment, for which rates are named in MRT 12, are to be computed at the separate rates applicable thereto in straight shipments of the combined number of vehicles contained in the intrastate and interstate portions of the mixed shipment. A basis for charges is also proposed for mixed shipments of new, used, or wrecked vehicles.

3. The staff recommends that the present rule in MRT 12 for determining charges when two shipments are tendered as a single round-trip movement be canceled and in lieu thereof provide a new basis for charges for "Direct Round Trip" or "Special Round Trip" services which are defined as:

- (a) "DIRECT ROUND TRIP SHIPMENT SERVICE means transportation of two separate shipments whereby the consignor at the point of origin of the outbound shipment is the consignee at the point of destination of the return shipment. The consignee at the point of destination of the outbound shipment shall be the consignor at the point of origin of the return shipment."
- (b) "SPECIAL ROUND TRIP SHIPMENT SERVICE means transportation of two separate shipments whereby the point of origin of the outbound shipment

shall be located no more than 40 constructive miles from the point of destination of the return shipment. The point of destination of the outbound shipment shall be located no more than 40 constructive miles from the point of origin of the return shipment."

Under the present provisions of the tariff charges for return shipments are determined at one-half of the rate otherwise applicable plus a per vehicle charge of \$2.40 and a 38 percent surcharge. For direct and special round-trip services the staff proposal would make the outbound shipment subject to the proposed rates for seven or more vehicles. Charges for the return movement are to be determined at one-half the rates for seven or more vehicles.

4. When vehicles are tendered to the carrier which, due to excess height, require more than one vehicle space, the staff proposes that:

- (a) Vehicles of more than 64 inches but not more than 82 inches in height shall be rated at 1-1/2 times the otherwise applicable rates.
- (b) Vehicles of more than 82 inches in height shall be rated at 2 times the otherwise applicable rates.

5. The staff's suggested changes in shipping document requirements are designed to reflect present shipping practices. The proposed amendments would allow the shipper to give verbal shipping instructions to the carrier prior to the pickup of the shipment. A written document must be provided prior to the departure of the carrier's unit of equipment at point of origin. Carriers may bill each vehicle on a separate freight bill providing each freight bill is cross-referenced to the shipping document. Present practices make it difficult for shippers or their agents to identify vehicles in advance of making a shipment. At marshalling yards new vehicles which are scheduled to move in a certain shipment on a certain day may develop mechanical failure and not be ready for shipment.

Shippers furnish carriers verbal information and a release slip for each vehicle during the course of an auction which may last an entire day. The carrier will often start loading his equipment prior to the receipt of the last vehicle in the shipment.

Other Tariff Proposals. The CTA recommends the adoption of the multiple rate scales proposed by the staff. The CTA also generally approves of the overall changes in tariff rules suggested by the staff subject to several additional revisions and tariff clarification changes. CTA's additional proposed tariff changes are self-explanatory. Their merits have been fully considered and to the extent adopted are set forth in the order herein. ✓

In view of the extensive tariff changes involved, CTA also recommends that MRT 12 be reissued and designated as Minimum Rate Tariff 12-A (MRT 12-A). This tariff suggestion is well taken and should be adopted.

MRT 12-A Required

One other matter needs comment. MRT 12-A covers the "secondary movements" of motor vehicles. The so-called "initial movement" from the manufacturers' plants is exempt from minimum rates. It appears that the dollar amounts of the two movements are approximately equal. In view of the fact that about half of the total traffic in truckaway movements of motor vehicles is exempt, the question naturally arises as to the necessity for MRT 12-A at all. Accordingly, all interested parties should again review and develop evidence for presentation at a further hearing concerning the economic desirability and/or necessity for the continuance of MRT 12-A minimum rate regulation.

Findings

1. The minimum rates, rules, and charges set forth in MRT 12 were first established by Decision No. 50218 dated June 29, 1954 in Case No. 4808. Since 1954 the tariff has been adjusted to reflect several cost offset rate increases, the most recent being the fuel and labor cost offset surcharge increase established by Decision No. 83494 dated September 24, 1974 in Case No. 5604.

2. The performance, cost, and rate data underlying the present basic MRT 12 rate structure do not reflect the increases in operating efficiencies, productivity gains, and related changes in the marketing and distribution of motor vehicles experienced by truckaway carriers over the past 20 years.

3. The Commission's Transportation Division staff has conducted full-scale performance, cost, and rate studies relative to the secondary movement of motor vehicles by truckaway carriers subject to the governing provisions of MRT 12.

4. The staff's updated studies have been shown to be representative of the present operating experiences of highway carriers engaged in the for-hire transportation of motor vehicles by truckaway service within California.

5. The established minimum rates and rules contained in MRT 12 do not reflect the updated performance, cost, and rate data developed and introduced by the Commission staff in this proceeding.

6. The rates and rules proposed by the Commission staff, as amended herein, reflect the updated performance, cost, and rate data introduced in this proceeding concerning the statewide transportation of motor vehicles in secondary movement by truckaway carriers.

7. CTA supports the adoption of the staff's proposed minimum rates. CTA also recommends further revisions of and additions to the tariff rule changes proposed by the staff, including a request that MRT 12 be reissued and designated as MRT 12-A.

8. The tariff suggestions of CTA have been shown to be partially justified and should be adopted to the extent provided in the order herein.

9. The constructive mileages set forth in Distance Table 8, when applied in conjunction with MRT 12-A, will result in just, reasonable, and nondiscriminatory minimum rates for transportation governed by the tariff.

10. The increases resulting under the applications of the proposed rates and tariff rules, as amended, further modified or corrected herein, have been shown to be justified. The rates and tariff rules found justified herein are set forth in the reissue of MRT 12 which has been designated as Minimum Rate Tariff 12-A (MRT 12-A) and Appendix A of the order herein.

11. Pending receipt of additional evidence at further hearing in this matter, the rates and rules set forth in MRT 12-A are and will be for the future the just, reasonable, and nondiscriminatory minimum rates and rules to be observed and/or assessed, charged, and collected by any and all radial highway common and highway contract carriers for the transportation of motor vehicles in secondary movement by truckaway service.

12. Radial highway common and highway contract carriers should be required to observe and/or assess, charge, and collect for transportation and other services, including accessorial services incidental thereto, for which MRT 12-A is applicable, rates and rules no lower in volume or effect than those set forth in MRT 12-A.

13. The present rates and rules maintained by common carriers, as defined in the Public Utilities Code, for transportation over the public highways within California commodities for which rates are provided in MRT 12, and for accessorial services incidental thereto, are and for the future will be unreasonable, insufficient, and not justified by the actual competitive rates of competing carriers, or the cost of other means of transportation, insofar as they are lower in volume or effect than those set forth in MRT 12-A for the performance of the same transportation and the same accessorial services by radial highway common and highway contract carriers.

14. The rates and rules contained in MRT 12-A will be the just, reasonable, and nondiscriminatory minimum rates and rules for transportation by common carriers as defined in the Public Utilities Code.

Conclusions

1. The minimum rates and rules set forth in newly designated MRT 12-A should be adopted and made effective concurrently with the cancellation of the current minimum rates and rules named in MRT 12.
2. To the extent the minimum rate proposals of the California Trucking Association and the Commission staff are not adopted they should be denied.

INTERIM ORDER

IT IS ORDERED that:

1. The rates and rules set forth in Minimum Rate Tariff 12-A, which is designated as Appendix A of the order herein and by this reference incorporated in and made a part of this order, are established and approved as the just, reasonable, and nondiscriminatory minimum rates and rules to be assessed, charged, and collected. The minimum rates and rules to be observed by radial highway common and highway contract carriers for the transportation of motor vehicles in secondary movement by truckaway service, including accessorial services rendered incidental thereto, are provided in Minimum Rate Tariff 12-A.
2. All radial highway common and highway contract carriers are hereby ordered to cease and desist on April 17, 1976 from assessing, charging, or collecting rates, charges, or accessorial service charges lower in volume or effect than those set forth in Minimum Rate Tariff 12-A, and from observing rules lower in volume or effect than those set forth therein.
3. All common carriers, as defined in the Public Utilities Code, maintaining rates, charges, accessorial charges, and rules for transportation over the public highways within California of commodities for which rates are provided in Minimum Rate Tariff 12, are

hereby ordered to cancel those rates, charges, accessorial charges, and rules on not less than five days' notice to the Commission and to the public, and to establish in their stead rates, charges, accessorial charges, and rules no lower in volume or effect than those set forth in Minimum Rate Tariff 12-A.

4. All common carriers referred to and described in Ordering Paragraph 3 are hereby ordered to cease and desist from publishing or maintaining in their tariffs rates, charges, accessorial charges, and rules lower in volume or effect than those set forth in Minimum Rate Tariff 12-A.

5. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff 12-A are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 12-A rates.

6. Common carriers maintaining rates on the same level as Minimum Rate Tariff 12-A rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 12-A are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 12-A rates.

7. 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 12-A are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 12-A rates.

8. Except as otherwise provided, tariff publications resulting in increases required or authorized to be made by common carriers as a result of this order shall be filed not earlier than the effective date of this order and may be made effective not earlier than the fifth day after the effective date of this order, 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 April 17, 1976; as to increases which are authorized but not required, the authority shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions 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.

9. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of Section 461.5 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. Common carriers need not file with this Commission a distance table for the transportation of motor vehicles and related items but may instead publish in their tariffs the following provision to be made applicable only to distance rates for the transportation of said commodities:


"Distances to be used in connection with distance rates named herein shall be determined in accordance with Distance Table 8 issued by the Public Utilities Commission of the State of California."

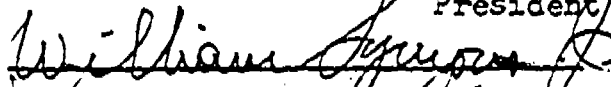

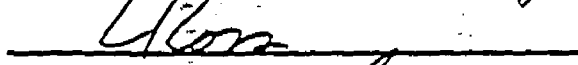

11. Further public hearing shall be scheduled in the captioned proceeding for the receipt of additional evidence relative to the final disposition thereof. ✓

12. To the extent not granted herein, the rate proposals introduced in this proceeding are denied.

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

Dated at San Francisco, California, this 16th day of MARCH, 1976.



President




Commissioners

APPENDIX A
TO

DECISION NO.

IN CASE NO. 5604

ISSUED BY THE
PUBLIC UTILITIES COMMISSION
OF THE
STATE OF CALIFORNIA
CONSISTING OF A TARIFF

NAMING
MINIMUM RATES AND RULES

FOR THE
TRANSPORTATION OF MOTOR VEHICLES
IN SECONDARY MOVEMENT
OVER THE PUBLIC HIGHWAYS WITHIN THE
STATE OF CALIFORNIA

BY
RADIAL HIGHWAY COMMON CARRIERS

AND
HIGHWAY CONTRACT CARRIERS

MINIMUM RATE TARIFF 12-A
(Cancels Minimum Rate Tariff 12)
NAMING
MINIMUM RATES AND RULES
FOR THE
TRANSPORTATION OF MOTOR VEHICLES
(As described herein)
IN SECONDARY MOVEMENT
BY
TRUCKAWAY SERVICE
OVER THE PUBLIC HIGHWAYS WITHIN THE
STATE OF CALIFORNIA
BY
RADIAL HIGHWAY COMMON CARRIERS
HIGHWAY CONTRACT CARRIERS

The original tariff contains rates and rules established in Decision No. in Case No. 5604. Changes will be made by issuing revised or added pages or by issuing Supplements.

EFFECTIVE

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. 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

1	31	61	91	121	151	181
2	32	62	92	122	152	182
3	33	63	93	123	153	183
4	34	64	94	124	154	184
5	35	65	95	125	155	185
6	36	66	96	126	156	186
7	37	67	97	127	157	187
8	38	68	98	128	158	188
9	39	69	99	129	159	189
10	40	70	100	130	160	190
11	41	71	101	131	161	191
12	42	72	102	132	162	192
13	43	73	103	133	163	193
14	44	74	104	134	164	194
15	45	75	105	135	165	195
16	46	76	106	136	166	196
17	47	77	107	137	167	197
18	48	78	108	138	168	198
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20	50	80	110	140	170	200
21	51	81	111	141	171	201
22	52	82	112	142	172	202
23	53	83	113	143	173	203
24	54	84	114	144	174	204
25	55	85	115	145	175	205
26	56	86	116	146	176	206
27	57	87	117	147	177	207
28	58	88	118	148	178	208
29	59	89	119	149	179	209
30	60	90	120	150	180	210

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

ARRANGEMENT OF TARIFF

This is a loose-leaf tariff arranged as follows:

- Section 1 - Rules
- Section 2 - Territorial Descriptions
- Section 3 - Rates
- Section 4 - Routing
- Section 5 - Form of Shipping Document

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SECTION 1

RULES

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

SECTION 1--RULES	ITEM
<p style="text-align: center;">DEFINITIONS OF TECHNICAL TERMS</p> <p>ASSEMBLY PLANT means a place at which motor vehicle parts are put together to make a complete motor vehicle. It does not include a place where accessories are added to a motor vehicle.</p> <p>CARRIER means a radial highway common carrier or highway contract carrier, as defined in the Highway Carriers' Act.</p> <p>CARRIER'S EQUIPMENT means any motor truck, or other self-propelled highway vehicle, trailer, semitrailer, or any combination of such highway vehicles, operated by the carrier.</p> <p>COMMISSION means the Public Utilities Commission of the State of California.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>DEBTOR means the person obliged to pay freight charges to the carrier, whether consignor, consignee, or other party.</p> <p>DIRECT ROUND TRIP SHIPMENT SERVICE means transportation of two separate shipments whereby the consignor at the point of origin of the outbound shipment is the consignee at the point of destination of the return shipment. The consignee at the point of destination of the outbound shipment shall be the consignor at the point of origin of the return shipment.</p> <p>DISTANCE TABLE means Distance Table 8 issued by the Commission.</p> <p>ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>INITIAL MOVEMENT means the transportation of motor vehicles from the plant at which the motor vehicles were manufactured or assembled to the point of destination and the return transportation of such vehicles to the plant in cases where delivery has not been accomplished.</p> <p>MANUFACTURING PLANT means a place at which motor vehicle parts are manufactured and/or assembled to produce a motor vehicle. It does not include a place where accessories are added to a motor vehicle.</p> <p>MOTOR VEHICLE means any self-propelled vehicle designed for the transportation of persons or property or persons and property (other than upon fixed rails or tracks), whether or not in operating condition, including any such vehicle without one or more parts which may have been damaged, removed, broken off or towed away; also any auto show motor vehicle with one or more integral parts useful for exhibit purposes only.</p> <p style="text-align: center;">(Continued)</p>	10
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">DEFINITIONS OF TECHNICAL TERMS (Continued)</p> <p>NEW VEHICLE means a vehicle that has never been sold and operated, or registered with the Department of Motor Vehicles, or registered with the appropriate agency of authority, or sold and operated upon the highways of any other state, District of Columbia, territory or possession of the United States or foreign state, province or country.</p> <p>POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p>POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p>RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from rail cars.</p> <p>RATE means the figure stated in cents, dollars and cents, or fractions thereof, including the charge and also the rules governing and the accessorial charges applying in connection therewith to be used in computing the charge on property transported.</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions, and privileges, but not necessarily in an identical type of equipment.</p> <p>SECONDARY MOVEMENT means the transportation of motor vehicles except as described in initial movement.</p> <p>SHIPMENT means one or more motor vehicles tendered for transportation on one shipping document by one shipper at one point of origin for one consignee at one point of destination. (See Exceptions in Items 122, 130, or 140)</p> <p>SPECIAL MOBILE EQUIPMENT means any of the following vehicles or mobile machines: any water or oil well drilling rig; crane; power shovel; air compressor; air drill; bituminous mixer; bucket loader; ditcher; leveling grader; road-finishing machine; motor grader; paving mixer; road roller; scarifier; earth moving scraper; carryall; lighting plant; welder; pump; drag line; searchlight; generator; snow plow; transit concrete mixer; lift truck; gantry truck; motorcycle; motor-driven cycle; invalid chair; pageantry float; vehicle which exerts driving force through self-laying (caterpillar) tracks; self-propelled and self-erecting work platforms; and any vehicle designed exclusively for agricultural purposes.</p> <p style="text-align: center;">(Continued)</p>	10
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SECTION 1--RULES (Continued)	ITEM
<p data-bbox="479 334 1024 366">DEFINITIONS OF TECHNICAL TERMS (Concluded)</p> <p data-bbox="206 377 1338 495">SPECIAL ROUND TRIP SHIPMENT SERVICE means transportation of two separate shipments whereby the point of origin of the outbound shipment shall be located no more than 40 constructive miles from the point of destination of the return shipment. The point of destination of the outbound shipment shall be located no more than 40 constructive miles from the point of origin of the return shipment.</p> <p data-bbox="206 506 1338 625">SPLIT DELIVERY SHIPMENT means a shipment consisting of two or more component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, said shipment being shipped by one consignor from one point of origin and, except as provided in Item 240, all charges thereon being paid by one debtor.</p> <p data-bbox="206 636 1362 743">SPLIT PICKUP SHIPMENT means a shipment of two or more component parts picked up by a carrier for one person, firm or corporation at more than one point of origin, said shipment being consigned and delivered to one consignee at one point of destination, and, except as provided in Item 240, all charges thereon being paid by one debtor.</p> <p data-bbox="206 754 1338 808">TEAM TRACK means a point at which property may be loaded into or upon, or unloaded from rail cars by the public generally.</p> <p data-bbox="206 819 1321 894">TOW CAR means a motor vehicle which has been altered or designed and equipped for and exclusively used in the business of towing or is otherwise exclusively used to render assistance to other vehicles.</p> <p data-bbox="206 905 1338 959">TRUCKAWAY SERVICE means the transportation of one or more motor vehicles where the weight of such vehicle or vehicles rests wholly or partly upon carrier's equipment.</p> <p data-bbox="206 970 1379 1164">USED VEHICLE means a vehicle that has been sold and operated on the highways of this State or has been registered with the California Department of Motor Vehicles, or has been sold and operated upon the highways, or has been registered with the appropriate agency of authority of any other state, District of Columbia, territory or possession of the United States or foreign state, province or country, or unregistered vehicles regularly used or operated as demonstrators in the sales work of a dealer, or unregistered vehicles regularly used or operated by a manufacturer in the sale or distribution work of such manufacturer.</p> <p data-bbox="206 1175 1346 1293">WRECKED VEHICLE means a vehicle which has been disabled as a result of an accident and which has been damaged to the extent that it is not capable of moving under its own power. It is a vehicle which has not been dismantled or crushed. The "wrecked vehicle" definition does not apply to vehicles, vehicle bodies or parts which have been in the possession of a vehicle dismantler, and are shipped beyond from such dismantler.</p>	10
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SECTION 1--RULES (Continued)	ITEM
<p style="text-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 and highway contract carriers defined in said act.</p> <p>When property in continuous through movements is transported by two or more such carriers, the rates (including minimum charges) provided herein shall be the minimum rates for the combined transportation.</p> <p>Rates and rules named in this tariff shall not apply to transportation by independent-contractor subhaulers when such transportation is performed for other carriers defined in this tariff or for common carriers defined in the Public Utilities Act.</p>	20
<p style="text-align: center;">APPLICATION OF TARIFF--TERRITORIAL</p> <p>Rates in this tariff apply to transportation of shipments between all points within the State of California.</p>	30
<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>	40
<p style="text-align: center;">APPLICATION OF TARIFF--COMMODITIES</p> <p>(a) Except as otherwise provided in paragraph (b), rates in this tariff apply to the secondary movement of commodities described below by truckaway service:</p> <ol style="list-style-type: none"> 1. Motor vehicles and motor vehicle chassis. 2. Parts, spare parts, extra parts, or accessories for a motor vehicle when accompanying the vehicle to which they belong or for which they are intended. 3. Personal effects or other commodities aggregating 300 pounds or less when tendered for transportation with a motor vehicle or motor vehicle chassis. Such personal effects or other commodities shall not be subject to rates provided in any other minimum rate tariff issued by the Commission. <p style="text-align: center;">(Continued)</p>	50
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">APPLICATION OF TARIFF--COMMODITIES (Concluded)</p> <p>4. Shipments of motor vehicles and motor vehicle chassis when part of the shipment is transported on the truckaway portion of carrier's equipment and another part of the shipment is towed by the same unit of equipment and rests partially upon that unit of equipment.</p> <p>(b) Rates in this tariff do not apply to the following:</p> <ol style="list-style-type: none"> 1. Motor vehicles weighing less than 800 pounds, each. 2. Motor vehicles weighing in excess of 7,000 pounds, each. 3. Property of the United States, or property transported under an agreement whereby the United States contracted for the carrier's services. 4. Motor vehicles drawn under their own power or towed wholly upon their own wheels. 5. Trailers, semitrailers, and dollies. 6. Special mobile equipment as described in Item 10. 7. Motor vehicles when towed by a tow car except when the tow car movement is part of a continuous through movement involving use of other transport equipment by the same carrier. 8. Disaster Supplies, i.e., those commodities which are allocated to provide relief during a state of extreme emergency or state of disaster; and those commodities which are transported for a civil defense or disaster organization established and functioning in accordance with the California Disaster Act to ultimate point of storage or use prior to or during a state of disaster or state of extreme emergency. 9. Property transported for a displaced person when the cost thereof is borne by a public entity as provided in Section 7262 of the Government Code. 	50
<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of commodities described in paragraph (a) of Item 50 from point of origin to point of destination, and include loading into and unloading from carrier's equipment, except as provided in Item 150.</p>	60
<p>•</p>	
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with rates provided herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in the Distance Table.</p>	80
<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier.</p>	90
<p style="text-align: center;">MIXED SHIPMENTS</p> <p>(A) Except as provided in paragraphs C and D, when one or more motor vehicles for which rates are provided in this tariff are included in a shipment containing one or more commodities for which rates are not provided herein, the motor vehicles for which rates are provided in this tariff shall be transported as a separate shipment at the rates provided herein, and the commodities for which rates are not so provided, at the rates, if any, applicable to separate shipments of such other commodities.</p> <p>(B) When two or more new, used or wrecked vehicles are included in the same shipment for which different rate scales are provided, charges will be computed at the separate rates applicable to such vehicles in straight shipments of the combined number of vehicles of the mixed shipment. The minimum number of vehicles shall be the highest provided for any of the rates used in computing the charges. In the event a lower charge results by considering such vehicles as if they were divided into two or more separate shipments, such lower charges shall apply.</p> <p>(C) Except as provided in paragraph D, when one or more motor vehicles for which rates are provided in this tariff are included in a shipment containing one or more motor vehicles for which rates are not provided herein all motor vehicles shall be considered as subject to this tariff at the rates applicable for the total amount of vehicles tendered. In the event a lower charge results by considering such motor vehicles as if they were divided into two or more separate shipments, such lower charge shall apply.</p> <p style="text-align: center;">(Continued)</p>	100
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SECTION 1--RULES (Continued)	ITEM
<p data-bbox="541 329 885 353" style="text-align: center;">MIXED SHIPMENTS (Concluded)</p> <p data-bbox="183 375 1328 441">(D) (Exception to paragraph C) Motor vehicles for which rates are named in this tariff may move in mixed shipments with vehicles on which interstate rates are applicable subject to the following provisions:</p> <p data-bbox="183 463 1328 551">(1) All intrastate and interstate points of origin and destination must be located wholly within the geographical limits of the State of California. Intrastate portions of such shipments may not be combined with interstate portions moving on through interstate rates to points outside the State of California.</p> <p data-bbox="183 573 1328 728">(2) The provisions of this item shall apply only when both the secondary truckaway intrastate and the interstate portions move under a single contract of carriage embodied in one shipping document on which are shown separately (a) for the secondary intrastate portion and each component part thereof and (b) for the interstate portion and each component part thereof, the name of each shipper and consignee, each point of origin and each point of destination, and the quantity and kind of vehicles transported. The total number of vehicles of the entire shipment shall also be shown.</p> <p data-bbox="183 750 1328 860">(3) Charges on motor vehicles for which rates are named in this tariff will be computed at the separate rates applicable to such motor vehicles in straight shipments of the combined number of vehicles of the mixed (secondary intrastate and interstate) shipment. The minimum number of vehicles shall be the highest provided for any of the secondary intrastate rates used in computing the charges.</p> <p data-bbox="315 881 1207 905">(4) The term "interstate" as used herein means interstate or foreign.</p>	100
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SECTION 1--RULES (Continued)	ITEM
<p data-bbox="475 334 1007 355">RATES BASED ON VARYING NUMBER OF VEHICLES</p> <p data-bbox="206 377 1354 470">When charges accruing on a shipment based on a particular rate scale or combination of rate scales exceed the charges based on a different rate scale or combination of rate scales, the shipment shall be rated based upon the rate scale or rate scales resulting in the lowest charges applicable.</p>	105
<p data-bbox="619 506 875 528">UNITS OF MEASUREMENT</p> <p data-bbox="206 549 1354 620">Rates or 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>	110
<p data-bbox="446 664 1007 685">SHIPMENTS DIVERTED, RECONSIGINED OR RETURNED</p> <p data-bbox="206 707 1354 799">(a) Charges upon a shipment or a portion of a shipment which is diverted or reconsigned after leaving point of origin shall be computed at the rate applicable from the point of origin to the point or points of destination via each of the points where diversion or reconsignment occurs (Subject to Note 1).</p> <p data-bbox="206 821 1354 978">(b) Charges upon a shipment or a portion of a shipment returned to point of origin, or to a point directly intermediate between last point of diversion or reconsignment and point of origin, shall be computed by adding to the full charge to last point of diversion or reconsignment the charge at one-half the rate applicable to the vehicle or vehicles returned as provided in Section 3 from the latter point to point of origin, or upon the basis provided in paragraph (a) of this item for the round trip movement, whichever is lower (Subject to Note 1).</p> <p data-bbox="206 1000 1354 1043">NOTE 1.--Subject to an additional charge of \$3.75 for each diversion or reconsignment.</p>	120
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ROUND TRIP SHIPMENTS</p> <p>A. Direct Round Trip Shipment Service</p> <p>When two shipments are tendered to a carrier for transportation as a single direct round trip shipment whereby the consignor and point of origin of the outbound shipment are the consignee and point of destination of the return shipment the following shall apply:</p> <ol style="list-style-type: none"> 1. Each shipment shall be subject to (or be rated as a shipment of) a minimum of 7 vehicles per each unit of carrier's equipment used. 2. A single shipping document shall be issued by the shipper or its agent when requesting service under this item. 3. Rates and charges for the Direct Round Trip Shipment Service shall be assessed as follows: <ol style="list-style-type: none"> (a) The outbound shipment shall be subject to the rates of 7 or more vehicles per unit of equipment of Section 3 of this tariff. (b) The return movement shall be subject to one-half of the rates for 7 or more vehicles per unit of equipment of Section 3 of this tariff. 4. (a) The return shipment must be available for carrier pickup immediately upon completion of delivery of the outbound shipment. <ol style="list-style-type: none"> (b) All freight charges must be assumed by one debtor who shall be so indicated on the shipping document. 5. This item shall not apply when a shipment is required to be rated subject to Items 130, 140, 150, 160, 180, 190, 200, 210, or 220. <p>B. Special Round Trip Shipment Service</p> <p>When two shipments are tendered to a carrier for transportation as a special round trip shipment whereby the point of origin of the return movement is located no more than 40 constructive miles from the point of destination of the outbound movement, and the point of destination of the return movement is located no more than 40 constructive miles from the point of origin of the outbound movement the following shall apply:</p> <ol style="list-style-type: none"> 1. Each shipment shall be subject to (or be rated as a shipment of) a minimum of 7 vehicles per each unit of carrier's equipment used. 2. A single shipping document shall be issued by the shipper or its agent when requesting service under this item. <p style="text-align: center;">(Continued)</p>	122
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SECTION 1--RULES (Continued)	ITEM
<p data-bbox="558 351 971 375">ROUND TRIP SHIPMENTS (Concluded)</p> <p data-bbox="223 396 1257 441">3. Rates and charges for the Special Round Trip Shipment service shall be assessed as follows:</p> <ul data-bbox="355 463 1257 771" style="list-style-type: none"><li data-bbox="355 463 1257 508">(a) The outbound shipment shall be subject to the rates of 7 or more vehicles per unit of equipment of Section 3 of this tariff.<li data-bbox="355 530 1257 685">(b) The movement of the empty unit of equipment between the point of destination of the outbound movement and the point of origin of the return movement shall be subject to the constructive mileages between these points at one-half of the applicable rate for 7 or more vehicles per unit of equipment in Section 3 of this tariff. Charges shall be based on the lower number of vehicles tendered for either the outbound or return movement.<li data-bbox="355 707 1257 771">(c) The return movement shall be subject to one-half of the rates for 7 or more vehicles per unit of equipment of Section 3 of this tariff. <p data-bbox="289 793 1298 907">4. (a) The return shipment must be available for carrier pickup immediately upon completion of delivery of the outbound shipment.</p> <p data-bbox="355 858 1257 907">(b) All freight charges must be assumed by one debtor who shall be so indicated on the shipping document.</p> <p data-bbox="223 929 1339 974">5. This item shall not apply when a shipment is required to be rated subject to Items 130, 140, 150, 160, 180, 190, 200, 210, or 220.</p>	122
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SPLIT PICKUP</p> <p>The charge for transportation of a split pickup shipment (as defined in Item 10) shall be the charge applicable under rates in Items 400, 410, 420, 430, 440, or 450 or any combination of said rates for transportation of a single shipment of the same number of motor vehicles, computed on one of the following bases: (Subject to Notes 1 and 2).</p> <p>1. Distance rates shall be determined by the distance from point of origin to that point of destination which produces the shortest distance via the other point or points of origin. (See Exceptions 1 and 2).</p> <p>EXCEPTION 1 - Add to the distance determined under the provisions of paragraph 1 above, 2 constructive miles for each point in excess of one located within:</p> <ul style="list-style-type: none"> (a) a single metropolitan zone, or (b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or (c) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction. <p>EXCEPTION 2 - In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <ul style="list-style-type: none"> (a) between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the related mileage territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups. (b) between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual zones. <p>2. Under point-to-point rates, point of destination and all points of origin must be located within the territories between which the point-to-point rates apply, or located between said territories on a single authorized route.</p> <p>NOTE 1.--An additional charge of \$4.25 shall be made for each component part picked up.</p> <p>NOTE 2.--The provisions of this item shall not apply and each component part shall be rated as a separate shipment under the other provisions of this tariff:</p> <ul style="list-style-type: none"> (a) If split delivery service is accorded. (b) Unless at the time of or prior to the pickup of each part of the split pickup shipment, shipping instructions have been furnished for each component part of the shipment, and prior to the departure of carrier's equipment from the last point of origin carrier shall have been furnished with a shipping document showing the name and address of the consignor, the points of origin, the point of destination and a description of the motor vehicles in each component part. 	130
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SPLIT DELIVERY</p> <p>The charge for transportation of a split delivery shipment (as defined in Item 10) shall be the charge applicable under rates in Items 400, 410, 420, 430, 440, or 450, or any combination of said rates for transportation of a single shipment of the same number of motor vehicles, computed on one of the following bases: (Subject to Notes 1 and 2).</p> <p>1. Distance rates shall be determined by the distance from point of origin to that point of destination which produces the shortest distance via the other point or points of destination. (See Exceptions 1 and 2.)</p> <p>EXCEPTION 1 - Add to the distance determined under the provisions of paragraph 1 above, 2 constructive miles for each point in excess of one located within:</p> <ul style="list-style-type: none"> (a) a single metropolitan zone, or (b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or (c) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction. <p>EXCEPTION 2 - In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <ul style="list-style-type: none"> (a) between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the related mileage territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups. (b) between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones. <p>2. Under point-to-point rates, point of origin and all points of destination must be located within the territories between which the point-to-point rates apply, or located between said territories on a single authorized route.</p> <p>NOTE 1.--An additional charge of \$4.25 shall be made for each component part delivered.</p> <p>NOTE 2.--The provisions of this item shall not apply and each component part shall be rated as a separate shipment under other provisions of this tariff:</p> <ul style="list-style-type: none"> (a) if split pickup service is accorded. (b) unless at the time of or prior to the tender of the shipment shipping instructions have been furnished for each component part of the shipment and prior to the departure of carrier's equipment from the point of origin, the carrier shall be furnished with a shipping document showing the name and address of each consignee, the point of origin, the points of destination and a description of the motor vehicles in each component part. 	140
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SECTION 1--RULES (Continued)		ITEM																								
SPECIAL LOADING AND UNLOADING CHARGES																										
When a motor vehicle cannot be loaded onto or unloaded from carrier's equipment without the assistance of a separate vehicle or vehicles equipped with a lifting device, other than owned by the carrier, but furnished at carrier's expense, the actual amount charged the carrier for such service shall be assessed the debtor.		150																								
VEHICLES OF EXCESS HEIGHT DIMENSIONS (See Note)																										
1. Vehicles which have dimensions of more than 64 inches in height, but not more than 82 inches in height, shall be rated at one and one-half times (1½X) the otherwise applicable rates in Items 400, 410, 420 and 430.																										
2. Vehicles which have dimensions of more than 82 inches in height shall be rated at two times (2x) the otherwise applicable rates in Items 400, 410, 420 and 430.		155																								
NOTE.--The provisions of this item shall not apply when carrier's unit of equipment is loaded with seven or more vehicles.																										
PAYMENT OF ADVANCE CHARGES																										
1. For the service of making payment of any charges outstanding against a vehicle in order to obtain its release for transportation, the following additional charges shall be assessed:																										
<table><tr><th colspan="2">When the amount paid is:</th><th>Charge for making payment will be:</th></tr><tr><th>Over</th><th>Not Over</th><th></th></tr><tr><td>-</td><td>\$ 100</td><td>\$ 3.00</td></tr><tr><td>\$ 100</td><td>250</td><td>3.25</td></tr><tr><td>250</td><td>500</td><td>3.50</td></tr><tr><td>500</td><td>750</td><td>3.75</td></tr><tr><td>750</td><td>1,000</td><td>4.00</td></tr><tr><td>1,000</td><td colspan="2">at the rate of \$4.50 per \$1,000.00</td></tr></table>		When the amount paid is:		Charge for making payment will be:	Over	Not Over		-	\$ 100	\$ 3.00	\$ 100	250	3.25	250	500	3.50	500	750	3.75	750	1,000	4.00	1,000	at the rate of \$4.50 per \$1,000.00		160
When the amount paid is:		Charge for making payment will be:																								
Over	Not Over																									
-	\$ 100	\$ 3.00																								
\$ 100	250	3.25																								
250	500	3.50																								
500	750	3.75																								
750	1,000	4.00																								
1,000	at the rate of \$4.50 per \$1,000.00																									
2. Any payment of money made by a carrier under the provisions of this item shall be recorded on the freight bill and collected subject to the condition set forth in Item 230 for collection of transportation charges.																										
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</p> <p>Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected when such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.</p>	165
<p style="text-align: center;">APPLICATION OF COMBINATIONS OF RATES PROVIDED IN THIS TARIFF</p> <p>In the event two or more rates are named in this tariff for the same transportation, the lower rate shall apply. In the event any combination of rates provided in this tariff produces a lower aggregate charge for the same transportation than is produced by a one-factor through rate, such combination of rates shall be applied.</p>	170
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Rates of common carriers by land may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation than results from the application of the rates herein provided. (See Note)</p> <p>NOTE.--In applying the provisions of this item, the following shall be used:</p> <p>(a) A rate no lower than the common carrier rate.</p> <p>(b) A weight no lower than the actual or published minimum weight applicable to the common carrier rate (whichever is higher) or</p> <p>(c) A total number of vehicles no less than the requirements of the common carrier rate.</p>	180
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with rates of common carriers by land for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead or established depot and point of destination is located at railhead or an established depot, add to the common carrier rate applying from any (1) team track, (2) established depot or (3) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to point of destination the rate provided in this tariff, applicable to the entire shipment, for the distance from point of origin to any such team track, depot or private railhead from which the common carrier rate applies. (See Note)</p> <p style="text-align: center;">(Continued)</p>	190
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SECTION 1--RULES (Continued)	ITEM
<p data-bbox="487 329 991 377">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES (Concluded)</p> <p data-bbox="203 396 1343 573">(b) When point of origin is located at railhead or an established depot and point of destination is located beyond railhead or an established depot, add to the common carrier rate applying from point of origin to any (1) team track, (2) established depot or (3) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, the rate provided in this tariff, applicable to the entire shipment, for the distance from any such team track, depot or private railhead to which the common carrier rate used applies to point of destination. (See Note)</p> <p data-bbox="203 595 1371 819">(c) When both point of origin and point of destination are located beyond railhead or an established depot, add to the common carrier rate applying between any railheads or established depots the rate provided in this tariff, applicable to the entire shipment, for the distance from point of origin to any (1) team track, (2) depot or (3) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, from which the common carrier rate used applies, plus the rate provided in this tariff, applicable to the entire shipment, for the distance from any (1) team track, (2) depot or (3) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to which the common carrier rate used applies to point of destination. (See Note)</p> <p data-bbox="265 836 1252 858">NOTE.--In applying the provisions of this item, the following shall be used:</p> <p data-bbox="335 877 976 901">(a) A rate no lower than the common carrier rate.</p> <p data-bbox="203 922 1331 965">(b) A weight no lower than the actual or published minimum weight applicable to the common carrier rate (whichever is higher) or</p> <p data-bbox="203 987 1306 1030">(c) A total number of vehicles no less than the requirements of the common carrier rate.</p>	190
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SECTION 1--RULES (Continued)	ITEM
<p data-bbox="447 351 1032 421">ALTERNATIVE APPLICATION OF SPLIT PICKUP UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p data-bbox="204 443 1339 513">Charges on split pickup shipments may be computed by use of combinations with rates of common carriers by land as follows, if a lower aggregate charge than that accruing under the basis provided in Item 130 results:</p> <p data-bbox="270 535 1323 760">(1) Compute the charges applicable under the rates provided in this tariff for the composite number of vehicles of a split pickup shipment from the point of origin, or points of origin, of the several component parts (see Item 130) to any (a) team track, (b) established depot or (c) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service.</p> <p data-bbox="270 690 1273 760">(2) Add to such charge the charge applicable under Item 190 for the composite shipment from such team track, established depot or private railhead to point of destination.</p>	200
<p data-bbox="434 803 1029 871">ALTERNATIVE APPLICATION OF SPLIT DELIVERY UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p data-bbox="204 893 1362 963">Charges on split delivery shipments may be computed by use of combinations with rates of common carriers by land as follows, if a lower aggregate charge than that accruing under the basis provided in Item 140 results:</p> <p data-bbox="270 984 1323 1076">(1) Compute the charge applicable under Item 190 for the composite shipment from point of origin to any (a) team track, (b) established depot or (c) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service.</p> <p data-bbox="270 1098 1323 1190">(2) Add to such charge the charges provided in this tariff, for the composite number of vehicles of a split delivery shipment (see Item 140) from such team track, established depot or private railhead to the point of destination or points of destination of the several component parts.</p>	210
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p>In the event under the provisions of Items 180 to 210, inclusive, a common carrier rate is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier, the following charges for such accessorial services shall be added:</p> <p>(a) For loading onto carrier's equipment, \$2.90 per vehicle.</p> <p>(b) For unloading from carrier's equipment, \$2.35 per vehicle.</p> <p>(c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided.</p>	220
<p style="text-align: center;">COLLECTION OF CHARGES (1)</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period not to exceed 7 days, excluding Saturdays, Sundays, and legal holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.</p> <p>(c) Where the carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>(e) When freight bills are presented to debtors by means of the United States mail, the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor, may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>(1) Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>	230
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SPECIAL C.O.D. SERVICE (Exception to Item 235)</p> <p>The provisions of this item apply only when the bill of lading is annotated by the shipper with the words: "Special C.O.D. Service Requested". In such circumstances, collection of the specified C.O.D. amount by the carrier will be limited to pickup or receipt of a check or draft made payable to the consignor or other payee so designated on the bill of lading by the consignor. Under no circumstances may a carrier accept cash or other form of tender nor may he accept a check made payable to himself or his agent.</p> <p>In addition, the consignor must indicate on the bill of lading the precise name and mailing address of the payee of the C.O.D. amount.</p> <p>The carrier will accept checks or drafts only as the agent of the consignor and the carrier's responsibility is limited to the exercise of due care and diligence in forwarding such checks and drafts to the payee.</p> <p>When a carrier transports a C.O.D. shipment under provisions of this item, the charge for collecting and remitting the check or draft shall be \$2.00.</p>	232
<p style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p>1. A collect on delivery (C.O.D.) shipment means a shipment upon which the consignor has attached, as a condition of delivery, the collection of a specific sum(s) of monies by the carrier making delivery thereon and the return of said monies to the consignor or other payee designated by the consignor. (See exception in Item 232)</p> <p>2. The Letters "C.O.D." must be stamped, typed or written on all such shipping documents immediately before name of consignee. Only one C.O.D. amount may be shown and may not be subject to change dependent upon time or conditions of payment.</p> <p>3. In addition to information required by Item 240, the following must be shown:</p> <p style="margin-left: 40px;">Collect on Delivery \$ _____ and remit to: Name of Payee _____ Street or Post Office Address _____ City _____ State _____ Zip Code _____ C.O.D. charge to be paid by: Shipper _____ Consignee _____</p> <p>4. The amount of the C.O.D. bill for a C.O.D. shipment must be collected at the time such shipments are delivered to the consignee. Such C.O.D. amount must be forwarded to the consignor promptly and in no event later than ten (10) days after delivery to the consignee, unless otherwise directed in writing on the shipping document by the consignor.</p> <p>5. Only the following forms of payment will be accepted in payment of C.O.D. amounts: (1) cash; (2) bank cashier's check; (3) certified check; (4) money orders; or (5) personal check of the consignee when so authorized in writing or by endorsement on the shipping documents by the consignor. All forms of payment must be made payable to the consignor. The carrier will accept the above forms of payment of C.O.D. amounts only as the agent of the consignor and the carrier's responsibility is limited to the exercise of due care and diligence in forwarding such checks and money orders to consignor.</p> <p>6. C.O.D.'s may not be part of split pickup or split delivery shipments.</p> <p style="text-align: center;">(Continued)</p>	235
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SECTION 1--RULES (Continued)

ITEM

COLLECT ON DELIVERY (C.O.D.) SHIPMENTS (Concluded)

7. The charges for collecting and remitting the amount of each C.O.D. bill to be collected on shipments consigned C.O.D. shall be as follows:

When the amount collected is:		Charge for Collecting and remitting will be:
Over	But Not Over	
-	\$ 100-----	\$ 2.80
\$ 100	110-----	2.90
110	120-----	3.10
120	140-----	3.30
140	160-----	3.45
160	180-----	3.65
180	200-----	3.85
200	250-----	4.15
250	300-----	4.70
300	350-----	4.85
350	400-----	5.15
400	450-----	5.65
450	500-----	6.10
500	550-----	6.60
550	600-----	7.10
600	650-----	7.55
650	700-----	8.05
700	750-----	8.55
750	800-----	9.00
800	850-----	9.50
850	900-----	10.00
900	950-----	10.45
950	1,000-----	10.95
1,000	at rate of \$10.95 per \$1,000.	

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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ISSUANCE OF DOCUMENTS</p> <p>A. Issuance of Shipping Document</p> <p>Except as provided in Items 122, 130 and 140, a shipping document shall be issued by the carrier to the shipper for each shipment tendered to the carrier. It shall be completed prior to the departure of carrier's equipment from point of origin. The shipping document shall show the following information:</p> <ul style="list-style-type: none"> (a) Document Number. (b) Date Issued. (c) Name of Carrier. (d) Name of Debtor. (e) Name of consignor(s). (f) Name of consignee(s). (g) Point(s) of origin (including street address, city and zip code). (h) Point(s) of destination (including street address, city and zip code). (i) Description of the shipment, including serial number or other identification of each motor vehicle. (j) Statement whether each vehicle tendered is either a <ul style="list-style-type: none"> (1) New, (2) Used or (3) Wrecked vehicle. (k) Number of vehicles tendered. (l) Other services requested. (m) Signature of consignor or consignor's agent. (n) Signature of carrier or carrier's agent. (o) Height of vehicle if in excess of 64" in height. <p>B. Issuance of Freight Bill</p> <p>A freight bill or bills shall be issued by the carrier to the debtor for each shipment received for transportation. A separate freight bill may be issued for each vehicle in the shipment; however, the carrier must cross-reference each such freight bill to the original shipping document. Except with respect to intercarriers transactions, the carrier shall not apportion, pro-rate or otherwise divide the freight charges between or among the consignor(s), consignee(s) or any other parties. For accessorial services not included in the rate for actual transportation the carrier shall either itemize such charges on the freight bill, or furnish a separate accessorial service bill to the consignor, consignee or debtor who is paying for such accessorial services. The freight bill shall show the following information:</p> <p style="text-align: center;">(Continued)</p>	240
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ISSUANCE OF DOCUMENTS (Continued)</p> <p>(a) Shipping Document Number.</p> <p>(b) Name of Carrier.</p> <p>(c) Date of Freight Bill.</p> <p>(d) Date of Shipment.</p> <p>(e) Name of Debtor.</p> <p>(f) Name of Consignor(s) and Consignee(s).</p> <p>(g) Point(s) of origin and destination (including street address, city and zip code).</p> <p>(h) Number of vehicles shipped, and number of vehicles rated on each freight bill (if more than one freight bill used for each shipment).</p> <p>(i) Description of the shipment, including serial number or other identification of each vehicle.</p> <p>(j) Statement if vehicle tendered is either a (1) new (2) used or (3) wrecked vehicle.</p> <p>(k) Height of vehicle if in excess of 64" in height.</p> <p>(l) Rates and charges assessed.</p> <p>An invoice or manifest type of billing may be prepared and submitted to the debtor by the carrier and may consolidate more than one shipment thereon, provided that freight bills relating to the separate shipments covered thereby are individually listed, and provided further that the freight bills reflect information required by paragraphs (a) through (l) above. Total number of vehicles in the shipment can be reflected on either the invoice or manifest billing, or on the freight bill.</p> <p>C. Issuance Of Accessorial Service Bill</p> <p>An accessorial service bill shall be issued by the carrier to the consignor, consignee or debtor who requested or ordered such accessorial services, which are not authorized to be performed under the transportation rates named in Section 3 of this tariff.</p> <p>1. Such accessorial service bill shall show the following information:</p> <p>(a) Name of Carrier.</p> <p>(b) Name of Debtor.</p> <p>(c) Date of Issuance.</p> <p>(d) Name and address of consignor(s) and consignee(s) or their representative(s) ordering or requiring the services, or for whom they are rendered.</p> <p>(e) Shipping Document Number.</p> <p>(f) Point at which accessorial services are performed.</p> <p style="text-align: center;">(Continued)</p>	<p style="text-align: center;">240</p>
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 1--RULES (Continued)	ITEM
<p data-bbox="520 305 941 338">ISSUANCE OF DOCUMENTS (Concluded)</p> <p data-bbox="322 349 1156 535">(g) Type of service performed. (h) Number of vehicles serviced. (i) Rates and charges assessed. (j) Rates and charges for lifting device services, if performed by other than the carrier.</p> <p data-bbox="198 556 1255 600">2. For payment of advance charges the following shall be in addition to the information required above:</p> <p data-bbox="322 622 908 775">(a) Amount of charges advanced. (b) Date advance charges paid. (c) Payee to whom advance charges were paid. (d) Rates and charges assessed.</p> <p data-bbox="198 797 1354 895">D. A copy of each shipping document, freight bill and accessorial service document issued shall contain such other information as may be necessary to make an accurate determination of the applicable minimum rates and charges. The forms of Shipping Document, Freight Bill and Accessorial Service Bill in Section 5 will be suitable and proper.</p> <p data-bbox="198 906 1354 1070">A copy of each shipping document, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for any transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p>	240
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 2

TERRITORIAL DESCRIPTIONS

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

SECTION 2--TERRITORIAL DESCRIPTIONS	ITEM
<p>LOS ANGELES TERRITORY consists of that area included within the following Metropolitan Zones as set forth in Section No. 2-A of the Distance Table: 203, 204, 205, 206, 207, 214, 215, 216, 217, 218, 219, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 240, 241, 242, 243, 247, 248, 249, 250, 251 and 252.</p> <p>SAN FRANCISCO TERRITORY consists of that area included within the following Metropolitan Zones as set forth in Section No. 2-A of the Distance Table: 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 124, 125, 126, 127, 128, 129 and 130.</p>	300
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 3

RATES

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 3--RATES (Continued)											ITEM
DISTANCE RATES IN DOLLARS PER VEHICLE FOR NEW VEHICLES											
M I L E S Number of Motor Vehicles per Shipment											
Over	Not Over	One	Two	Three	Four	Five	Six Or More	(1) Seven	(2) Eight	Nine (3) Or More	
0	5	21.35	17.60	15.00	13.00	12.40	12.05	11.45	10.80	10.35	
5	10	22.20	18.40	15.80	13.80	13.20	12.85	12.25	11.60	11.15	
10	15	23.05	19.20	16.60	14.60	14.00	13.65	13.05	12.40	11.95	
15	20	23.90	20.00	17.40	15.40	14.80	14.45	13.85	13.20	12.75	
20	25	24.75	20.80	18.20	16.20	15.60	15.25	14.65	14.00	13.55	
25	30	25.60	21.60	19.00	17.00	16.40	16.05	15.45	14.80	14.35	
30	35	26.45	22.40	19.80	17.80	17.20	16.85	16.25	15.60	15.15	
35	40	27.30	23.20	20.60	18.60	18.00	17.65	17.05	16.40	15.95	
40	45	28.15	24.00	21.40	19.40	18.80	18.45	17.85	17.20	16.75	
45	50	29.00	24.80	22.20	20.20	19.60	19.25	18.65	18.00	17.55	
50	60	30.60	26.40	23.80	21.80	21.20	20.85	20.25	19.60	19.15	400
60	70	32.20	28.00	25.40	23.40	22.80	22.45	21.85	21.20	20.75	
70	80	33.80	29.60	27.00	25.00	24.40	24.05	23.45	22.80	22.35	
80	90	35.40	31.20	28.60	26.60	26.00	25.65	25.05	24.40	23.95	
90	100	37.00	32.80	30.20	28.20	27.60	27.25	26.65	26.00	25.55	
100	110	38.60	34.40	31.80	29.80	29.20	28.85	28.25	27.60	27.15	
110	120	40.20	36.00	33.40	31.40	30.80	30.45	29.85	29.20	28.75	
120	130	41.80	37.60	35.00	33.00	32.40	32.05	31.45	30.80	30.35	
130	140	43.40	39.20	36.60	34.60	34.00	33.65	33.05	32.40	31.95	
140	150	45.00	40.80	38.20	36.20	35.60	35.25	34.65	34.00	33.55	
150	160	46.60	42.40	39.80	37.80	37.20	36.85	36.25	35.60	35.15	
160	170	48.20	44.00	41.40	39.40	38.80	38.45	37.85	37.20	36.75	
170	180	49.80	45.60	43.00	41.00	40.40	40.05	39.45	38.80	38.35	
180	190	51.40	47.20	44.60	42.60	42.00	41.65	41.05	40.40	39.95	
190	200	53.00	48.80	46.20	44.20	43.60	43.25	42.65	42.00	41.55	
200	220	56.25	51.90	49.40	47.50	46.85	46.40	45.80	45.15	44.70	
220	240	59.50	55.00	52.60	50.85	50.10	49.55	48.95	48.30	47.90	
240	260	62.75	58.15	55.80	54.20	53.35	52.70	52.10	51.50	51.10	
260	280	66.00	61.30	59.05	57.55	56.60	55.85	55.25	54.70	54.30	
280	300	69.30	64.45	62.30	60.90	59.85	59.05	58.45	57.90	57.50	
(Continued)											
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											

SECTION 3--RATES (Continued)											ITEM
DISTANCE RATES IN DOLLARS PER VEHICLE FOR NEW VEHICLES (Concluded)											
M I L E S											
Number of Motor Vehicles Per Shipment											
Over	Not Over	One	Two	Three	Four	Five	Six Or More	(1) Seven	(2) Eight	Nine(3) Or More	
300	325	73.35	68.50	66.35	64.95	63.90	63.10	62.50	61.95	61.55	
325	350	77.40	72.55	70.40	69.00	67.95	67.15	66.55	66.00	65.60	
350	375	81.45	76.60	74.45	73.05	72.00	71.20	70.60	70.05	69.65	
375	400	85.50	80.65	78.50	77.10	76.05	75.25	74.65	74.10	73.70	
400	425	89.55	84.70	82.55	81.15	80.10	79.30	78.70	78.15	77.75	
425	450	93.60	88.75	86.60	85.20	84.15	83.35	82.75	82.20	81.80	
450	475	97.65	92.80	90.65	89.25	88.20	87.40	86.80	86.25	85.85	
475	500	101.70	96.90	94.70	93.35	92.30	91.50	90.85	90.35	89.95	
500	525	105.80	101.00	98.80	97.45	96.40	95.60	94.95	94.45	94.05	
525	550	109.90	105.10	102.90	101.55	100.50	99.70	99.05	98.55	98.15	
550	575	114.00	109.20	107.00	105.65	104.60	103.80	103.15	102.65	102.25	
575	600	118.10	113.30	111.10	109.75	108.70	107.90	107.25	106.75	106.35	
600	625	122.20	117.40	115.20	113.85	112.80	112.00	111.35	110.85	110.45	
625	650	126.30	121.50	119.30	117.95	116.90	116.10	115.45	114.95	114.55	
650	675	130.40	125.60	123.40	122.05	121.00	120.20	119.55	119.05	118.65	400
675	700	134.50	129.70	127.50	126.15	125.10	124.30	123.65	123.15	122.75	
700	725	138.60	133.80	131.60	130.25	129.20	128.40	127.75	127.25	126.85	
725	750	142.70	137.90	135.70	134.35	133.30	132.50	131.85	131.35	130.95	
750	775	146.80	142.00	139.80	138.45	137.40	136.60	135.95	135.45	135.05	
775	800	150.90	146.10	143.90	142.55	141.50	140.70	140.05	139.55	139.15	
For distances over 800 miles add for each 25 miles or fraction thereof -											
		4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	
(1) The minimum number of vehicles per shipment shall be not less than 7 vehicles per each unit of carrier's equipment used. Rates referring to this note are subject to varying minimum number of vehicles dependent upon the number of units of carrier's equipment used.											
(2) The minimum number of vehicles per shipment shall be not less than 8 vehicles per each unit of carrier's equipment used. Rates referring to this note are subject to varying minimum number of vehicles dependent upon the number of units of carrier's equipment used.											
(3) The minimum number of vehicles per shipment shall be not less than 9 vehicles per each unit of carrier's equipment used. Rates referring to this note are subject to varying minimum number of vehicles dependent upon the number of units of carrier's equipment used.											
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											

SECTION 3--RATES (Continued)									ITEM	
POINT-TO-POINT RATES IN DOLLARS PER VEHICLE (1) FOR NEW VEHICLES									410	
Number of Motor Vehicles per Shipment										
	<u>One</u>	<u>Two</u>	<u>Three</u>	<u>Four</u>	<u>Five</u>	<u>Six Or More</u>	(2) <u>Seven</u>	(3) <u>Eight</u>		(4) <u>Nine Or More</u>
Between Los Angeles Territory and San Francisco Territory	89.55	84.70	82.55	81.15	80.10	79.30	78.70	78.15		77.75
(1) If charges accruing under rates in this item, applied on shipments from, to or between points intermediate between the Los Angeles and San Francisco Territories via routes shown in Section 4 are lower than charges accruing under the Distance Rates in Item 400 on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one mile on either side of the highway and at all points located within the extended area of mileage basing points through which the highway route passes.										
(2) The minimum number of vehicles per shipment shall be not less than 7 vehicles per each unit of carrier's equipment used. Rates referring to this note are subject to varying minimum number of vehicles dependent upon the number of units of carrier's equipment used.										
(3) The minimum number of vehicles per shipment shall be not less than 8 vehicles per each unit of carrier's equipment used. Rates referring to this note are subject to varying minimum number of vehicles dependent upon the number of units of carrier's equipment used.										
(4) The minimum number of vehicles per shipment shall be not less than 9 vehicles per each unit of carrier's equipment used. Rates referring to this note are subject to varying minimum number of vehicles dependent upon the number of units of carrier's equipment used.										
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										

SECTION 3--RATES (Continued)									ITEM
DISTANCE RATES IN DOLLARS PER VEHICLE FOR USED VEHICLES									
M I L E S		Number of Motor Vehicles per Shipment							
Over	Not Over	One	Two	Three	Four	Five	Six Or More	Seven(1) Or More	
0	5	18.15	15.05	13.05	10.90	10.40	10.05	9.45	
5	10	19.15	15.90	13.90	11.85	11.30	10.90	10.30	
10	15	20.15	16.75	14.75	12.80	12.20	11.75	11.15	
15	20	21.15	17.60	15.60	13.75	13.10	12.60	12.00	
20	25	22.15	18.45	16.45	14.70	14.00	13.45	12.85	
25	30	23.15	19.30	17.30	15.65	14.90	14.30	13.70	
30	35	24.20	20.15	18.15	16.60	15.80	15.15	14.55	
35	40	25.25	21.05	19.05	17.55	16.70	16.05	15.45	
40	45	26.30	21.95	19.95	18.55	17.65	16.95	16.35	
45	50	27.40	22.90	20.85	19.60	18.65	17.90	17.30	
50	60	29.40	24.90	22.90	21.60	20.65	19.90	19.30	
60	70	31.45	26.95	24.90	23.65	22.70	21.95	21.35	
70	80	33.45	28.95	26.95	25.65	24.70	23.95	23.35	
80	90	35.50	31.00	28.95	27.70	26.75	26.00	25.40	
90	100	37.50	33.00	31.00	29.70	28.75	28.00	27.40	420
100	110	39.45	34.95	32.95	31.65	30.70	29.95	29.35	
110	120	41.35	36.85	34.85	33.55	32.60	31.85	31.25	
120	130	43.30	38.80	36.80	35.50	34.55	33.80	33.20	
130	140	45.20	40.70	38.70	37.40	36.45	35.70	35.10	
140	150	47.15	42.65	40.65	39.35	38.40	37.65	37.05	
150	160	49.05	44.55	42.55	41.25	40.30	39.55	38.95	
160	170	50.95	46.45	44.45	43.15	42.20	41.45	40.85	
170	180	52.85	48.40	46.35	45.05	44.15	43.35	42.75	
180	190	54.80	50.35	48.30	47.00	46.10	45.30	44.70	
190	200	56.75	52.30	50.25	48.95	48.05	47.25	46.65	
200	220	60.65	56.20	54.15	52.85	51.95	51.15	50.55	
220	240	64.55	60.05	58.05	56.75	55.80	55.05	54.45	
240	260	68.40	63.95	61.90	60.60	59.70	58.90	58.30	
260	280	72.30	67.80	65.80	64.50	63.55	62.80	62.20	
280	300	76.20	71.70	69.70	68.40	67.45	66.70	66.10	
(Continued)									
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE									
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.									

SECTION 3--RATES (Continued)

ITEM

DISTANCE RATES IN DOLLARS PER VEHICLE
FOR USED VEHICLES (Concluded)

M I L E S

Number of Motor Vehicles per Shipment

Over	Not Over	One	Two	Three	Four	Five	Six Or More	(1) Seven Or More
300	325	80.85	76.40	74.40	73.10	72.15	71.40	70.80
325	350	85.55	81.10	79.10	77.80	76.85	76.10	75.50
350	375	90.25	85.75	83.75	82.45	81.50	80.75	80.15
375	400	94.95	90.45	88.45	87.15	86.20	85.45	84.85
400	425	99.65	95.15	93.15	91.85	90.90	90.15	89.55
425	450	104.35	99.85	97.85	96.55	95.60	94.85	94.25
450	475	109.15	104.70	102.70	101.40	100.45	99.70	99.10
475	500	113.95	109.55	107.50	106.25	105.25	104.50	103.95
500	525	118.80	114.35	112.35	111.05	110.10	109.35	108.75
525	550	123.65	119.20	117.15	115.90	114.90	114.15	113.60
550	575	128.50	124.05	122.00	120.75	119.75	119.00	118.45
575	600	133.35	128.90	126.85	125.60	124.60	123.85	123.30
600	625	138.20	133.75	131.65	130.45	129.40	128.65	128.15
625	650	143.05	138.60	136.50	135.25	134.25	133.50	133.00
650	675	147.90	143.40	141.30	140.10	139.05	138.30	137.80
675	700	152.75	148.25	146.15	144.95	143.90	143.15	142.65
700	725	157.60	153.10	151.00	149.80	148.75	148.00	147.50
725	750	162.45	157.95	155.80	154.65	153.55	152.80	152.35
750	775	167.30	162.80	160.65	159.45	158.40	157.65	157.20
775	800	172.15	167.60	165.45	164.30	163.20	162.45	162.00

For distances
over 800 miles,
add for each 25
miles or fraction
thereof -

4.85 4.85 4.85 4.85 4.80 4.80 4.80

(1) The minimum number of vehicles per shipment shall be not less than 7 vehicles per each unit of carrier's equipment used. Rates referring to this note are subject to varying minimum number of vehicles dependent upon the number of units of of carrier's equipment used.

420

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

SECTION 3--RATES (Continued)							ITEM
POINT-TO-POINT RATES IN DOLLARS PER VEHICLE ⁽¹⁾ FOR USED VEHICLES							
Number of Motor Vehicles Per Shipment							
	<u>One</u>	<u>Two</u>	<u>Three</u>	<u>Four</u>	<u>Five</u>	<u>Six Or More</u>	<u>Seven⁽²⁾ Or More</u>
Between Los Angeles Territory and San Francisco Territory	99.65	95.15	93.15	91.85	90.90	90.15	89.55
<p>(1) If charges accruing under rates in this item, applied on shipments from, to or between points intermediate between the Los Angeles and San Francisco Territories via routes shown in Section 4, are lower than charges accruing under the Distance Rates in Item 420 on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one mile on either side of the highway and at all points located within the extended area of mileage basing points through which the highway route passes.</p> <p>(2) The minimum number of vehicles per shipment shall be not less than 7 vehicles per each unit of carrier's equipment used. Rates referring to this note are subject to varying minimum number of vehicles dependent upon the number of units of carrier's equipment used.</p>							430
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							

SECTION 3--RATES (Continued)					ITEM
DISTANCE RATES IN DOLLARS PER VEHICLE FOR WRECKED VEHICLES					
M I L E S Number of Motor Vehicles per Shipment					
<u>Over</u>	<u>Not Over</u>	<u>One</u>	<u>Two</u>	<u>Three Or More</u>	
0	5	18.15	15.00	13.35	
5	10	19.60	16.35	14.70	
10	15	21.10	17.75	16.10	
15	20	22.55	19.15	17.50	
20	25	24.05	20.55	18.95	
25	30	25.50	22.00	20.40	
30	35	26.95	23.45	21.85	
35	40	28.40	24.95	23.30	
40	45	29.85	26.45	24.75	
45	50	31.30	27.90	26.20	
50	60	33.80	30.05	28.15	
60	70	36.25	32.20	30.10	
70	80	38.70	34.35	32.05	
80	90	41.20	36.55	34.05	440
90	100	43.70	38.75	36.05	
100	110	46.15	40.90	38.00	
110	120	48.65	43.05	39.95	
120	130	51.15	45.25	41.90	
130	140	53.65	47.45	43.90	
140	150	56.15	49.65	45.90	
150	160	58.55	51.90	47.95	
160	170	60.95	54.15	50.00	
170	180	63.35	56.40	52.05	
180	190	65.75	58.65	54.10	
190	200	68.20	60.90	56.15	
200	220	73.10	65.40	60.30	
220	240	78.00	69.90	64.45	
240	260	82.90	74.40	68.60	
260	280	87.80	78.90	72.75	
280	300	92.70	83.40	76.90	
(Continued)					
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					

SECTION 3--RATES (Continued)					ITEM
DISTANCE RATES IN DOLLAR PER VEHICLE FOR WRECKED VEHICLES (Concluded)					
M I L E S		Number of Motor Vehicles per Shipment			
<u>Over</u>	<u>Not Over</u>	<u>One</u>	<u>Two</u>	<u>Three Or More</u>	
300	325	99.30	89.35	82.45	
325	350	105.95	95.30	88.00	
350	375	112.60	101.25	93.55	
375	400	119.25	107.20	99.10	
400	425	125.90	113.15	104.65	
425	450	132.55	119.10	110.25	
450	475	139.50	125.40	116.10	
475	500	146.45	131.70	121.95	
500	525	153.40	138.00	127.80	
525	550	160.35	144.35	133.65	
550	575	167.30	150.70	139.55	
575	600	174.30	157.05	145.45	440
600	625	181.30	163.40	151.35	
625	650	188.30	169.75	157.25	
650	675	195.30	176.10	163.15	
675	700	202.30	182.45	169.05	
700	725	209.30	188.80	174.95	
725	750	216.30	195.15	180.85	
750	775	223.30	201.50	186.75	
775	800	230.30	207.85	192.65	
For distances over 800 miles, add for each 25 miles or fraction thereof -		7.00	6.35	5.90	
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SECTION 3--RATES (Concluded)				ITEM
POINT-TO-POINT RATES IN DOLLARS PER VEHICLE ⁽¹⁾ FOR WRECKED VEHICLES				450
Number of Motor Vehicles Per Shipment				
	<u>One</u>	<u>Two</u>	<u>Three Or More</u>	
Between Los Angeles Territory and San Francisco Territory	125.90	113.15	104.65	
<p>(1) If charges accruing under rates in this item applied on shipments from, to or between points intermediate between the Los Angeles and San Francisco Territories via routes shown in Section 4 are lower than charges accruing under the Distance Rates in Item 440 on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one mile on either side of the highway and at all points located within the extended area of mileage basing points through which the highway route passes.</p>				
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SECTION 4

ROUTING

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SECTION 4--ROUTING	ITEM
<p data-bbox="422 345 1080 395">ROUTING FOR RATES PROVIDED IN ITEMS 410, 430 or 450 (Routes apply in either direction)</p> <p data-bbox="191 454 1364 526">ROUTE 1--From San Francisco Territory via Interstate Highway (I) 580, I 205 and I 5 to its junction with State Highway Sign Route (SSR) 120 near Mossdale Wye; SSR 120 to its junction with SSR 99 near Manteca; then via SSR 99 and I 5 to Los Angeles Territory.</p> <p data-bbox="191 543 1339 639">ROUTE 2--From San Francisco Territory via SSR 84 through Sunol, Pleasanton and Livermore to its junction with I 580 near Livermore; I 580, I 205 and I 5 to its junction with SSR 120, near Mossdale Wye; SSR 120 to its junction with SSR 99 near Manteca; then via SSR 99 and I 5 to Los Angeles Territory.</p> <p data-bbox="191 657 1290 729">ROUTE 3--From San Francisco Territory via U.S. Highway 101 to Gilroy; SSR 152 through Los Banos to its junction with SSR 99 at Califa; then via SSR 99 and I 5 to Los Angeles Territory.</p> <p data-bbox="191 746 1364 864">ROUTE 4--From San Francisco Territory via U. S. Highway 101 to its junction with SSR 126, 4 miles southeast of Ventura; then via (a) SSR 126 to its junction with SSR 118 at Saticoy; then via SSR 118 through Chatsworth; or (b) U.S. Highway 101 through Woodland Hills; or (c) U.S. Highway 101 to its junction with SSR 1 at El Rio; then via SSR 1 through Oxnard to Los Angeles Territory.</p> <p data-bbox="191 882 1364 954">ROUTE 5--From San Francisco Territory via Route 1 or 2 to the junction of I 205 and SSR 33, 3 miles east of Tracy; then via SSR 33 to Los Banos; then via SSR 152 to its junction with SSR 99 at Califa; then via Route 1 or 2 beyond.</p>	500
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SECTION 5

FORM OF SHIPPING DOCUMENT

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SECTION 5--FORM OF SHIPPING DOCUMENT		ITEM
SHIPPING DOCUMENT FOR MOTOR VEHICLES IN SECONDARY MOVEMENT BY TRUCKAWAY SERVICE		
Document No. _____	Date Issued _____	
Name of Carrier _____		
Name of Debtor _____		
Consignor _____	Consignee _____	
Point of Origin _____	Point of Destination _____	
Street Address _____	Street Address _____	
Zip Code _____	Zip Code _____	
DESCRIPTION OF EACH VEHICLE		
Serial Number or other identification	New, Used or Wrecked	Height of Vehicle over 64 inches
_____	_____	_____
_____	_____	_____
_____	_____	_____
Total Number of Vehicles Shipped _____	Rate per Vehicle _____	Charges _____
Other services requested _____		
Shipper _____	Received by carrier in good condition except as noted _____ _____	
	By _____	
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SECTION 5 - FORM OF SHIPPING DOCUMENT (Continued)			ITEM
FREIGHT BILL FOR MOTOR VEHICLES TRANSPORTED IN SECONDARY MOVEMENT BY TRUCKAWAY SERVICE			
Name of Carrier_____	Date of Freight Bill_____		
Name of Debtor_____	Date of Shipment_____		
Shipping Document Number_____			
Consignor_____	Consignee_____		
Point of Origin_____	Point of Destination_____		
Street Address_____	Street Address_____		
Zip Code_____	Zip Code_____		610
Number of Vehicles shipped in total shipment_____			
Description of each vehicle _____			
Serial Number or other identification	New, Used or Wrecked	Height of Vehicles over 64 inches	
_____	_____	_____	
_____	_____	_____	
Number of vehicles billed_____	Rate per vehicle_____	Charges_____	
Other services performed	Charges_____		
_____	_____		
_____	_____		
Total to collect_____			
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SECTION 5--FORM OF SHIPPING DOCUMENT (Concluded)

ITEM

ACCESSORIAL SERVICES BILL FOR OTHER THAN TRANSPORTATION
 SERVICES PERFORMED NOT INCLUDED IN THE RATES FOR
 TRANSPORTATION OF MOTOR VEHICLES IN SECONDARY
 MOVEMENT BY TRUCKAWAY SERVICE

Name of Carrier _____ Date Issued _____

Name of Debtor _____

Shipping Document Number _____
 (of the shipment for which these services are performed)

Party's name _____
 (for whom services rendered)

Point services performed _____

Street Address _____

Zip Code _____

Number of vehicles serviced _____

620

Type of services performed _____

Service performed by _____

Rate per vehicle _____ Total Charges _____

Advance Charges _____

Amount of charges advanced _____

Date advance charges paid _____

Payer to whom advance charges paid _____

Charge for payment of advance charges _____

Total Charges _____

(END OF TARIFF)

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