

Decision No. 85703

ORIGINAL

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 any and all)
commodities statewide including,)
but not limited to, those rates)
which are provided in Minimum Rate)
Tariff 2 and the revisions or)
reissues thereof.)

Case No. 5432
Petition for Modification
No. 858
(Filed May 21, 1975)

In the Matter of the Investigation)
for the purpose of considering and)
determining minimum rates for)
transportation of general commodi-)
ties within San Diego County as)
provided in Minimum Rate Tariff 9-B)
and the revisions or reissues)
thereof.)

Case No. 5439
Petition for Modification
No. 253
(Filed May 21, 1975)

In the Matter of the Investigation)
for the purpose of considering and)
determining minimum rates for)
transportation of general commodi-)
ties in the Counties of Contra)
Costa, Lake, Marin, Mendocino,)
Monterey, Napa, San Benito, San)
Mateo, Santa Clara, Santa Cruz,)
Solano and Sonoma, and in the)
County of Alameda and in the City)
and County of San Francisco as)
provided in Minimum Rate Tariffs)
1-B and 19, respectively, and the)
revisions or reissues thereof.)

Case No. 5441
Petition for Modification
No. 341
(Filed May 21, 1975)

George G. Grover, Attorney at Law, for Advanced Business Service, Inc., petitioner.

Richard K. Park, Attorney at Law, for Jerald Smith Trucking and McVay Trucking; Ernest C. Farrington, Jr., for Capital Parcel Delivery Co.; and Frank Almas, for Aero Speed Delivery Service; respondents.

Kenneth A. Odell, Attorney at Law, for Patrick Vigil of Amfac Drug Supply Co.; Charles D. Gilbert and H. W. Hughes, for California Trucking Association; interested parties.

O P I N I O N

By these petitions Advanced Business Service, Inc. (petitioner), doing business as Advanced Mail Delivery Service seeks exemption from the rates and rules of Minimum Rate Tariffs (MRT) 1-B, 2, 9-B, and 19 for the transportation of checks, drafts, money orders, transit items, mail, audit media, audit items, data processing materials, paper punch tapes, tabulating cards, film, video tapes, legal documents, title policies and documents, radio-active pharmaceuticals, printed or reproduced material, and business records (courier service) and narcotics, prescription items, and pharmaceuticals (drugs) for Amfac Drug Supply (Amfac), from the latter's wholesale supply centers to pharmacies when such transportation is of shipments weighing 75 pounds or less transported in vehicles not exceeding a licensed weight of 4,500 pounds.

Public hearing was held before Examiner Tanner on November 3, 1975 at San Francisco and November 10, 1975 at Sacramento. The petitions were submitted on November 25, 1975 upon the filing of concurrent statements.

Petitioner operates as a highway permit carrier throughout California. The operations which are subject to these petitions involve the courier service and the transportation of drugs which are centered in and around the larger metropolitan areas including San Diego, Los Angeles, San Francisco, and Sacramento.

The transportation is primarily conducted with leased vehicles, owned and operated by part time employees. The vehicles consist largely of small "economy" cars. A substantial number of the lessor-employees are housewives and students whose employment is normally of short duration. Petitioner frequently places classified newspaper advertisements seeking persons with late-model economy cars to deliver parcels within the areas served. This method of employee recruitment has apparently adequately met petitioner's high rate of employee turnover.

According to petitioner, the Commission's Compliance and Enforcement Branch conducted an investigation in January 1974 which disclosed apparent violations of MRT 2. Petitioner's president was admonished and advised that a re-examination of its records would be made in the future (Exhibit 14). A follow-up examination was made in late 1974. This review of petitioner's records revealed additional apparent violations. An advisory conference was held in petitioner's office at Tustin on February 18, 1975. The conference was confirmed in a letter dated February 21, 1975 addressed to petitioner's president. That letter stated:

"This will confirm the matters discussed with you during an advisory conference held on February 18, 1975 with R. F. Walker and J. W. Cox of the Commission staff at your office in Tustin.

"At that time you were informed a recent survey of your operations had disclosed violations of the minimum rates, rules and regulations established by the Commission. Your attention was directed to the minimum rates applicable on shipments transported by you for the account of Amfac Drug Company and you were directed to cease and desist from assessing and collecting rates and charges less than the established minimum. As an alternative, you were informed of the procedures necessary in making application for a rate deviation.

"You were also informed that the leasing of motor vehicles requires compliance with General Order 130 in its entirety. Failure to comply could result in lessors being subject to Commission jurisdiction as subhaulers. They would then require operating authority from this Commission and compliance with all the provisions of General Order 102 Series would be required of your company as prime carrier.

"Sections 3664, 3667 and 3774 of the Public Utilities Code were explained to you and you were informed of the penalties provided in the aforementioned code. You are to inform the Commission's office at Room 680, State Building, 28 Civic Center Plaza, Santa Ana, CA 92701, in writing no later than March 20, 1975 the corrective action you have taken to comply with the advisory conference directives."

According to the testimony of petitioner's president, the last sentence of the second paragraph of the above letter was understood to mean that he had a choice of either assessing and collecting the established minimum rates or filing for an appropriate rate deviation. He testified that he chose the latter course. No change was made in petitioner's method of assessing charges for services performed.

The problem involving leasing was met through the preparation of a lease form (Exhibit 5) which is required to be executed upon employment of each lessor-employee. According to petitioner's president, copies of such leases are presently on file at the Commission's Santa Ana office.

The petitions were protested by Jerald Smith Trucking (Smith), McVay Trucking (McVay), Capital Parcel Delivery Co., and Aero Speed Delivery Service all of whom compete with petitioner in the Sacramento area. Their objection to the petitions was limited to the proposed rate relief for the transportation of drugs for Amfac. Smith and

McVay object to granting these petitions on the ground that the lessor-employees are purportedly not being sufficiently compensated to cover the cost of performing the service, that the low cost lessor-employee service permits rate levels with which operators who use their own equipment cannot meet, and that to grant the relief sought would amount to nothing less than rewarding petitioner for violations of the Commission's orders.

Discussion

The evidence of record indicates that petitioner's proposals are not unreasonable per se. The courier service, which was not contested, is clearly the kind of service for which the current minimum rate structure is not suitable. The drug service is profitable and is responsive to Amfac's apparent needs. The lessor-employee arrangements appear to conform to the principles set forth in AEC Messenger Service, Inc. (1971) 71 CPUC 694.

Petitioner argues that the characteristics of the drug transportation are the same as those found in courier service and therefore should be granted exempt status and should not be treated as service requiring a rate deviation. In support of this position a number of decisions were cited wherein commodities similar to those transported for Amfac were included in granting courier service exemptions. Petitioner relies principally on the elements of speed and the limited size and weight of the package to distinguish courier service from ordinary freight transportation.

Courier service cannot be distinguished by the commodity, package size, or speed, but rather the kind of service itself. It is more akin to messenger service where quick response is made to a patron's need for the speedy delivery of a parcel from one place to another. An on-call service is usually an element in such service.

The establishment of regular routes for delivery of a particular class of commodity such as drugs does not constitute courier service, regardless of the speed in which such delivery may be accomplished. For this reason and the fact that the rate schedule offered by petitioner conforms to the service performed for Amfac, a deviation from the otherwise applicable minimum rates should be granted for the service performed for Amfac. During the course of the hearing petitioner withdrew its request for rate relief applicable from the Fresno extended area and the city of Santa Rosa as service had not commenced in these areas.

The record in these matters has numerous indications that violations of the statutes and rules of this Commission have occurred and may well exist at this time. Our Transportation Division will be directed to conduct an investigation of petitioner's operations. If such an investigation discloses violations appropriate action will be instituted.

After consideration we find:

1. Petitioner's request for exemption from the rates and rules of MRTs 1-B, 2, 9-B, and 19 for courier transportation service has been shown to be justified.
2. Petitioner's request for exemption from the rates and rules of MRTs 1-B, 2, 9-B, and 19 for the transportation of drugs has not been shown to be justified.
3. The rates and rules governing the transportation for Amfac Drug Supply Co., as set forth in Exhibits 10, 11, 12, and 13 have been shown to be justified, excluding such service from the Fresno extended area and the city of Santa Rosa.

4. The Commission's Transportation Division should investigate whether petitioner has violated or is now violating any of the rules and regulations of this Commission or the Public Utilities Code. If such investigation discloses violations, the Commission's Transportation Division shall take such action as required by law.

It is concluded that these petitions be granted to the extent provided in the following order.

O R D E R

IT IS ORDERED that:

1. Advanced Business Service, Inc., dba Advanced Mail Delivery Service, is exempted from the otherwise governing provisions of Minimum Rate Tariffs 1-B, 2, 9-B, and 19 when engaged in the courier transportation of checks, drafts, money orders, transit items, mail, audit media, audit items, data processing materials, paper punch tapes, tabulating cards, film, video tapes, legal documents, title policies and documents, radioactive pharmaceuticals, printed or reproduced material, and business records when transported in a vehicle not exceeding a licensed weight of 4,500 pounds.

2. Advanced Business Service, Inc., is authorized to depart from the minimum rates set forth in Minimum Rate Tariff 2 by charging those rates set forth in Appendix A of this decision. This authority does not include any deviation from any rates and rules except as specifically set forth in Appendix A.

3. The authority granted in paragraph 2, above, shall expire one year after the effective date of this order unless sooner canceled, modified, or extended by order of the Commission.

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

Dated at San Francisco, California, this 20th
day of APRIL, 1976.

President
William J. ...
... ..

Robert ...
Commissioners

Commissioner D. W. Holmes, being
necessarily absent, did not participate
in the disposition of this proceeding.

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Commodities: Narcotics, prescription items, and pharmaceuticals.

Shipper: Amfac Drug Supply Co.

Rates: See Schedules I, II, and III.

Conditions: Service is limited to transportation of shipments of 75 pounds or less from Amfac Drug Supply Co. wholesale supply centers to pharmacies when transported in vehicles with a licensed weight of 4,500 pounds or less.

APPENDIX A
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MINIMUM RATE SCHEDULE I
(See Note 1)

Stops per
area per day
See Note 2

	Miles Per Area Per Day									
	A 1-49	B 50-99	C 100-149	D 150-199	E 200-249	F 250-299	G 300-349	H 350-399	I 400-449	J 450-499
1-9	\$20.83	\$42.08	\$63.33	\$84.58	\$105.83	\$127.08	\$148.33	\$169.58	\$190.83	\$212.08
10-19	2.08	4.21	6.33	8.46	10.58	12.71	14.83	16.96	19.08	21.21
20-29	1.04	2.10	3.17	4.23	5.29	6.35	7.42	8.48	9.54	10.60
30-39	.85	1.40	2.11	2.82	3.53	4.24	4.94	5.65	6.36	7.07
40-49	.85	1.05	1.58	2.11	2.65	3.18	3.71	4.24	4.77	5.30
50-59	.85	.85	1.27	1.69	2.12	2.54	2.97	3.39	3.82	4.24
60-69	.85	.85	1.06	1.41	1.76	2.12	2.47	2.83	3.18	3.53
70-79	.85	.85	.90	1.21	1.51	1.82	2.12	2.42	2.73	3.03
80-89	.85	.85	.85	1.06	1.32	1.59	1.85	2.12	2.39	2.65
90-99	.85	.85	.85	.94	1.18	1.41	1.65	1.88	2.12	2.36
100-109	.85	.85	.85	.85	1.06	1.27	1.48	1.70	1.91	2.12
110-119	.85	.85	.85	.85	.96	1.16	1.35	1.54	1.73	1.93
120-129	.85	.85	.85	.85	.88	1.06	1.24	1.41	1.59	1.77
130-139	.85	.85	.85	.85	.85	.98	1.14	1.30	1.47	1.63
140-149	.85	.85	.85	.85	.85	.91	1.06	1.21	1.36	1.51
150-159	.85	.85	.85	.85	.85	.85	.99	1.13	1.27	1.41
160-169	.85	.85	.85	.85	.85	.85	.93	1.06	1.19	1.33
170-179	.85	.85	.85	.85	.85	.85	.87	1.00	1.12	1.25
180-189	.85	.85	.85	.85	.85	.85	.85	.94	1.06	1.18
190-199	.85	.85	.85	.85	.85	.85	.85	.87	1.00	1.12
200-209	.85	.85	.85	.85	.85	.85	.85	.85	.95	1.06
210-219	.85	.85	.85	.85	.85	.85	.85	.85	.91	1.01
220-229	.85	.85	.85	.85	.85	.85	.85	.85	.87	.96
230-239	.85	.85	.85	.85	.85	.85	.85	.85	.85	.92
240-249	.85	.85	.85	.85	.85	.85	.85	.85	.85	.88
250-259	.85	.85	.85	.85	.85	.85	.85	.85	.85	.85
260-269	.85	.85	.85	.85	.85	.85	.85	.85	.85	.85
270-279	.85	.85	.85	.85	.85	.85	.85	.85	.85	.85
280-289	.85	.85	.85	.85	.85	.85	.85	.85	.85	.85
290-299	.85	.85	.85	.85	.85	.85	.85	.85	.85	.85
300-309	.85	.85	.85	.85	.85	.85	.85	.85	.85	.85
310-319	.85	.85	.85	.85	.85	.85	.85	.85	.85	.85
320-329	.85	.85	.85	.85	.85	.85	.85	.85	.85	.85
330-339	.85	.85	.85	.85	.85	.85	.85	.85	.85	.85
340-349	.85	.85	.85	.85	.85	.85	.85	.85	.85	.85

Above dollar figures indicate the minimum price per stop.

(Continued)

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APPENDIX A
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MINIMUM RATE SCHEDULE I
(Continued)

Stops per area per day	Miles Per Area Per Day									
	K 500-549	L 550-599	M 600-649	N 650-699	O 700-749	P 750-799	Q 800-849	R 850-899	S 900-949	T 950-999
1-9	\$233.33	\$254.58	\$275.83	\$277.08	\$318.33	\$337.58	\$360.83	\$382.08	\$403.33	\$424.58
10-19	23.33	25.46	27.56	27.71	31.83	33.96	36.08	38.21	40.33	42.46
20-29	11.67	12.73	13.77	14.85	15.92	16.98	18.04	19.10	20.17	21.23
30-39	7.78	8.49	9.19	9.90	10.61	11.32	12.03	12.74	13.44	14.15
40-49	5.83	6.36	6.70	7.43	7.76	8.49	9.02	9.55	10.08	10.61
50-59	4.67	5.09	5.52	5.94	6.37	6.79	7.22	7.64	8.07	8.49
60-69	3.89	4.24	4.60	4.95	5.31	5.66	6.01	6.37	6.72	7.08
70-79	3.33	3.64	3.94	4.24	4.55	4.85	5.15	5.46	5.76	6.07
80-89	2.92	3.18	3.45	3.71	3.98	4.24	4.51	4.78	5.04	5.31
90-99	2.59	2.83	3.06	3.30	3.54	3.77	4.01	4.25	4.48	4.72
100-109	2.33	2.55	2.76	2.97	3.18	3.40	3.61	3.82	4.03	4.25
110-119	2.12	2.31	2.51	2.70	2.89	3.09	3.28	3.47	3.67	3.86
120-129	1.94	2.12	2.30	2.48	2.65	2.83	3.01	3.18	3.36	3.54
130-139	1.77	1.96	2.12	2.29	2.45	2.61	2.78	2.94	3.10	3.27
140-149	1.67	1.82	1.97	2.12	2.27	2.43	2.58	2.73	2.88	3.03
150-159	1.56	1.70	1.84	1.98	2.12	2.26	2.41	2.55	2.69	2.83
160-169	1.46	1.59	1.72	1.86	1.99	2.12	2.26	2.39	2.52	2.65
170-179	1.37	1.50	1.62	1.75	1.87	2.00	2.12	2.25	2.37	2.50
180-189	1.30	1.41	1.53	1.65	1.77	1.89	2.00	2.12	2.24	2.36
190-199	1.23	1.34	1.45	1.56	1.68	1.79	1.90	2.01	2.12	2.23
200-209	1.17	1.27	1.38	1.49	1.59	1.70	1.80	1.91	2.02	2.12
210-219	1.11	1.21	1.31	1.41	1.52	1.62	1.72	1.82	1.92	2.02
220-229	1.06	1.16	1.25	1.35	1.45	1.54	1.64	1.74	1.83	1.93
230-239	1.01	1.11	1.20	1.29	1.38	1.48	1.57	1.66	1.75	1.85
240-249	.97	1.06	1.15	1.24	1.33	1.41	1.50	1.59	1.68	1.77
250-259	.93	1.02	1.10	1.19	1.27	1.36	1.44	1.53	1.61	1.70
260-269	.89	.98	1.06	1.14	1.22	1.31	1.39	1.47	1.55	1.63
270-279	.86	.94	1.02	1.10	1.18	1.26	1.34	1.42	1.49	1.57
280-289	.85	.91	.99	1.06	1.14	1.21	1.29	1.36	1.44	1.52
290-299	.85	.88	.95	1.02	1.10	1.17	1.24	1.32	1.39	1.46
300-309	.85	.85	.92	.99	1.06	1.13	1.20	1.27	1.34	1.42
310-319	.85	.85	.89	.96	1.03	1.10	1.16	1.23	1.30	1.37
320-329	.85	.85	.86	.93	.99	1.06	1.13	1.19	1.26	1.33
330-339	.85	.85	.85	.90	.96	1.03	1.09	1.16	1.22	1.29
340-349	.85	.85	.85	.87	.94	1.00	1.06	1.12	1.19	1.25

Note 1 - Minimum Rate Schedule I applies to deliveries within a 35-mile radius of below area center points:

PUC Map #2-V - Sacramento - North Sacramento Extended Area - Intersection of Exposition Blvd. and Highway 160.

PUC Map #5-H - Oakland - PUC Map Zone #111 - Intersection of Broadway & Grand.

PUC Map #6-M - Central Los Angeles Area - PUC Map Zone #223 - Intersection of Mission Blvd. & 1st St.

PUC Map #6-Q - Orange County Area - PUC Map Zone #256 - Intersection of Main & Edinger.

PUC Map #7-S - San Diego - PUC Map Zone #302 - Intersection of University and 54th.

PUC Map #5-F-1 - Greater San Jose - Northern Area - PUC Map Zone #126 - Intersection of El Camino and Lawrence Expressway.

Note 2 - Stops are defined as follows:

1 stop = 1-2 packages per location

2 stops = 3-4 packages per location

3 stops = 5-6 packages per location

4 stops = 7-9 packages per location

Over 9 packages - Applicable MRF rates apply.

Note 3 - The minimum price per stop if there are 350 or more stops per area per day, or if there are 1,000 or more miles per area per day is determined by the following formula:

Minimum Price Per Stop = 42.5¢ per mile X $\frac{\text{miles per day}}{\text{stops per day}}$

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MINIMUM RATE SCHEDULE II
(See Note 1)

Stops per
area per day
See Note 2

	Miles Per Area Per Day									
	A 1-49	B 50-99	C 100-149	D 150-199	E 200-249	F 250-299	G 300-349	H 350-399	I 400-449	J 450-499
1-9	\$24.50	\$49.50	\$74.50	\$99.50	\$124.50	\$149.50	\$174.50	\$199.50	\$224.50	\$249.50
10-19	2.45	4.95	7.45	9.95	12.45	14.95	17.45	19.95	22.45	24.95
20-29	1.23	2.48	3.73	4.98	6.23	7.48	8.73	9.98	11.23	12.48
30-39	.85	1.65	1.86	3.32	4.15	4.98	5.82	6.65	7.48	8.32
40-49	.85	1.24	1.49	2.49	3.11	3.74	4.36	4.97	5.61	6.24
50-59	.85	.99	1.24	1.99	2.49	2.99	3.49	3.99	4.49	4.99
60-69	.85	.85	1.06	1.66	2.08	2.49	2.91	3.33	3.74	4.16
70-79	.85	.85	.93	1.42	1.78	2.14	2.49	2.85	3.21	3.56
80-89	.85	.85	.85	1.24	1.56	1.87	2.18	2.49	2.81	3.12
90-99	.85	.85	.85	1.11	1.38	1.66	1.94	2.22	2.49	2.77
100-109	.85	.85	.85	1.00	1.25	1.50	1.75	2.00	2.25	2.50
110-119	.85	.85	.85	.90	1.13	1.36	1.59	1.81	2.04	2.27
120-129	.85	.85	.85	.85	1.04	1.25	1.45	1.66	1.87	2.08
130-139	.85	.85	.85	.85	.96	1.15	1.34	1.53	1.73	1.92
140-149	.85	.85	.85	.85	.89	1.07	1.25	1.43	1.60	1.78
150-159	.85	.85	.85	.85	.85	1.00	1.16	1.33	1.50	1.66
160-169	.85	.85	.85	.85	.85	.93	1.09	1.25	1.40	1.56
170-179	.85	.85	.85	.85	.85	.83	1.03	1.17	1.32	1.47
180-189	.85	.85	.85	.85	.85	.85	.97	1.11	1.25	1.39
190-199	.85	.85	.85	.85	.85	.85	.92	1.05	1.18	1.31
200-209	.85	.85	.85	.85	.85	.85	.87	1.00	1.12	1.25
210-219	.85	.85	.85	.85	.85	.85	.85	.95	1.07	1.19
220-229	.85	.85	.85	.85	.85	.85	.85	.91	1.02	1.13
230-239	.85	.85	.85	.85	.85	.85	.85	.87	.98	1.08
240-249	.85	.85	.85	.85	.85	.85	.85	.85	.94	1.04
250-259	.85	.85	.85	.85	.85	.85	.85	.85	.90	1.00
260-269	.85	.85	.85	.85	.85	.85	.85	.85	.86	.96
270-279	.85	.85	.85	.85	.85	.85	.85	.85	.85	.92
280-289	.85	.85	.85	.85	.85	.85	.85	.85	.85	.89
290-299	.85	.85	.85	.85	.85	.85	.85	.85	.85	.86
300-309	.85	.85	.85	.85	.85	.85	.85	.85	.85	.85
310-319	.85	.85	.85	.85	.85	.85	.85	.85	.85	.85
320-329	.85	.85	.85	.85	.85	.85	.85	.85	.85	.85
330-339	.85	.85	.85	.85	.85	.85	.85	.85	.85	.85
340-349	.85	.85	.85	.85	.85	.85	.85	.85	.85	.85

Above dollar figures indicate the minimum price per stop.

(Continued)

MINIMUM RATE SCHEDULE II
(Continued)

Stops per area per day	Miles Per Area Per Day									
	K 500-549	L 550-599	M 600-649	N 650-699	O 700-749	P 750-799	Q 800-849	R 850-899	S 900-949	T 950-999
1-9	\$274.50	\$299.50	\$324.50	\$349.50	\$374.50	\$399.50	\$424.50	\$449.50	\$474.50	\$499.50
10-19	27.45	29.95	32.45	34.95	37.45	39.95	42.45	44.95	47.45	49.95
20-29	17.73	14.98	16.23	17.48	18.73	19.98	21.23	22.48	23.73	24.98
30-39	9.15	9.98	10.82	11.65	12.48	13.32	14.15	14.98	15.82	16.65
40-49	6.86	7.49	8.11	8.74	9.36	9.99	10.61	11.24	11.86	12.49
50-59	5.49	5.99	6.49	6.99	7.49	7.99	8.49	8.99	9.49	9.99
60-69	4.58	4.99	5.41	5.83	6.24	6.66	7.08	7.49	7.91	8.33
70-79	3.92	4.28	4.64	4.99	5.35	5.71	6.06	6.42	6.78	7.14
80-89	3.43	3.74	4.06	4.37	4.68	4.99	5.31	5.62	5.93	6.24
90-99	3.05	3.33	3.61	3.88	4.16	4.44	4.72	4.99	5.27	5.55
100-109	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
110-119	2.50	2.72	2.95	3.18	3.40	3.63	3.86	4.09	4.31	4.54
120-129	2.29	2.50	2.70	2.91	3.12	3.33	3.54	3.75	3.95	4.16
130-139	2.11	2.30	2.50	2.69	2.88	3.07	3.27	3.46	3.65	3.84
140-149	1.96	2.14	2.32	2.50	2.68	2.85	3.03	3.21	3.39	3.57
150-159	1.83	2.00	2.16	2.33	2.50	2.66	2.83	3.00	3.16	3.33
160-169	1.72	1.87	2.03	2.18	2.34	2.50	2.65	2.81	2.97	3.12
170-179	1.61	1.76	1.91	2.06	2.20	2.35	2.50	2.64	2.79	2.94
180-189	1.53	1.66	1.80	1.94	2.08	2.22	2.36	2.50	2.64	2.78
190-199	1.44	1.58	1.71	1.84	1.97	2.10	2.23	2.37	2.50	2.63
200-209	1.37	1.50	1.62	1.75	1.87	2.00	2.12	2.25	2.38	2.50
210-219	1.31	1.43	1.55	1.66	1.78	1.90	2.02	2.14	2.26	2.38
220-229	1.25	1.36	1.48	1.59	1.70	1.82	1.93	2.04	2.16	2.27
230-239	1.19	1.30	1.41	1.52	1.63	1.75	1.85	1.95	2.06	2.17
240-249	1.14	1.25	1.35	1.46	1.56	1.66	1.77	1.87	1.98	2.08
250-259	1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	1.90	2.00
260-269	1.06	1.15	1.25	1.34	1.44	1.54	1.63	1.73	1.83	1.92
270-279	1.02	1.11	1.20	1.29	1.39	1.48	1.57	1.66	1.76	1.85
280-289	.98	1.07	1.16	1.25	1.34	1.43	1.52	1.61	1.69	1.78
290-299	.95	1.03	1.12	1.21	1.29	1.38	1.46	1.55	1.64	1.72
300-309	.92	1.00	1.08	1.17	1.25	1.33	1.42	1.50	1.58	1.67
310-319	.89	.97	1.05	1.13	1.21	1.29	1.37	1.45	1.53	1.61
320-329	.86	.94	1.01	1.09	1.17	1.25	1.33	1.40	1.48	1.56
330-339	.85	.91	.98	1.06	1.13	1.21	1.29	1.36	1.44	1.51
340-349	.85	.88	.95	1.03	1.10	1.18	1.25	1.32	1.40	1.47

Note 1 - Minimum Rate Schedule II applies to deliveries within a 35-mile radius of below area center point:

PUC Map #5-B - South San Francisco - PUC Map Zone #102 - Intersection of Bayshore Blvd. & Old County Road.

Note 2 - Stops are defined as follows:

- 1 stop = 1-2 packages per location
- 2 stops = 3-4 packages per location
- 3 stops = 5-6 packages per location
- 4 stops = 7-9 packages per location
- Over 9 packages - Applicable MRT rates apply.

Note 3 - The minimum price per stop if there are 350 or more stops per area per day, or if there are 1,000 or more miles per area per day, is determined by the following formula:

$$\text{Minimum Price Per Stop} = 50\% \times \frac{\text{miles per day}}{\text{stops per day}}$$

APPENDIX A
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MINIMUM RATE SCHEDULE III

Delivery Routes which include any deliveries beyond a 35-mile radius of below area center points are charged at a minimum price of \$9.50 per hour:

PUC Map #2-V - Sacramento - North Sacramento Extended Area - Intersection of Exposition Boulevard and Highway 160.
PUC Map #5-B - South San Francisco - PUC Map Zone #102 - Intersection of Bayshore Boulevard and Old County Road.
PUC Map #5-F-1 - Greater San Jose - Northern Area - PUC Map Zone #126 - Intersection of El Camino and Lawrence Expressway.
PUC Map #5-H - Oakland - PUC Map Zone #111 - Intersection of Broadway and Grand.
PUC Map #6-M - Central Los Angeles Area - PUC Map Zone #229 - Intersection of Mission Boulevard and 1st Street.
PUC Map #6-Q - Orange County Area - PUC Map Zone #256 - Intersection of Main & Edinger.
PUC Map #7-S - San Diego - PUC Map Zone #302 - Intersection of University and 54th.

BREAKDOWN OF DELIVERY ZONES BY MPH

Deliveries within a 35-mile radius of below area center points are made at the rate of 20 miles per hour:

PUC Map #2-V - Sacramento - North Sacramento Extended Area - Intersection of Exposition Boulevard and Highway 160.
PUC Map #5-H - Oakland - PUC Map Zone #111 - Intersection of Broadway & Grand.
PUC Map #6-M - Central Los Angeles Area - PUC Map Zone #229 - Intersection of Mission Boulevard and 1st Street.
PUC Map #6-Q - Orange County Area - PUC Map Zone #256 - Intersection of Main & Edinger.
PUC Map #7-S - San Diego - PUC Map Zone #302 - Intersection of University and 54th.
PUC Map #5-F-1 - Greater San Jose - Northern - PUC Map Zone #126 - Intersection of El Camino and Lawrence Expressway.

Deliveries within a 35-mile radius of below area center point are made at the rate of 17 miles per hour:

PUC Map #5-B - South San Francisco - PUC Map Zone #102 - Intersection of Bayshore Boulevard and Old County Road.