

Decision No. 85855

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into the rates, rules, regulations, charges, allowances and practices of all common carriers, highway carriers and city carriers relating to the transportation of sand, rock, gravel and related items (commodities for which rates are provided in Minimum Rate Tariff No. 7-A).

Case No. 5437  
Petition for Modification  
No. 280  
(Filed September 30, 1974)

In the Matter of the Investigation into the rates, rules, regulations, charges, allowances and practices of all common carriers, highway carriers and city carriers relating to the transportation of any and all commodities between and within all points and places in the State of California (including, but not limited to, transportation for which rates are provided in Minimum Rate Tariff No. 2).

Case No. 5432  
Petition for Modification  
No. 869  
(Filed October 3, 1975)

In the Matter of the Application of ASBURY SYSTEM for an Order authorizing Applicant to deviate from certain minimum rates on shipments of petroleum coke transported pursuant to Section 3666 of the Public Utilities Code.

Application No. 55762  
(Filed June 20, 1975)

(Appearances are listed in Appendix A)

FINAL OPINION

The captioned proceedings pertain to rates for transportation of petroleum coke in bulk in dump truck equipment. Statewide minimum distance tonnage rates in Item 290 of Minimum

Rate Tariff 7-A (MRT 7-A) were made applicable to transportation of this commodity on an interim basis by Decision No. 84842 (1975) in Case No. 5437, Petition No. 280, filed by the California Dump Truck Owners Association (CDTOA). Reconsideration of that decision was denied by Decision No. 85111 (1975). Case No. 5432, Petition No. 869, filed on behalf of Allyn Transportation Company, and Application No. 55762, filed by Asbury System, urge somewhat different rate treatment for transportation of petroleum coke than reflected in the interim rates.

Public hearings in the captioned proceedings were held on a consolidated record on December 15 and 16, 1975 and on March 10, 1976 before Examiner Norman Haley at Los Angeles. The proceedings were submitted on the latter date.

At the hearing on March 10, 1976, the two petitioners and the applicant presented a single minimum rate proposal for petroleum coke in lieu of the three different rate approaches they had advanced initially. The moving parties now request that the Commission make the interim distance tonnage rates permanent, and move them to a separate item in MRT 7-A.<sup>1/</sup> The new distance tonnage rate item would not be subject to the weekend and holiday overtime rates in Item 260 of MRT 7-A. Hourly rates in Section 3, Item 390, of MRT 7-A also would be made applicable to transportation

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<sup>1/</sup> The interim distance tonnage rates in Item 290 of MRT 7-A apply to a number of commodities described in List A of Item 30, including petroleum coke. The purpose of a separate item assertedly is to provide a ready vehicle for effecting future rate adjustments to reflect economic factors the parties believe may change over a period of time from those which underlie the interim rates, as well as certain cost data introduced by CDTOA, discussed below.

of petroleum coke, as sought in Case No. 5437, Petition No. 280. No one opposed the single rate proposal. Following explanation of that proposal, Case No. 5432, Petition No. 869, and Application No. 55762 were withdrawn. No discussion of these matters therefore is necessary.

Cost evidence in support of Case No. 5437, Petition No. 280, was presented by CDTOA through a consulting engineer. This witness introduced the results of a comprehensive study of the cost of transporting petroleum coke in dump truck equipment within California. Exhibit 1 contains costs developed on both tonnage and hourly bases. Exhibit 2 is a supplementary report to Exhibit 1 showing the effect on costs per ton in the event petroleum coke is excluded from application of the weekend and holiday rates in Item 260 of MRT 7-A. The costs in Exhibit 2 support the distance tonnage rate proposal of the moving parties. Assertedly, the costs in Exhibits 1 and 2 are designed to reflect operations of carriers performing service in a reasonably efficient manner.

In conducting the study the engineer obtained information from the records of carriers engaged primarily in the transportation of petroleum coke, including specific cost and performance data pertaining to various functions of the operation. Detailed time and performance studies were made relative to en route times, distances, and loading and unloading at origin and destination locations in both southern and northern California. Full costs were stated separately for three regions and territories:<sup>2/</sup>

1. Southern Region of Southern Territory

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<sup>2/</sup> The cost regions and territories utilized in the study are identical to the regions and territories described in Item 160 and Item 380 of MRT 7-A.

2. San Francisco Bay Area Region of  
Northern Territory

3. Northern Region of Northern Territory

Running costs, depreciation expense, and fixed costs (except insurance costs) for motor vehicle equipment were developed and used on a statewide basis for all areas.

Total labor costs per hour were based on prevailing basic wage rates and fringe benefits contained in rock and sand labor agreements as of May 31, 1975 applicable to the regions involved. Total labor costs per revenue hour includes an increment to provide for labor costs incurred in nonrevenue activities. Costs for vehicle equipment were based on the use of a 2-axle heavy duty diesel tractor in combination with a semitrailer bottom dump unit and a full trailer bottom dump unit. It was explained that trailing units are equipped with risers that increase the volumetric capacity of the units to obtain maximum tonnage per vehicle load of petroleum coke, which has a somewhat lower density than rock, sand, and some other commodities hauled in dump truck equipment.

Historical cost reflects the selected average purchase price of truck equipment over the number of years of service life for each unit. Historical cost excludes the cost of tires but includes sales taxes. The service life assigned to each unit of equipment assertedly was designed to cover the reasonable useful life of the equipment. Revenue use hours per year (1,900) were based on carrier interview data and operating reports. It was stated that the revenue use hours per year factor was identical in all three cost regions for the reason that transportation of petroleum coke in bulk is not affected by weather conditions.

Total costs per revenue hour were developed by combining equipment costs with labor costs on four bases:

1. Straight time, Monday through Friday.
2. Including an increment for weekday overtime.
3. Including weekday excessive hours and Saturdays.
4. Work performed on Sundays and holidays.

Hourly costs were developed to provide for full costs at 100 percent operating ratio for each of the three regions.

According to the engineer, data used to determine loading and unloading costs were obtained from on-the-spot performance studies and information obtained from carriers' records. Separate costs were developed for each cost region. Average load in tons and total loading and unloading time in hours were utilized as statewide factors.

Distance costs include labor costs developed to reflect weekday overtime only. Cost per ton for various lengths of haul were developed on the basis of actual mileage. Composite San Francisco Bay Area Region and Northern Region distance costs per ton at 100 percent operating ratio were combined on a weighted basis to provide one level of costs for distance rates for all of Northern Territory. A standby cost per revenue hour, which includes hourly costs of labor and equipment, was developed to provide a basis for standby accessorial charges in connection with distance rates.

Costs which were not assigned directly and recovered in the direct cost development, excluding those costs related to gross revenue, were provided for by a 10 percent factor of indirect expense applied to total direct cost. A gross revenue cost of 0.43 percent also was applied to cover the transportation rate fund fee and business license tax. Total costs per revenue hour and per ton set forth in the cost study are full costs at an operating

ratio of 100 (with no provision for profit). A formula was provided to arrive at full costs required to provide an operating ratio below 100 (with a margin for profit).

Cost development in Exhibit 2 is similar to that employed in Exhibit 1, with the exception of labor costs. As indicated above, Exhibit 2 was prepared by the engineer to provide costs which would be applicable in the event the Commission decides to eliminate from the application of distance tonnage rates the additional charges for service performed on Saturdays, Sundays, and holidays set forth in Item 260 of MRT 7-A.

The engineer asserted that the interim rates cover the costs as surveyed and are appropriate for the transportation involved.

The West Coast manager of International Minerals and Chemical Corp. testified in support of the interim distance tonnage rates. He outlined a number of factors relative to the production, loading, distribution, unloading, and uses of petroleum coke in southern California. He also expressed a need for hourly rates, particularly for the shortest hauls. This witness explained that one reason he supports inclusion of the rates in MRT 7-A is because under that tariff the rates of subhaulers are regulated. It was his experience that when subhaulers receive adequate payments their services are more reliable. He said that service was very important to his company. The interim rates in MRT 7-A have simplified rating and billing problems for his company.

The vice president and director of transportation of Great Lakes Carbon Corp. testified in support of a separate item in MRT 7-A for the distance tonnage rates. He cited particular economic factors relative to the transportation involved.

The president of Allyn Transportation Company testified that his company prefers a separate rate item in MRT 7-A for petroleum coke because there are different rate factors associated with the transportation of that commodity. By having separately stated rates, consideration can be given to unique characteristics of petroleum coke hauling in future rate proceedings. He asserted that the Teamsters' agreement covering petroleum coke is different from other labor contracts, including different pay. The witness explained that many movements are between fixed points where authorities require that loads be covered.<sup>3/</sup> He said that special washing facilities are required (beyond those normally required for washing equipment hauling rock, sand, and gravel). This witness was of the opinion that the interim rates generally have been reasonable for the transportation involved, but that this could change with time. He recommended that the rates be published in MRT 7-A in a separate item similar to the item containing rates for fodder (Item 350).

An individual dump truck owner-operator testified in support of the interim rates. He has operated both as prime carrier and as a subhauler in the transportation of petroleum coke. He said that prior to inclusion of the rates in MRT 7-A, the prime carriers took from 12 to 15 percent of the transportation revenue, leaving subhaulers substantially less than now required under MRT 7-A.<sup>4/</sup> He also said the distance tonnage rates in MRT 7-A have been satisfactory.

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<sup>3/</sup> The record shows that special procedures are required to keep petroleum coke (an inherently dirty commodity) from escaping into the environment during loading, transporting, and unloading operations.

<sup>4/</sup> Charges to be paid by an overlying carrier (prime carrier) to an underlying carrier are specified in Item 210 of MRT 7-A.

The representative of the California Trucking Association expressed the view that the cost data in Exhibits 1 and 2 are understated because the rock and sand labor scales which underlie the costs are approximately a year old (May 31, 1975).

The record, after hearing, discloses that the distance tonnage rates in MRT 7-A, established for transportation of petroleum coke on an interim basis by Decision No. 84842, are reasonably related to the cost of performing service by efficient means. The record shows that hourly rates in Section 3, Item 390 of MRT 7-A also should be made applicable to the transportation involved. The record further shows that weekend and holiday rates in Item 260 are not necessary for application of the distance tonnage rates to the transportation involved.

The record also shows that certain cost elements relative to transportation of petroleum coke may change in the future in amounts different from those underlying transportation of other commodities now subject to rates in Item 290 of MRT 7-A. The request of the moving parties for publication of a separate scale of distance tonnage rates for petroleum coke is reasonable.

There are several outstanding rate deviation authorities previously granted to individual carriers for transportation of petroleum coke. One is in Appendix A of Decision No. 84790 in Application No. 55762 (Asbury System). The rate authority in that decision was established on an interim basis pending hearing. Since the application was withdrawn at the hearing, the rate authority in that decision will be rescinded. The other outstanding rate deviations were authorized on the Commission's special deviation docket to Allyn Transportation Company and to Acme Transportation, Inc. Those authorities are scheduled to expire June 30, 1976.



Findings

1. Substantial quantities of petroleum coke are transported by dump truck equipment in California.

2. Cost data in Exhibits 1 and 2 reasonably reflect the cost of transporting petroleum coke in California by efficient means.

3. Distance tonnage rates in Item 290 of MRT 7-A, which were made applicable to transportation of petroleum coke on an interim basis by Decision No. 84842, are reasonably related to the costs identified in Finding 2.

4. The record demonstrates that distance tonnage rates identified in Finding 3 should not be subject to additional rates in Item 260 of MRT 7-A for service performed on weekends and holidays.

5. Distance tonnage rates for transportation of petroleum coke should be transferred to a new item in MRT 7-A applicable only to that commodity.

6. Hourly rates in Section 3, Item 390 of MRT 7-A also should be made applicable to transportation of petroleum coke.

It is concluded that Minimum Rate Tariff 7-A should be amended as provided in the order herein. The effect of this decision is to reduce rates for the transportation of petroleum coke in bulk.

FINAL ORDER

IT IS ORDERED that:

1. Minimum Rate Tariff 7-A (Appendix B to Decision No. 82061, as amended) is further amended by incorporating therein, to become effective June 26, 1976, Third Revised Page 3, Fourth Revised Page 8, Fourth Revised Page 9, Sixth Revised Page 10, Sixth Revised Page 11, Original Page 32-A, and Original Page 32-B attached hereto and by this reference made a part hereof.

2. Common carriers subject to the Public Utilities Act to the extent that they are subject to Decision No. 82061, as amended, are hereby authorized to establish in their tariffs the amendments necessary to conform with the further adjustments ordered herein.

3. Tariff publications authorized to be made by common carriers as a result of this order may be made effective not earlier than June 26, 1976 and may be made effective on not less than one day's notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

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

5. To the extent not granted herein, Case No. 5437, Petition No. 280, is denied.

6. Case No. 5432, Petition No. 869, and Application No. 55762 are dismissed.

7. The rate authority granted Asbury System in Appendix A of Decision No. 84790 is rescinded.

8. In all other respects Decision No. 82061, as amended, shall remain in full force and effect.

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

Dated at San Francisco; California, this 25<sup>th</sup>  
day of \* MAY, 1976.

William S. Brown, Jr. President  
Vernon L. Stinson  
Robert Bateman Commissioners

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

Commissioner Leonard Ross, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

LIST OF APPEARANCES

E. O. Blackman, for California Dump Truck Owners Association, petitioner in C.5437, Pet. 280; and interested party in C.5432, Pet. 869, and A.55762.

Russell & Schureman, by Carl H. Fritze, Attorney at Law, for Allyn Transportation Company, petitioner in C.5432, Pet. 869; protestant in C.5437, Pet. 280; and interested party in A.55762.

A. J. Eyraud, Jr., for Asbury System, applicant in A.55762; protestant in C.5437, Pet. 280; and interested party in C.5432, Pet. 869.

G. R. Gunter, for Great Lakes Carbon Corp., protestant in C.5437, Pet. 280; and interested party in C.5432, Pet. 869, and A.55762.

James R. Foote, for Associated Independent Owner-Operators, Inc., C. D. Gilbert and H. W. Hughes, for California Trucking Association; Gary Arvin, for Atlantic Richfield Co., John W. Bohannon, for Mobil Oil Corporation; and T. W. Anderson, for General Portland, Inc.; interested parties in all three proceedings.

George C. Cross, for Bulk Transportation, respondent.

Frank M. Nyulassy and Mark S. Wetzell, for the Commission staff.

INDEX OF COMMODITIES			
COMMODITY	ITEM	COMMODITY	ITEM
Aggregates, Lightweight	50, 330, 340	Mill Scale	40, 320, 390
Ash	50, 330, 340	Mixture, Cold Road Oil	30, 300, 390, 430, 480, 490, 530, 540 550, 560
Asphalt (M)	30, 300, 390	Mortar	30, 290, 390
Base, Cement Treated	30, 290, 390	Mud	40, 320, 390
Cake, Salt	60, 390	Ore	60, 390
Cement (M)	30, 300, 390	Perlite	40, 50, 320, 330, 340, 390
Cement Clinker	40, 320, 390	Plaster	30, 290, 390
Cinders	50, 330, 340	Pumice	50, 330, 340
Clay	40, 50, 320, 330, 340, 390	Pyrite	40, 320, 390
☿Coke, petroleum	** , *60, *325	Pyrophyllite	40, 320, 390
Compounds, Barium, Clay or Silicate Mud	40, 320, 390	Rock	30, 290, 390
Concrete	30, 60, 290, 300, 390, 480, 490	Sand	30, 50, 290, 330, 340, 390, 430, 510, 560
Containers	30, 290, 390	Scoria	50, 330, 340
Cullet	40, 320, 390	Shale	40, 50, 320, 330, 340, 390
Debris	60, 390, 400	Slag	30, 40, 50, 290, 320, 330, 340, 390
Dolomite	40, 320, 390	Slurry	60, 390
Earth	30, 290, 310, 390	Soapstone	40, 320, 390
Fodder	60, 350, 390	Stone	30, 290, 390, 430, 510, 560
Granite	30, 40, 290, 320, 390, 510	Talc	40, 320, 390
Gravel	30, 290, 390, 430, 510, 560		
Gypsum	40, 320, 390		
Loam	30, 290, 310, 390		

(M) Denotes articles on which application of rates is limited to mixed shipments.

☿ Change )  
\* Addition )  
\*\* Eliminated )

Decision No.

85855

EFFECTIVE

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

Correction

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">APPLICATION OF TARIFF--CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the Highway Carriers' Act. They apply for transportation of property and other accessorial or incidental services performed prior to, during, or subsequent to said transportation by radial highway common carriers, highway contract carriers and dump truck carriers, as defined in said Highway Carriers' Act, in bulk in dump truck equipment.</p> <p>The rates and rules contained in this tariff shall apply to transportation by underlying carriers (independent-contractor subhaulers) when such transportation is performed for other carriers, as provided in Item 210.</p>	20
<p style="text-align: center;">APPLICATION OF TARIFF--COMMODITIES</p> <p>When reference is made to this item, rates apply to the transportation of the following commodities:</p> <p>LIST A</p> <p>Base, cement treated (Moist mixture of sand, crushed rock and/or gravel and cement); **</p> <p>Concrete, mortar or plaster: ingredients of, in batches, in nylon-corded rubberized bags; Containers, empty, used, viz.: empty, used nylon-corded rubberized bags being returned from an outbound trip in which they moved containing batches of the ingredients of concrete, mortar or plaster;</p> <p>(1) Earth, including dirt, loam, silt or soil individually or in any combination. It also includes miscellaneous material such as stone, rock, tree stumps and broken concrete in combination with earth when such material does not exceed 50 percent of the total volume of the shipment. Granite, decomposed; Gravel; Rock (commonly called "cobblestone" or "rip rap"); Sand, crushed stone and gravel, mixed dry, with or without cement added; Sand, other than burnt shale; Slag, other than expanded; Stone, crushed, chips or waste; Stone, natural, blocks, pieces or slabs, rough quarried; Stone, natural, sawed, not further finished.</p> <p>(1) See Item 290 for shipments subject to Distance Rates of more than 30 miles. See Item 310 for shipments subject to Distance Rates of 30 miles or less. **</p> <p>LIST B</p> <p>Asphaltic concrete (commonly called "Hot Stuff"); Cold road oil mixture (commonly called "Plant Mix"); Asphalt, cold liquid, in containers not exceeding 5 gallons capacity per container (Subject to Note 1).</p> <p>NOTE 1.--Cold liquid asphalt will be transported under the provisions of this tariff, at rates which apply for the transportation of asphaltic concrete, when tendered for transportation with, and as a part of, a shipment of asphaltic concrete and when the quantity so tendered does not exceed 15 gallons per shipment.</p>	ø30
<p>ø Change ) ** Eliminated ) Decision No. <b>85855</b></p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

ITEM	SECTION 1--RULES (Continued)		
	APPLICATION OF TARIFF--COMMODITIES		
	When reference is made to this item, rates apply to the transportation of the following commodities:		
40	Barium, clay or silicate mud compounds, dry, oilwell drilling; Cement clinker; Clay, other than burnt or calcined; Cullet (glass, broken or crushed); Dolomite, dead-burned; Dolomite rock, crushed; Gypsum rock, crude, not further processed than broken or crushed;	Mill scale; Mud, dry, oilwell drilling; Perlite rock, crude, not expanded, not further processed than broken, crushed or ground; Pyrite cinders; Pyrophyllite, crude, in blocks, pieces or slabs, rough quarried; Shale, other than burnt, calcined or expanded;	Soapstone, crude, in blocks, pieces or slabs, rough quarried or not further finished than sawed or chipped on four sides; Talc, crude, in blocks, pieces or slabs, rough quarried or not further finished than sawed or chipped on four sides.
	APPLICATION OF TARIFF--COMMODITIES		
	When reference is made to this item, rates apply to the transportation of the following commodities:		
50	Lightweight Aggregates, viz.:		
	Ash, volcanic; Cinders; Clay, burnt or calcined; Perlite, expanded;	Pumice; Sand, burnt shale; Scoria, Volcanic;	Shale, burnt or calcined; Shale, expanded; Slag, expanded.
No Change on this page, Decision No. 85855			
EFFECTIVE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			
Correction			

SECTION 1--RULES (Continued)		ITEM
APPLICATION OF TARIFF--COMMODITIES		
When reference is made to this item, rates apply to the transportation of the following commodities:		
<p>*Coke, petroleum; Concrete, broken, asphaltic or hydraulic; Concrete, premixed, wet; Debris: From street or highway maintenance, including ice, mud, and slush; also debris from drainage or flood control construction and/or maintenance projects;</p> <p>Fodder: Chopped green corn and sorghum grain plants, including heads, stalks, and leaves; Ore; Salt cake (crude sulphate of soda); Slurry (mixed sand, dust, crushed stone and/or gravel, wet).</p>		ø60
ø Change ) * Addition ) Decision No.		85855
EFFECTIVE		
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	



ITEM	SECTION 1--RULES (Continued)												
	<p style="text-align: center;">APPLICATION OF TARIFF--GENERAL</p> <p>Rates in this tariff do not apply to the transportation of:</p> <p>(a) 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.</p> <p>(b) Property of the United States as property transported under agreement whereby the United States contracted for the carrier's service.</p> <p>(c) Property for which rates are provided in Minimum Rate Tariffs 17-A or 20 when said property is transported under the provisions of such tariffs.</p> <p>(d) 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.</p> <p>For rates for the transportation of commodities in dump truck equipment, other than as provided in this tariff, see Minimum Rate Tariffs 1-B, 2, 9-B, 17-A, 19, or</p>												
70													
	<p style="text-align: center;">APPLICATION OF TARIFF--TERRITORIAL</p> <p>Rates in this tariff apply for transportation between all points within the State of California.</p>												
80													
	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>In addition to the charges under the rates in Sections 2, and 4, and when, through no fault of the carrier, the unloading and release of carrier's equipment at destination is delayed beyond the time allowances shown herein, the following accessorial charges shall be assessed:</p> <table><thead><tr><th></th><th>a</th><th>b</th><th>c</th></tr></thead><tbody><tr><td>Charge per unit of carrier's equipment for delay beyond the time allowance shown below. Charge applies for each six(6) minutes (one-tenth of an hour) or fraction thereof</td><td>160</td><td>160</td><td>160</td></tr><tr><td>Time allowance in minutes, per unit of carrier's equipment (See Note)</td><td>30</td><td>45</td><td>30</td></tr></tbody></table> <p>a. Applies when transportation is performed by truck without trailing equipment.</p> <p>b. Applies when transportation is performed by truck with transfer type trailer.</p> <p>c. Applies when transportation is performed by truck with other than transfer type pull trailers, tractors with semitrailers or tractors with semitrailers and pull trailers operating in train.</p> <p>NOTE:--In computing the time allowances under this rule, time shall commence when the carrier arrives at point of destination.</p>		a	b	c	Charge per unit of carrier's equipment for delay beyond the time allowance shown below. Charge applies for each six(6) minutes (one-tenth of an hour) or fraction thereof	160	160	160	Time allowance in minutes, per unit of carrier's equipment (See Note)	30	45	30
	a	b	c										
Charge per unit of carrier's equipment for delay beyond the time allowance shown below. Charge applies for each six(6) minutes (one-tenth of an hour) or fraction thereof	160	160	160										
Time allowance in minutes, per unit of carrier's equipment (See Note)	30	45	30										
890													
<p>No change on this page, Decision No. 85855</p>													
<p style="text-align: center;">EFFECTIVE</p>													
Correction	<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>												

SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton								ITEM
PETROLEUM COKE								
MILES		(4) RATES		MILES		(4) RATES		
		(1) (2) Minimum Weight 23 Tons				(1) (2) Minimum Weight 23 Tons		
Over	But Not Over	(3) Northern Territory	(3) Southern Territory	Over	But Not Over	(3) Northern Territory	(3) Southern Territory	
0	1	32	38	30	31	190	216	
1	2	38	45	31	32	194	222	
2	3	44	51	32	33	199	227	
3	4	50	58	33	34	204	231	
4	5	55	64	34	35	208	236	
5	6	61	70	35	36	213	242	
6	7	67	77	36	37	218	247	
7	8	73	83	37	38	223	253	
8	9	79	89	38	39	228	259	
9	10	84	96	39	40	233	265	
10	11	88	102	40	41	238	270	
11	12	92	108	41	42	243	276	
12	13	99	114	42	43	247	281	
13	14	105	120	43	44	252	287	
14	15	110	126	44	45	257	293	
15	16	114	131	45	46	262	298	
16	17	119	137	46	47	267	304	
17	18	123	141	47	48	272	310	
18	19	128	147	48	49	277	316	
19	20	134	154	49	50	283	322	
20	21	139	160	50	52	291	328	
21	22	144	166	52	54	300	339	
22	23	149	172	54	56	309	349	
23	24	155	177	56	58	319	360	
24	25	160	183	58	60	329	371	
25	26	164	188	60	63	342	384	
26	27	169	193	63	66	359	400	
27	28	174	199	66	69	372	416	
28	29	180	205	69	72	387	432	
29	30	185	210	72	75	402	447	
(Continued)								
(1) The minimum weight must be transported in one unit of dump truck equipment at one time. (2) When dump truck equipment, other than tractor with bottom dump doubles in train, is requested by the shipper, debtor or overlying carrier, the provisions of Item 270 shall apply, including exceptions to minimum weight provided herein. (3) See Item 160 for descriptions of Northern and Southern Territories. (4) These rates are not subject to the provisions of Item 260.								
* Addition, Decision No. <b>85855</b>								
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								
Correction								

ITEM	SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton			
*325	PETROLEUM COKE			
	MILES But Not Over		(4) RATES	
			(1) (2) MINIMUM WEIGHT 23 TONS	
			Northern Territory (See Item 160)	Southern Territory (See Item 160)
	Over	Over		
	75	80	426	472
	80	85	449	497
	85	90	471	522
	90	95	495	547
	95	100	518	572
	100	110	564	610
	110	120	609	659
	120	130	654	708
	130	140	700	757
	140	150	746	806
	150	160	791	855
	160	170	835	904
	170	180	879	953
	180	190	924	1002
	190	200	970	1051
	200	210	1015	1100
	210	220	1061	1149
	220	230	1097	1198
	230	240	1142	1247
	240	250	1186	1296
	250	260	1230	1345
	260	270	1274	1394
	270	280	1318	1443
	280	290	1362	1492
	(3)		46	49
			(Concluded)	
	<p>(1) The minimum weight must be transported in one unit of dump truck equipment at one time.</p> <p>(2) When dump truck equipment, other than tractor with bottom dump doubles in train, is requested by the shipper, debtor or overlying carrier, the provisions of Item 270 shall apply, including exceptions to minimum weight provided therein.</p> <p>(3) For each additional 10 miles or fraction thereof, add to the rate for 300 miles the amount shown opposite this reference.</p> <p>(4) These rates are not subject to the provisions of Item 260.</p>			
* Addition, Decision No.				
85855				
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				