

Decision No. 86084**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 used household
goods and related property
statewide as provided in Minimum
Rate Tariff 4-B and the revisions
or reissues thereof.

Case No. 5330
Petition for Modification
No. 95
(Filed November 28, 1975;
amended February 2, 1976
and April 7, 1976)
OSH 86
(Filed June 5, 1974)

(Appearances are shown in Appendix A.)

INTERIM OPINION

California Moving and Storage Association, Inc. (CMSA), a nonprofit corporation whose membership is composed of approximately 600 carriers engaged in the transportation of household goods and related articles, seeks increases in the long-distance and local (hourly) moving rates set forth in Minimum Rate Tariff 4-B (MRT 4-B).

After having been informed that the ex parte consideration requested in the petition, as filed, would not be granted, CMSA filed the second amendment to Petition 95.^{1/} That amendment asks the Commission to grant interim surcharge increases in the rates in MRT 4-B, as set forth in the margin, and that the petition be held open for the receipt of evidence regarding more substantial rate adjustments

^{1/} The first amendment to the petition seeks the adoption of Distance Table 8 to govern MRT 4-B in lieu of Distance Table 7 as recommended by the Commission's Transportation Division in OSH 86 in Case No. 5330.

based upon the receipt of comprehensive full-scale cost and economic studies to be prepared by petitioner.^{2/}

Public hearing was held before Commissioners Sturgeon and Batinovich and Examiner Mallory at San Francisco on April 22 and April 23, 1976 and in Los Angeles on April 26 and 27, 1976. The request for interim relief was partially submitted upon receipt of a late-filed exhibit on May 7, 1976. The long distance moving rates (Items 300 and 320) and the hourly rates and accessorial charges applicable in Territories A and B were submitted and the request for interim relief with respect to Territory C hourly rates was withheld pending completion of additional staff analyses directed at the Los Angeles hearings.

Evidence on Economic Data

Petitioner and the Commission's Transportation staff presented cost and rate exhibits designed to show on an offset basis the increases in costs generally experienced by household goods carriers since the minimum rates were last adjusted. The elements

^{2/} Petitioner proposed that the following Surcharge Supplement be issued:

APPLICATION OF SURCHARGES

Charges resulting under the rates named in this tariff shall be increased by:

- (a) Eleven percent under the rates based on Items 300 and 320.
- (b) Five percent under the rates based on Item 330.
(See Exception.)

EXCEPTION: Charges resulting under the rates named in Territory C shall be increased by 13 percent.

The surcharge authorized herein shall be computed to the nearest five cents. In computing the surcharge, 2-1/2 cents and 7-1/2 cents shall be considered as being nearer to the next five cents.

of increased costs measured in the offset studies are labor costs, fringe benefits, payroll costs, workers' compensation insurance, fuel and oil costs, and equipment costs. The increased costs developed by petitioner and the staff differ because petitioner relied solely upon the changes in labor costs as reflected in union contracts, whereas the staff studies reflect the changes in both union and nonunion labor; and because different offset methods were followed.^{3/}

CMSA endeavored to show in its Exhibits 95-6 and 95-6-A that a substantial portion of the carriers subject to MRT 4-B are operating at a loss for the transportation services subject to the provisions of MRT 4-B. Those exhibits contain the profit and loss data for 1975 of 97 household goods carriers, whose composite operating ratio for that period was 103.2 percent. A separate analysis of the operating results of 48 carriers was made using

^{3/} The offset procedures heretofore used to adjust the rates in MRT 4-B are described and discussed in In Re Minimum Rate Tariff 2 (1969) 70 CPUC 277 (pages 280 and 281). That decision shows that the wage (cost) offset, the wage offset, and the direct wage offset methods have heretofore been used as a basis for adjusting tariff rates in the periods between full-scale cost and rate studies. CMSA based its studies on the wage (cost) offset method, which provides full effect to increases in indirect expenses and, thus, provides the greatest increase. The staff studies underlying the levels recommended for adoption herein are based on the wage (cost) offset method for distance rates and the wage offset method for hourly rates. The wage offset method provides for increasing only that portion of indirect expenses which are directly related to labor (about 50 percent). The staff, at the request of Commissioner Ross, also presented cost data based on the direct wage offset method. That method makes no provision for increases in indirect expenses.

allocation methods adopted by the Interstate Commerce Commission (ICC) to separate highway carrier revenues and expenses from the total revenues and expenses of such carriers. Such analyses showed that the highway carrier activities of the 48 carriers resulted in a composite operating ratio of 108.5 percent for 1975.

Additional Staff Evidence

The Commission staff also presented the following additional information at the request of the Commission:

Exhibit 95-10 - Summary of household goods carrier informal complaints received by the Commission during 1974 and 1975.

Exhibit 95-11 - A summary of telephone interviews with household goods carriers concerning whether such carriers are assessing rates in excess of the minimum rates.

Exhibit 95-12 - An analysis of 1975 freight bills contained in the Commission Data Bank files to determine the levels of rates assessed.

Exhibit 95-23 - A guide to filing initial applications and renewals for authority to charge less than a maximum reasonable rate under Section 5195 of the Public Utilities Code.

Exhibit 95-10 shows the following with respect to household goods complaints:

	Year	
	<u>1974</u>	<u>1975</u>
Number of individuals who complained of overcharges	398	373
Number of individuals who complained of the handling of loss and damage claims	358	390
Overcharge refund:		
Number	303	276
Amount	\$26,614	\$41,493
Loss and damage settlements:		
Number	142	130
Amount	\$19,667	\$30,939

The witness sponsoring Exhibit 95-10 pointed out that the Commission exercises jurisdiction with respect to loss and damage claim settlements only with respect to household goods carriers, and not with respect to other highway permit or common carriers; and that MRT 4-B is the only Commission tariff that sets a ceiling (as well as a floor) on the rates and charges that may be assessed. The maximum rate that may be assessed is the rate specified in the written agreement between the household goods carrier and its customer as set forth in the Confirmation of Shipping Instructions and Rate Quotation required to be completed for all shipments.

Exhibit 95-11 shows that, based on a telephone interview conducted by the staff, carriers are assessing charges as follows:

	<u>Hourly Rates</u>		<u>Distance Rates</u>	
	<u>At Min.</u>	<u>Above</u>	<u>At Min.</u>	<u>Above</u>
	<u>Level</u>	<u>Minimum</u>	<u>Level</u>	<u>Minimum</u>
Total Number of Carriers	108	27	121	2

The principal reasons expressed for charging above minimum hourly rates were that additional helper rates are noncompensatory; that minimum hourly rates are noncompensatory; that increases are made on weekends and for service after regular working hours to cover overtime wages; and that the hourly rate is rounded up to the next whole dollar for ease in computation.

Exhibit 95-13 shows the following analysis of the household goods freight bills of 283 carriers contained in the files of the Commission's Data Bank for the year 1975:

Distance Rated Shipments

Number of freight bills examined	114
Number of shipments - rates in excess of minimum	23
Total charges based on MRT 4-B minimum rates	\$38,433.24
Total charges assessed by carriers	\$39,409.05
Dollar difference	\$ 975.81
Percentage difference	2.54

Hourly Rated Shipments

Number of freight bills examined	622
Number of shipments - rates in excess of minimum	176
Total charges based on MRT 4-B minimum rates	\$72,218.71
Total charges assessed by carriers	\$74,763.12
Dollar difference	\$ 2,544.41
Percentage difference	3.52

The Commission staff also presented data to show the method of adopting Distance Table 8 (DT 8) to govern MRT 4-B, the revenue effect of use of DT 8 versus the use of DT 7, and the additional annual revenues that are estimated to accrue from the rate increases recommended by petitioner and the staff. The testimony shows that, based on a rerating of 1975 freight bill data, a revenue reduction of 1.1 percent would result from using DT 8 in lieu of DT 7.

Evidence of Individual Carriers

At the Los Angeles series of hearings, seven household goods carriers appeared in opposition to the proposed increase in Territory C hourly rates.^{4/} In general, the carriers who oppose the

^{4/} Territory A consists of the counties of San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and the southerly portions of Sonoma County. Territory B consists of the counties of Del Norte, Fresno, Humboldt, Madera, Mendocino, Merced, Napa, Sacramento, Solano, San Joaquin, Stanislaus, Yolo, and the portion of Sonoma County not in Territory A. Territory C consists of all counties not in Territories A and B.

Hourly rates apply for distances not exceeding 50 constructive miles. Over 50 miles, distance rates are applicable.

hourly rate increase operate in a 25-50 mile radius of their bases of operations, all of which are located in Los Angeles County. The carriers (with one exception) engage almost exclusively in local moving at hourly rates, and are not affiliated with any national or statewide van line. The carriers do not employ union labor.

The witnesses opposing a rate increase indicated that their operations were profitable under existing levels of hourly rates and would continue to be profitable in the near future; therefore, no increase in hourly rates is necessary to assure the profitability of their operations.

The carriers opposing the rate increases testified that if the minimum rates are not increased, they would be able to compete more effectively with larger, better known household goods carriers who advertise extensively and with truck rental companies. Some of the carriers opposing the rate increase stated that the larger van lines should be able from a competitive standpoint to maintain rates above the minimum level if rate increases are necessary because of increased union labor costs.

Three carrier witnesses appeared for petitioner in support of the proposed increases in rates. The CMSA witnesses testified that although they employed nonunion personnel, they would incur increased wage and fringe benefit costs which make the present level Territory C hourly rates noncompensatory for their operations. The carriers also testified that their operations in 1975 were not profitable and the proposed increases were required to ensure the profitability of their operations.

Counsel for CMSA stated that although the testimony of only three witnesses was offered in rebuttal to that offered by opponents of the rate increase, several other carriers were willing and were prepared to present testimony in support of the rate increases; such additional testimony was not adduced by petitioner in order to conserve hearing time.

Discussion

A significant number of household goods carriers protest further increases in the hourly rates in MRT 4-B applicable in Territory C. Operations of the protesting carriers are confined to a radius of 50 miles of their bases of operations in Los Angeles County. Territory C, the largest in the state, covers a geographical area substantially greater than the service area of the protesting carriers. It appears from the testimony of the protesting carriers that their operations have been profitable and that their operations will continue to be profitable in the future without the sought increase in Territory C hourly rates. However, financial data to support those conclusions was not presented. We have asked our staff to develop results of operations for the group which appeared and a group which wrote letters in opposition to the increase.^{5/} Such data will be presented without carrier identification to protect the confidentiality of the information gathered from the carriers.

No opposition to an interim rate adjustment was received from carriers with respect to long-distance rates (rates for shipments exceeding 50 miles). Those rates were recently established based on full-scale studies (Decision No. 83194 dated July 30, 1974 in Case No. 5330, Petition 52). Interim increases in those rates are justified and should be authorized. Because of the impending adjustment of the long-distance rates which will result from the new full-scale cost and economic studies to be presented herein by CMSA, the direct cost offset method is appropriate.

^{5/} Fifteen letters were received by the Commission protesting the hourly rate increases. Twelve letters were received from carriers domiciled in the San Fernando Valley, two letters from carriers in Downey (Territory C), and one letter from a carrier in Santa Clara (Territory A). One hundred seven telegrams, mailgrams, and letters were received from carriers located throughout the state supporting the increases sought in Petition 95.

Interim increases in hourly rates for Territories A and B should be granted on a direct cost offset basis inasmuch as there is no basis in the record made at the public hearing for denying such increases. In the event that carriers operating in those territories appear at the further hearings in this proceeding to oppose increases in hourly rates in those territories consideration will be given to rescinding the interim increases authorized herein.

Findings

1. CMSA seeks interim increases in the hourly and long-distance rates and accessorial charges in MRT 4-B for the transportation of uncrated used household goods, pending completion of new full-scale cost and rate studies in preparation by it.

2. Cost and economic data were presented by CMSA and the staff to show the increases in operating expenses generally incurred by household goods carriers since the minimum rates were last adjusted.

3. The studies presented by CMSA and the staff show differing percentage increases in operating costs. Each study shows that substantial increases in total costs resulted from changes in labor, fringe benefits, payroll, equipment, and fuel costs occurring since the minimum rates were last adjusted.

4. Household goods carriers domiciled in the San Fernando Valley appeared at the hearing in opposition to increases in the hourly rates in Territory C. Those carriers testified that existing levels of rates are profitable and will continue to be profitable in the near future. No financial data were submitted to substantiate those assertions.

5. Pending further hearing, just and reasonable minimum rates will result from the establishment of increased minimum distance rates and hourly rates in Territories A and B which reflect the cost data developed in staff cost exhibits based on the direct offset method, as follows:

Distance Rates	8-1/2 percent	
Hourly Rates (Territories A and B		
Rates based on unit of equipment	3	"
Rates for additional helpers	2	"
Accessorial Rates for Packing/Unpacking	2	"
Piece Rates and Charges for Containers	7	"

6. Distance rates should be increased by a surcharge supplement; increases for other services should be incorporated into the rates for ease of quoting and assessing the charges for such services.

7. The interim increases in rates and charges found reasonable herein are justified.

8. No increases should be made in hourly rates applicable in Territory C, pending the receipt of additional evidence from the staff and other parties.

9. It is estimated that petitioner's interim rate proposal would increase annual revenues of carriers of uncrated household goods by approximately \$11,577,000; the staff proposal would increase such revenues by \$10,075,000 (both of which encompass Territory C hourly rates); and the rates found reasonable above and authorized in the order will produce an annual revenue increase of \$4,063,000 (excluding Territory C hourly rates).

10. Decision No. 84332 issued April 15, 1975 in Case No. 7024 (OSH 31) adopted the mileages, maps, rules, and other provisions in DT 8 and stated that further hearing should be held in Case No. 5330 (OSH 86) and related proceedings to determine the amendments required in the tariffs governed by the distance table as a result of changes in DT 8, and that DT 8 shall supersede DT 7 as the governing distance table to the extent and manner determined in those proceedings.

11. The Commission staff has furnished data relating to necessary changes in cost data and required tariff amendments to adopt DT 8 as the governing distance table in lieu of DT 7.

12. The adoption of DT 8 to govern the provisions of MRT 4-B will result in just, reasonable, and nondiscriminatory constructive mileage rates for the transportation of uncrated used household goods and related articles.

13. Highway common carriers, to the extent they are subject to MRT 4-B, should be required to adjust their rates to the levels found reasonable herein.

Conclusions

1. Petition 95 should be granted to the extent found reasonable above.

2. DT 8 should supersede DT 7 as the governing distance table for MRT 4-B.

3. MRT 4-B should be amended as provided in the order which follows.

4. Further hearings should be held as indicated in the opinion.

INTERIM ORDER

IT IS ORDERED that:

1. Minimum Rate Tariff 4-B (Appendix C of Decision No. 65521, as amended) is further amended by incorporating therein, to become effective August 15, 1976, Supplement 33, Eighth Revised Page 4, Twenty-sixth Revised Page 28, and Twenty-fifth Revised Page 29 attached hereto and made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 65521, as amended, are directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered by this decision.

3. Tariff publications required to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and shall be made effective not earlier than August 15, 1976 on not less than five days' notice to the Commission and to the public, and shall be made effective not later than August 15, 1976.

4. Staff is directed to review further the procedures by which deviations from the minimum rates may be granted pursuant to Public Utilities Code Section 5195 and to make specific recommendations to the Commission in the forthcoming hearings.

5. Staff is directed to review the business of moving used office and store fixtures and equipment and to present evidence on the question of whether such transportation should be regulated apart from the movement of used household goods.

6. In future proceedings in this case, the Commission intends to base minimum rates on the level necessary to prevent predatory practices, rather than attempt to set minimum rates which would automatically or customarily be the going rates or to routinely offset higher costs through minimum rate increases. Parties seeking to increase minimum rates will bear the burden of showing that carriage at any lower level of rates would constitute a predatory practice, and that minimum rate increases are the most appropriate means for preventing such practices. Evidence of cost increases since the previous minimum rate decision, while relevant, will not be dispositive of this issue.

7. In all other respects Decision No. 65521, 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 7th day of July, 1976.

I. abshani
William J. Quinn, Jr.
Commissioner

[Signature]
President

Vernon L. Sturgeon
Leonard Voss
Robert Bateman
Commissioners

APPENDIX A
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LIST OF APPEARANCES

Petitioner in Petition 95: Edward J. Hegarty, Attorney at Law, and Thomas J. Hays, for California Moving and Storage Association.

Protestants: Ann Murphy, Attorney at Law, and Sylvia Siegel for TURN.

Interested Parties: J. C. Kaspar and H. Hughes, for California Trucking Association; Joseph Garcia, Attorney at Law, for the Director of the California Department of Consumer Affairs; Tad Muraoka and Jess J. Butcher, for California Manufacturers Association; Dennis G. Moran, for Associated Independent Movers; and Tom Joanides, for Reseda Auto Parts.

Respondents: James F. Bartholomew, Dan Ward, Robert T. LeFevre, Jr., H. V. Tuft, and David Robinson, for Lyon Moving & Storage Co.; John J. Canova, for Canova Moving and Storage Company; Gerald Cryderman, for California Moving and Storage Association; William Andrew Colwell, for United California Moving and Storage Company, Incorporated; Robert W. Doane, for Hilford Moving and Storage, Incorporated; Robert C. Johnson, James W. Wilson, and David K. Cohee, for Bekins Moving and Storage Company; David Macaulay, for Lawrence Moving and Storage Company; Jack E. Macy, for Macy Movers, Incorporated; Frank Mazzetti, for Neptune Moving and Storage Company; Pearl Persily, for Oakland Van and Storage; G. M. Poznanovich, for Schultz Brothers Van and Storage; Carl R. Richardson, for Alexanders Moving and Storage; Roeder S. Stinson, for Owens Brothers Transfer and Storage; Cresencia Kroening, for Andy's Transfer & Storage; Phil Shambaugh, for Phil's Transfer & Storage, Inc.; Abe L. Vermillion, for Salt Lake Moving & Storage Company; Steve C. Kiacz, for Cal-Atlantic North American Van Line; Robert W. Seelos, for Miles Transfer & Storage Co.; Robert Chamberlain, for Schick Moving System; Richard Baer, for Belmont Van & Storage Co.; Edwin C. DeBolt, for San Diego Van & Storage Co.; R. T. Schmitz, for Cor-O-Van Moving & Storage Co.; William F. Goines, for Southwest Van & Storage; Don Robinson, for Blue Ribbon Van & Storage Co.; Alfred P. Page, Jr., for Page Moving & Storage Co.; Chuck Hendrickson, for Lagasse Van & Storage; W. R. Fischer, for Mission Van & Storage; Troyce Edward Pepper, for California Rapid Transfer, Inc.; Charles N. Amendt, for Sullivan Storage & Transfer Co.; Charles E. Bailey, for Great Western Fwd.; Ernest Arnold, for MST Moving Service; Sophia E. Taylor, for Arbor Vitae Transfer & Storage Corp.; G. P. Stadler, for Torrance

APPENDIX A
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Van & Storage Co., dba S & M Transfer & Storage Co.; M. J. Anderson, for Burbank Van & Storage Co.; R. H. O'Neil, for O'Neil Moving & Storage, Inc.; Don Reed, for Whittier Transfer & Storage Co.; Robert Brundage, for Acacia Van & Express; Paul Stratton, for Stratton and Son Moving; John L. Hinckley and Ramon N. Dunn, for Thomas Transfer Co.; James Hooper, for Redman Westlake Moving & Storage System; Ed Trefzger, for General Van & Storage Co., Inc.; Joe D. Floyd, for Hodges Mayflower Van & Storage; H. E. Lamance, for King Van & Storage, Inc.; Virginia L. Olmstead, for Orange Coast Moving & Storage; Donald L. Boernecke, for De Anza Delivery System, Inc.; J. R. McEwan, for Mercury Van & Storage Co., Inc.; George Savic, for Taurus North American; James E. Patterson, for World Wide Moving & Storage Co.; and Ralph L. Myers, for Beverly Hills Transfer & Storage.

Commission Staff: James Squeri, Attorney at Law.

SUPPLEMENT 33

(SUPPLEMENTS 31, 32 AND 33 CONTAIN ALL CHANGES)

TO

MINIMUM RATE TARIFF 4-B

NAMING

MINIMUM RATES AND RULES

FOR THE

TRANSPORTATION OF USED PROPERTY, VIZ.:

HOUSEHOLD GOODS, PERSONAL EFFECTS AND

OFFICE, STORE AND INSTITUTION FURNITURE,

FIXTURES AND EQUIPMENT OVER THE

PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AND

HOUSEHOLD GOODS CARRIERS

APPLICATION OF SURCHARGES

(See Page 2 of This Supplement)

Decision No.

86084

EFFECTIVE

◊ APPLICATION OF SURCHARGES

Except as otherwise provided, compute the amount of charges in Items 300 and 320 in accordance with the rates and rules in this tariff and increase the amount so computed by eight and one-half (8½) percent.

The surcharge authorized herein shall be computed to the nearest five (5) cents. In computing the surcharge, two and one-half cents (2½) and seven and one-half (7½) cents shall be considered as being nearer to the next five cents.

THE END

◊ Change, Decision No.

86084

SECTION 1--RULES	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items 5 and 10)</p> <p>CARRIER means a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act, or a household goods carrier as defined in the Household Goods Carriers Act.</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 the time of shipment.</p> <p>CRATED PROPERTY means property securely packed in salesmen's hand sample cases, suitcases, overnight or boston bags, brief cases, hat boxes, valises, traveling bags, trunks, lift vans, barrels, boxes, cartons, crates, cases, baskets, pails, kits, tubs, drums, bags (jute, cotton, burlap or gunny) or bundles (completely wrapped in jute, cotton, burlap, gunny, fibreboard, or straw matting).</p> <p>CREDIT CARD means a card defined in Section 484(d) of the Penal Code of the State of California, other than a card issued by the carrier, including bank credit cards and cards issued by major credit card companies.</p> <p>ø DISTANCE TABLE means Distance Table 8.</p> <p>FLIGHT means (1) a series of over 7 but not over 20 steps, except in a single dwelling; (2) each series of not more than 20 steps in excess of the first 20 steps, except in a single dwelling; and (3) elevator service other than vehicular elevator service.</p> <p>GROUND FLOOR means (1) all floors of a single dwelling; (2) a series of not more than the first 7 steps of other buildings; (3) all floors reached by a vehicular elevator or vehicular ramp; (4) the first 50 feet from carrier's unit of equipment to a stairway or other entrance of a building or dwelling at which pickup or delivery is to be made.</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 carrier as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>LONG CARRY means each 50 feet or portion thereof in excess of the first 50 feet when through no fault of the carrier, its unit of equipment cannot be placed 50 feet or closer to a stairway or other entrance of the building or dwelling at which shipment is to be picked up or delivered.</p> <p>MOTOR VEHICLE means any motor truck, tractor or other self-propelled highway vehicle used for transportation of property over the public highways, and any trailer, semitrailer, dolly or other vehicle drawn thereby.</p> <p>PACKING means any accessorial service performed in preparing a shipment or any portion thereof for transportation prior to loading, except services for which rates and charges are otherwise provided in this tariff.</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, except that (1) all locations within a radius of 50 feet from a single point, and (2) all locations within a radius of 300 feet on a single piece of property of a single consignee will be considered as one point of destination.</p> <p style="text-align: center;">(Concluded in Item 10)</p>	<p style="text-align: center;">ø 5</p>
ø Change, Decision No. 86084	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	
Correction	

SECTION 3--RATES (Continued)				ITEM												
RATES IN CENTS PER HOUR (1) (2) (Applies for Distances of 50 Constructive Miles or Less)				0330												
Unit of Equipment:		TERRITORY (3)														
		o A	o B		C											
(a) with driver----- (b) with driver and 1 helper----- Additional helpers, per man----- Minimum charge--the charge for one hour.		1980 3630 1265	1685 2925 835		1675 2930 840											
(1) See Item 70 for application of rates. (2) See Item 95 for computation of time. (3) See Item 210 for territorial descriptions.																
DISTANCE RATES IN CENTS PER PIECE (1) (2) (Applies to Shipments of Not More Than 5 Pieces for Distances of 50 Miles or Less)				0340												
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">FIRST PIECE</th> </tr> <tr> <th colspan="3" style="text-align: center;">MILES (3)</th> </tr> <tr> <th style="text-align: center;">Not Over 10</th> <th style="text-align: center;">Over 10 but Not Over 20</th> <th style="text-align: center;">Over 20</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1410</td> <td style="text-align: center;">2625</td> <td style="text-align: center;">3675</td> </tr> </tbody> </table>			FIRST PIECE			MILES (3)			Not Over 10	Over 10 but Not Over 20	Over 20	1410	2625	3675	Each Additional Piece	
FIRST PIECE																
MILES (3)																
Not Over 10	Over 10 but Not Over 20	Over 20														
1410	2625	3675														
			490													
(1) See Item 70 for application of rates. (2) Rates in this item will not apply to split pickup or split delivery shipments, or storage in transit privileges. (3) See Item 50 for computation of distances.																
ø Change) Decision No. ø Increase)																
86084																
EFFECTIVE																
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																
Correction																

SECTION 3--RATES (Concluded)				ITEM	
ACCESSORIAL RATES					
Rates in Cents per Man per Hour (1) (2) (3)					
		TERRITORY (4)		ø350	
		ø A	ø B		C
		1610	1325		1365
Packing) ----- Unpacking) ----- Minimum Charge--the charge for one hour.					
(1) See Item 70 for application of rates. (2) See Item 95 for computation of time. (3) Rates do not include cost of materials. (See Item 360) (4) See Item 210 for description of territories.					
<p style="text-align: center;">RATES AND CHARGES FOR PICKING UP OR DELIVERING SHIPPING CONTAINERS AND PACKING MATERIALS</p> <p>1. In the event new or used shipping containers, including wardrobes, are delivered by the carrier, its agent, or employees, prior to the time shipment is tendered for transportation, or such containers are picked up by the carrier, its agents or employees subsequent to the time delivery is accomplished, the following transportation charges shall be assessed: (See Note 1)</p> <p style="margin-left: 40px;">Each container, set up----- 235 cents</p> <p style="margin-left: 40px;">Each bundle of containers, folded flat-- 235 cents</p> <p style="margin-left: 40px;">Minimum charge, per delivery-----1115 cents</p> <p>2. (a) Shipping containers, including wardrobes (See Note 2) and packing materials which are furnished by the carrier at the request of the shipper will be charged for at not less than the actual original cost to the carrier of such materials, F.O.B. carrier's place of business.</p> <p style="margin-left: 40px;">(b) In the event such packing materials and shipping containers are returned to any carrier, participating in the transportation thereof when loaded, an allowance may be made to the consignee or his agent of not to exceed 75 percent of the charges assessed under the provisions of paragraph 2(a).</p> <p>NOTE 1.--If the hourly rates named in Item 330 provide a lower charge than the charge in paragraph 1 of this item, such lower charge shall apply.</p> <p>NOTE 2.--No charge will be assessed for wardrobes on shipments transported at the rates provided in Item 330.</p>				ø360	
<div style="display: flex; justify-content: space-between;"> <div> ø Change) ø Increase) </div> <div style="text-align: center;"> Decision No. 86084 </div> </div>					
EFFECTIVE					
<div style="display: flex; justify-content: space-between;"> <div>Correction</div> <div> ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. </div> </div>					