

T/MC

Decision 90 05 051 MAY 11 1990

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 the )  
transportation of rock, sand, )  
gravel and related items in bulk, )  
in dump truck equipment in )  
Southern California as provided in )  
Minimum Rate Tariff 17-A and )  
Southern California Production Area )  
and Delivery Zone Directory 1, and )  
the revisions or reissues thereof. )

**ORIGINAL**

Case 9819  
Petition for Modification 108  
(Filed May 15, 1989;  
amended August 17, 1989)

ORDER CORRECTING CLERICAL ERROR

It has come to our attention that certain tariff pages accompanying Decision (D.) 90-04-013 were not correctly printed. Therefore, those tariff pages have been reissued.

Pursuant to Resolution A-4661,

IT IS ORDERED that:

1. Minimum Rate Tariff 17-A (Appendix C to D.80578, as amended) is further amended by incorporating Eleventh Revised Page iii, Ninth Revised Page 1-13, First Revised Page 1-13-A, First Revised Page 1-13-B, First Revised Page 1-13-C and the Ninth Revised Page 1-14, to be effective today.

2. In all other respects D.90-04-013, as amended, shall remain in full force and effect.

C.9819, Pet. 108 T/MC

3. The Executive Director shall serve a copy of this decision on each subscriber to Minimum Rate Tariff 17-A.

This order is effective today.

Dated MAY 11 1990, at San Francisco, California.

*William R. Schulte*  
William R. Schulte, Director  
Transportation Division

I CERTIFY THAT THIS DECISION  
WAS APPROVED BY THE ABOVE  
COMMISSIONERS TODAY

*Neal J. Shulman*  
NEAL J. SHULMAN, Executive Director

AS

MINIMUM RATE TARIFF 17-A

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EFFECTIVE May 11, 1990		
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;"><b>COMPUTATION OF CHARGES FOR SHIPMENTS TO DELIVERY ZONES            FOR WHICH SPECIFIC ZONE RATES ARE NOT PROVIDED            (For exception, see Item 330)</b></p> <p>When a shipment is transported from a production area to a delivery zone, both of which are located within the same system of delivery zones, and when a specific zone rate is not provided for the transportation performed, the applicable rate shall be calculated as follows:</p> <ol style="list-style-type: none"> <li>a. Determine the delivery zone (along route of movement) which is nearest to point of destination and to which a zone rate from the same production area is provided in the tariff.</li> <li>b. Add to the rate to said delivery zone from said production area an additional 8 1/4 cents per ton for each mile or fraction thereof traversed from point of departure from said delivery zone to point of destination. (Subject to Note 1)</li> <li>c. Add to the rate to said delivery zone from said production area an additional 12 1/2 cents per ton for each mile or fraction thereof traversed from point of departure from said delivery zone to point of destination. (Subject to Note 2)</li> </ol> <p>NOTE 1.--Applies in computation of rate for commodities named in Item 60.</p> <p>NOTE 2.--Applies in computation of rate for commodities named in Items 65 and 70.</p>	320
<p style="text-align: center;"><b>COMPUTATION OF CHARGES FOR CIRCUITOUSLY ROUTED SHIPMENTS TO DELIVERY ZONES            FOR WHICH SPECIFIC ZONE RATES ARE NOT PROVIDED            (For limitation on applicability of this Item, see Note 1)</b></p> <p>When a shipment is transported from a production area to a delivery zone, both of which are located within the same system of delivery zones, and when a specific zone rate is not provided for the transportation performed, the applicable rate shall be calculated as follows:</p> <ol style="list-style-type: none"> <li>a. Determine the highest rated delivery zone (along route of movement) which is nearest to point of destination and to which a zone rate from the same production area is provided in the tariff.</li> <li>b. Add to the rate to said delivery zone from said production area an additional 8 1/4 cents per ton for each mile or fraction thereof traversed from point of departure from said delivery zone to point of destination. (Subject to Note 2)</li> <li>c. Add to the rate to said delivery zone from said production area an additional 12 1/2 cents per ton for each mile or fraction thereof traversed from point of departure from said delivery zone to point of destination. (Subject to Note 3)</li> </ol> <p>NOTE 1.--The provisions of this item apply only when the carrier is either required to traverse a route specified by the State, a County, City or Municipality, or when the shipper or receiver (consignee, consignor/ratepayer) requires the carrier to traverse a specific route and the request is documented by carrier (routing or/attached to freight bill).</p> <p>NOTE 2.--Applies in computation of rate for commodities named in Item 60.</p> <p>NOTE 3.--Applies in computation of rate for commodities named in Items 65 and 70.</p>	330
<p>No change on this page, Decision 90-05-051</p>	
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<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,            SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;"><b>COMPUTATION OF CHARGES FOR SHIPMENTS TO DESTINATIONS WITHIN THE SYSTEM OF DELIVERY ZONES TRAVERSING A HIGHER RATED ZONE EN ROUTE TO POINT OF DESTINATION</b>            (For limitation on applicability of this item, see Note 1)</p> <p>When a shipment is transported from a production area to a delivery zone, both of which are located within the same system of delivery zones and the carrier traverses a portion of a zone which is higher rated than the point of destination zone, the applicable rate shall be calculated as follows:</p> <ol style="list-style-type: none"> <li>A. Determine the highest rated delivery zone along the route of movement.</li> <li>B. Add to the rate to said delivery zone from said production area an additional 8 1/4 cents per ton for each mile or fraction thereof traversed from point of departure from said delivery zone to point of destination. (Subject to Note 2)</li> <li>C. Add to the rate to said delivery zone from said production area an additional 12 1/2 cents per ton for each mile or fraction thereof traversed from point of departure from said delivery zone to point of destination. (Subject to Note 3)</li> </ol> <p>NOTE 1.--The provisions of this item apply only when the carrier is either required to traverse a route specified by the State, a County, City or Municipality, or when the shipper or receiver (consignee, consignor/rate payer) requires the carrier to traverse a specific route and the request is documented by the carrier (routing on/or attached to freight bill).</p> <p>NOTE 2.--Applies in computation of rate for commodities in Item 60.</p> <p>NOTE 3.--Applies in computation of rate for commodities in Items 65 and 70.</p>	335
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;"><b>COMPUTATION OF CHARGES FOR SHIPMENTS TO DESTINATIONS            OUTSIDE OF A SYSTEM OF DELIVERY ZONES</b>            (For exception, see Item 350)            (For limitation on applicability of this item, see Note 1)</p> <p>When a shipment is transported from a production area to a point of destination outside of a system of zones, the zone rates shall be used as a basis for computing charges as follows:</p> <p>A. (Does not apply when the point of origin of the shipment is a San Diego County, Santa Barbara County or a San Luis Obispo County production area.) Add to the zone rate from the same production area to the last delivery zone passed through on the route of movement an additional 13 1/2 cents per ton for each mile or fraction thereof traversed from point of departure from the last delivery zone to point of destination. (Subject to Note 2)</p> <p>B. (Applies only when the point of origin of the shipment is a San Diego County production area.) Add to the zone rate from the same production area to the last delivery zone passed through on the route of movement an additional 11 cents per ton for each mile or fraction thereof traversed from point of departure from the last delivery zone to point of destination. (Subject to Note 3)</p> <p>B-1. (Applies only when the point of origin of the shipment is a Santa Barbara County or a San Luis Obispo County production area.) Add to the zone rate from the same production area to the last delivery zone passed through on the route of movement an additional 18 cents per ton for each mile or fraction thereof traversed from point of departure from the last delivery zone to point of destination. (Subject to Note 3)</p> <p>C. Add to the zone rate from the same production area to the last delivery zone passed through on the route of movement an additional 19 cents per ton for each mile or fraction thereof traversed from point of departure from the last delivery zone to point of destination. (Subject to Note 4)</p> <p>NOTE 1.--The provisions of this item do not apply:</p> <p>a. To shipments delivered to destinations 10 or more miles, by route of movement, from point of departure from system of delivery zones, or</p> <p>b. To shipments to destinations in unzoned areas in Riverside or San Bernardino Counties, or</p> <p>c. To shipments to destinations in unzoned areas in Orange County when the point of origin is in a San Diego County production area.</p> <p>Charges for the transportation of shipments specified in this Note shall be computed in accordance with the provisions of Minimum Rate Tariff 7-A.</p> <p>NOTE 2.--Applies in computation of rate for commodities named in Items 60, 70 and 75.</p> <p>NOTE 3.--Applies in computation of rate for commodities named in Item 60.</p> <p>NOTE 4.--Applies in computation of rate for commodities named in Item 65.</p>	340
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Correction	

## SECTION 1--RULES (Continued)

ITEM

COMPUTATION OF CHARGES FOR CIRCUITOUSLY ROUTED DESTINATIONS  
TO DESTINATION OUTSIDE OF A SYSTEM OF DELIVERY ZONES  
(For limitation on applicability of this item, see Note 1)

When a shipment is transported from a production area to a point of destination outside of a system of zones, the zone rates shall be used as a basis for computing charges as follows:

- A. (Does not apply when the point of origin of the shipment is a San Diego County, Santa Barbara County or a San Luis Obispo County production area.) Add to the zone rate from the same production area to the highest rated delivery zone passed through on the route of movement an additional 13 1/2 cents per ton for each mile or fraction thereof traversed from point of departure from the highest delivery zone to point of destination. (Subject to Note 2)
- B. (Applies only when the point of origin of the shipment is a San Diego County production area.) Add to the zone rate from the same production area to the highest rated delivery zone passed through on the route of movement an additional 11 cents per ton each mile or fraction thereof traversed from point of departure from the highest rated delivery zone to point of destination. (Subject to Note 3)
- B-1. (Applies only when the point of origin of the shipment is a Santa Barbara County or a San Luis Obispo County production area.) Add to the zone rate from the same production area to the highest rated delivery zone passed through on the route of movement an additional 18 cents per ton for each mile or fraction thereof traversed from point of departure from the highest rated delivery zone to point of destination. (Subject to Note 3)
- C. Add to the zone rate from the same production area to the highest rated delivery zone passed through on the route of movement an additional 19 cents per ton for each mile or fraction thereof traversed from point of departure from the highest rated delivery zone to point of destination. (Subject to Note 4)

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NOTE 1.--The provisions of this item do not apply:

- a. To shipments delivered to destinations 10 or more miles by route of movement, from point of departure from system of delivery zones, or
- b. To shipments to destinations in unzoned areas in Riverside or San Bernardino Counties, or
- c. To shipments to destinations in unzoned areas in Orange County when the point of origin is in a San Diego County production area.
- d. Unless the carrier is either required to traverse a route specified by the State, a County, City or Municipality, or the shipper or receiver (consignee, consignor/ratepayer) requires the carrier to traverse a specific route and the request is documented by the carrier (routing on/or attached to the freight bill).

Charges for the transportation of shipments specified in this paragraphs a, b or c of this Note shall be computed in accordance with the provisions of Minimum Rate Tariff 7-A.

NOTE 2.--Applies in computation of rate for commodities named in Items 60, 70 and 75.

NOTE 3.--Applies in computation of rate for commodities named in Item 60.

NOTE 4.--Applies in computation of rate for commodities named in Item 65.

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Correction

MINIMUM RATE TARIFF 17-A

SECTION 1--RULES (Continued)	ITEM
(Paragraph C and Notes 1 through 4 transferred to Original Page 1-13-B)	340
<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Except as is otherwise provided, distances to be used in connection with distance rates in this tariff shall be the actual mileages traversed, including any detour to and from scales to obtain weight of shipment.</p>	360
<p style="text-align: center;">DEBRIS CLEANUP</p> <p>When debris cleanup is performed by a carrier at the hourly rates in Minimum Rate Tariff 7-A, and when said service is performed at a job site as an incidental service to the carrier's transporting asphaltic concrete to said job site under the zone rates elsewhere provided herein, the minimum charge shall be that for one-half hour at the applicable hourly rate.</p>	380
<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate or charge based on percentage, the following will govern the disposition of fractions:</p> <p style="padding-left: 20px;">Fractions of less than 1/2 or .50 of a cent omit.</p> <p style="padding-left: 20px;">Fractions of 1/2 or .50 of a cent or greater, increase to the next whole figure.</p>	390
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