

Decision 90-10-066 October 24, 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)
transportation of sand, rock, gravel)
and related items in bulk, in dump)
truck equipment between points in)
California as provided in Minimum)
Rate Tariff 7-A and the revisions or)
reissues thereof.)

And Related Matters.)

Case 5437
Petition for Modification
348
(Filed September 6, 1990)

Case 9819
Petition for Modification
130
(Filed September 6, 1990)

Case 9820
Petition for Modification
41
(Filed September 6, 1990)

Case 5433
Petition for Modification
81
(Filed September 6, 1990)

Case 5330
Petition for Modification
123
(Filed September 7, 1990)

O P I N I O N

Summary of Decision

This decision authorizes temporary increases in rates in Minimum Rate Tariffs (MRT) 3-A, 4-C, 7-A, 17-A, and 20 due to increases in fuel costs following the invasion of Kuwait by Iraq and resulting events in the Middle East. These temporary increases will remain in effect until December 19, 1990.

Background

The invasion of Kuwait by Iraq and the resulting events in the Middle East have caused fuel costs for trucking companies to increase. During its August 29, 1990 meeting, the Commission, while addressing this issue for other classes of carriers, expressed its willingness to temporarily raise rates in MRTs for permitted carriers to enable them to recover the increases in fuel costs. The Commission invited permitted carriers to file formal petitions both requesting and justifying increases in MRTs.

In response to the Commission's invitation, the following petitions were filed in the five remaining MRT cases:

- o On September 6, 1990, the California Carriers Association and the California Dump Truck Owners Association (CCA/CDTOA) filed Petitions 348, 130, and 41 in Cases (C.) 5437, 9819, and 9820, respectively. These cases are the Commission's ongoing proceedings which established and maintain MRTs for dump truck transportation. C.5437, established and maintains MRT 7-A for statewide hourly and distance rates for dump truck transportation. C.9819 established and maintains MRT 17-A for Southern California Zone rates for dump truck transportation. C.9820 established and maintains MRT 20 for Bay Area Zone rates for dump truck transportation. The petitions request increases in rates in MRTs 7-A, 17-A, and 20.
- o On September 6, 1990, the California Trucking Association (CTA) filed Petition 81 in C.5433 requesting an increase in rates in MRT 3-A. C.5433 established and maintains MRT 3-A for transportation of livestock.
- o On September 7, 1990, the California Moving and Storage Association (CMSA) filed Petition 123 in C.5330 requesting an increase in rates in MRT 4-C. C.5330 established and maintains MRT 4-C for transportation of used household goods.

On September 12, 1990, the Commission authorized the following temporary surcharges in the above petitions. The surcharges are due to expire on November 9, 1990.

<u>Case-Petition</u>	<u>MRT</u>	<u>Decision (D.)</u>	<u>Requested Increase</u>	<u>Authorized Increase</u>
<u>Dump Trucks:</u>				
C.5437-348	7-A Distance Rates	D.90-09-054	8-10%	4.06%
	Hourly Rates		8-10%	3.88%
C.9819-130	17-A	D.90-09-054	8%	3.35%
C.9820-41	20	D.90-09-054	8%	3.26%
<u>Livestock:</u>				
C.5433-81	3-A	D.90-09-053	6.6%	4.00%
<u>Household Goods:</u>				
C.5330-123	4-C Distance Rates	D.90-09-052	2.47%	2.50%
	Hourly Rates		1.10%	1.10%

Decision (D.) 90-09-052 et al. also ordered hearings in these matters. Accordingly, the Chief Administrative Law Judge (ALJ) consolidated the petitions and set hearings for October 1, 1990. Hearings on the petitions were held on October 1 and 12, 1990 before ALJ Garde. The consolidated proceeding was submitted upon receipt of the briefs. Parties provided copies of their briefs to ALJ Garde on October 15, 1990 and filed their briefs with the Docket Office on October 19, 1990.

In her ruling setting hearings, the Chief ALJ directed parties wishing to participate in the hearings to come prepared to address the following issues: the appropriateness of the amount of the increase, the length of time it should be authorized and whether, and if so what, deviation process would be appropriate. Parties were placed on notice that only the fuel costs generated by the Middle East crisis will be considered at the hearings and other MRT rate items, including Proposition 111 fuel tax increases, will be excluded.

We will consider each issue delineated by the Chief ALJ separately.

Amount of Increase

There was a general agreement between parties that the amount of rate increase for the permitted carriers should be based on the increases in fuel costs from August 1, 1990 (the day before the invasion of Kuwait), to the present. Also, the increases in fuel costs to be considered should be without the 5¢ tax imposed by Proposition 111.

CCA/CDTOA, CMSA, and CTA conducted their own surveys of fuel price changes. The surveys were based on response to questionnaires by their members. Based on their surveys, the following changes in prices were observed:

<u>CCA/CDTOA</u>	<u>CMSA</u>	<u>CTA</u>
46¢	43¢	50¢

CCA/CDTOA's data shows the price of fuel for dump truck carriers as of August 1, 1990 to be \$1.04/gallon and a price of \$1.50/gallon for the most current surveyed cost of fuel. The latest fuel purchase entry in CCA/CDTOA survey is for October 10, 1990.

CMSA's data shows the price of fuel for household goods carriers as of August 1, 1990 to be \$1.06/gallon and a price of \$1.49 for the week ending September 29, 1990.

CTA measures fuel increases by its Fuel Price Watch program. Under the Fuel Price Watch program, carriers contact CTA staff weekly and report the current cost of fuel. According to the Fuel Price Watch program, the price of fuel as of August 1, 1990 was \$0.933/gallon and \$1.432/gallon as of September 28, 1990.

In addition to the above reported price changes, Bay Counties Dump Truck Association (BCDTA) and the Division of Ratepayer Advocates (DRA) also presented testimony about changes in fuel prices.

According to BCDTA, the change in price of fuel per gallon was 57¢. BCDTA's reported price change was based on actual

fuel prices paid by Andrade Trucking Company on July 13, 1990 and October 4, 1990.

DRA used Lundberg's Retail Prices Report (Lundberg Report) to base its price change of 27¢. DRA, in its computation, compared the aggregate Lundberg Report figure for the month of July 1990 (\$1.12) against the aggregate for the month of September, 1990 (\$1.39).

The Associated General Contractors of California (AGC) supports DRA's use of Lundberg Report to establish the fuel price increase.

Based on the most recent fuel price information, parties have modified their rate increase requests as follows:

<u>Party</u>	<u>MRT</u>	<u>Requested Increase %</u>	
CCA/CDTOA	MRT 7-A Distance Rates (50 miles) (25 miles)	Northern	7.9
		Southern	6.3
	MRT 7-A Hourly Rates	Northern	6.6
		Southern	6.2
	MRT 17-A		5.7
	MRT 20		5.6
BCDTA	MRT 20		9.64
CTA	MRT 3-A		7.7
CMSA	MRT 4-C Distance Rates Hourly Rates		3.0
			1.6

Discussion

We recognize that different classes of carriers have experienced different fuel price increases since August 1, 1990. However, the range of net fuel price increases does not vary much. This slight variance in the net fuel cost increase will have a minimal impact on the overall fuel surcharges being considered in this proceeding. We will adopt a single fuel price increase for all classes of carriers for the purpose of this proceeding.

While we use a single price increase for fuel, we recognize that household goods carriers use proportionately larger quantity of gasoline than other classes of carriers. However, according to the record, the price increase of gasoline is not significantly different than that of diesel fuel. The use of single fuel price increase will not significantly affect the fuel surcharge computed for household goods carriers.

Next, we will consider the question of which particular survey should be used for establishing the fuel cost increase for calculating surcharges. Carriers have several means to purchase fuel. These include retail purchase at a truck stop, card lock systems, key lock systems, and delivery at the carrier operated bulk storage facility. The price increases for the different types of purchases vary slightly. A weighted average price paid by carriers would provide the best measure of price increase. The Transportation Division in its "Report on Fuel and Oil Costs" compiles the weighted average price of fuel paid by dump truck carriers. The Report on Fuel and Oil Costs is generally available after six to eight weeks following the period for which the information is gathered. The most recent fuel price information available is for July 31, 1990. The price of fuel on July 31, 1990 according to the report was \$1.04/gallon.

If we examine the results of the survey conducted by CCA/CDTOA for dump truck carriers, we note that the survey's beginning price of \$1.04/gallon is corroborated by the Report on Fuel and Oil Costs. Although the CCA/CDTOA survey is not a weighted average survey, the substantiation of its beginning price of fuel makes it the most reliable survey to be used for computing fuel price increase. We will use the CCA/CDTOA survey for computing fuel cost surcharges.

As to DRA's proposal to use Lundberg Report to establish the fuel price increase, we note that the report is based on a survey of fuel costs reported by 3,200 retail service stations at

seven different locations in California. The report contains prices for fuel paid by diesel automobiles, not by large trucks. To apply these service station prices to dump truck, household goods and livestock carriers will not yield accurate results.

Further, the manner in which DRA has used Lundberg Report does not provide us the price of fuel at the inception of the Middle East crisis. DRA merely uses the aggregate price of fuel in July as its beginning point. We will not adopt DRA's recommendation.

Method of Computing Surcharges

In computing the surcharges authorized in D.90-09-052, et al., we used the following procedure:

In D.90-09-052, the fuel surcharge was based on the MRT 4-C cost datum plane established by D.87-01-066 and D.87-09-045. Using this datum plane, surcharge was computed by holding all cost elements constant except fuel. To compute the percent increase in MRT 4-C, the August 1, 1990 fuel price was substituted in the datum plane and the composite cost of MRT 4-C was computed. Next, the September 2, 1990 fuel cost was substituted in the datum plane and the composite cost for MRT 4-C was computed. The difference between the two composite costs was the basis for overall percent increase in MRT 4-C rates.

In D.90-09-053, we used the MRT 3-A datum plane established by D.89-12-026 in C.5433, Petition 80 et al. The remainder of the procedure to compute the surcharges was similar to the one used in D.90-09-052.

In D.90-09-054, we used the datum planes established in C.5437, Petition 328 et al. for MRTs 7-A, 17-A, and 20 together with the change in vehicle investment cost allowed for these MRTs in C.5437, Order Setting Hearing 325. The remainder of the procedure to compute the surcharges was similar to the one used in D.90-09-052.

No other proposals for computing the surcharges were made by petitioners. We will use the same procedures.

Using the above method, we will authorize the following fuel surcharges:

<u>Case-Petition</u>	<u>MRT</u>	<u>Authorized^{1/} Increase</u>
<u>Dump Trucks:</u>		
C.5437-348	7-A Distance Rates	7.00%
	Hourly Rates	6.00
C.9819-130	17-A	6.00
C.9820-41	20	6.00
<u>Livestock:</u>		
C.5433-81	3-A	7.00
<u>Household Goods:</u>		
C.5330-123	4-C Distance Rates	3.00 ^{2/}
	Hourly Rates	1.50 ^{2/}

1/ The rate increase computations are included in Appendix A. Each rate increase has been rounded to the nearest 0.25% for ease of administration.

2/ The authorized increase is being limited to the requested level.

Duration of Surcharge

CDTOA/CCA and CMSA request that the surcharge remain in effect until further order of the Commission and that the expiration date for the surcharge be rescinded. CTA requests that the surcharge be established subject to revision or rescission after parties are noticed and provided an opportunity to be heard. AGC recommends that the surcharges be reviewed quarterly until they are made a part of rates or otherwise discontinued. AGC also recommends that future rate adjustments be made effective after 30 days rather than immediately. DRA recommends that surcharges should expire automatically in one or two months.

The duration of the Middle East crisis is unknown, as is the duration of any resulting impact on the cost of fuel. We have witnessed wide fluctuations in the cost of oil due to this crisis, warranting close monitoring of the impact on the cost of fuel. Recognizing the temporary nature of the increases granted and the volatility of prices, we find it reasonable to require close Commission oversight. We will, therefore, allow the surcharges to remain in effect until December 19, 1990.

Deviation Procedure

CTA requests that no special deviation procedure for this surcharge be adopted for livestock transportation under MRT 3-A and that the deviation procedure contained in Public Utilities (PU) Code § 3666 remain applicable for MRT 3-A. CMSA does not request a special deviation procedure for MRT 4-C. No other party has requested a special deviation procedure for the fuel surcharge in MRTs 3-A and 4-C. We will not adopt a special deviation procedure for MRTs 3-A and 4-C.

For dump truck transportation, Witness Klenske of Dalton Trucking, Inc. proposed a specific deviation procedure. The procedure contains three items which, according to Klenske, are not mutually exclusive and together work towards providing equal regulatory protection from sharp fuel increases. The items are:

Item 1: Deviated rates should be considered "minimum" rates on their own for that particular movement and shipper. Currently, deviated rates are somewhat "contractual" in nature and fixed in price. Should the shipper and carrier agree to a rate increase at any time after approval of a deviated rate, for whatever reason, presuming that the physical characteristics of the movement remain unchanged, such increase should be allowed with one day notification to the Commission. The formal justification of the new rate should be delayed until the rate was due for renewal.

Item 2: Deviated rates should be subject to Commission ordered fuel surcharge increases as a minimum. If higher fuel surcharges have been already arranged between the shipper and carrier, such higher surcharge should supersede the Commission ordered surcharge. Deviated rates with such surcharges applied should become the new deviated rate for purposes of adjustment as applied in item #1. Surcharge decreases (as opposed to surcharge expirations) should not affect deviated rates. Surcharge expirations should be limited in their effect to deviated rates that were justified before the surcharge originally took effect.

Item 3: Deviations that already contain fuel surcharge mechanisms should be exempt from MRT fuel surcharges.

CCA/CDTOA supports Klenske's proposal.

DRA recommends that an expedited rate deviation program with a one-day notice period should be established for carriers who do not want to incorporate any or all the surcharge in their rates.

Discussion

Deviated rates are authorized for specific special conditions and are not affected by temporary surcharges such as this fuel surcharge. Most of the steps included in Klenske's proposal are steps that a carrier with an authorized deviation could take without Commission approval.

As to Klenske's proposal to increase the deviated rates by the amount of surcharge, we believe that deviated rates are a result of close shipper-carrier negotiations in contrast to the rates authorized in the MRTs. The deviated rates may be increased without approval by the Commission. Carriers are free to make a judgment about individual rates based on their particular circumstances. Any imposition of mandatory increases by the Commission will not be proper. We will not adopt Klenske's proposal.

Turning to DRA's proposal regarding the expedited deviation program requiring one-day notice, we believe that the current procedure adopted in D.89-09-104 requiring a 30-day notice period for dump trucks should be responsive to needs of carriers needing a deviation from this fuel surcharge. D.89-09-104 adopted the 30-day notice period after analyzing extensive evidence. DRA has provided no evidence in support of its recommendation. Further, the 30-day notice procedure is interim in nature and is under study. A final decision about the deviation procedure will be made after a study completed by the Transportation Division. We will not adopt DRA's proposal.

Waiver of 30-Day Waiting Period
Under PU Code § 311

PU Code § 311(d) requires that:

"The administrative law judge shall prepare and file an opinion setting forth recommendations, findings, and conclusions. The opinion of the administrative law judge is the proposed decision and a part of the public record in the proceeding. The proposed decision of the administrative law judge shall be filed with the commission and served upon all parties to the action or proceeding without undue delay, not later than 90 days after the matter has been submitted for decision. The commission shall issue its decision not sooner than 30 days following filing and service of the proposed decision by the administrative law judge, except that the 30-day period may be reduced or waived by the commission in an unforeseen emergency situation or upon the stipulation of all parties to the proceeding. The commission may, in issuing its decision, adopt, modify, or set aside the proposed decision or any part thereof. Every finding, opinion, and order made in the proposed decision and approved or confirmed by the commission shall, upon that approval or confirmation, be the findings, opinion, and order of the commission." (Emphasis added.)

During the hearings, parties were advised by the ALJ that he would recommend to the Commission that it act in this matter on an emergency basis waiving the 30-day waiting period required by PU Code § 311. We adopt the ALJ's recommendation. We believe that carriers are experiencing significant increases in fuel cost due to the invasion of Kuwait by Iraq. We recognized this cost increase when we authorized the permitted carriers temporary rate increases in D.90-09-052, et al. These rates increases shall expire on November 9, 1990. Yet, no relief from higher fuel costs is in sight. We believe that an emergency situation exists requiring immediate action by the Commission. Accordingly, we will act on this decision expeditiously and waive the 30-day waiting period required by PU Code § 311.

Findings of Fact

1. The invasion of Kuwait by Iraq and the resulting events in the Middle East have resulted in higher fuel costs for trucking companies.

2. On September 6, 1990, CCA/CDTOA filed Petitions 348, 130, and 41 in C.5437, C.9819, and C.9820, respectively. The petitions request increases in rates in MRTs 7-A, 17-A, and 20 to reflect the increase in fuel costs.

3. On September 6, 1990, CTA filed Petition 81 in C.5433 requesting an increase in rates in MRT 3-A to reflect the increase in fuel costs.

4. On September 7, 1990, CMSA filed Petition 123 in C.5330 requesting an increase in rates in MRT 4-C to reflect the increase in fuel costs.

5. On September 12, 1990, the Commission, by D.90-09-052 et al., authorized temporary rate increases in the form of surcharges in MRTs 3-A, 4-C, 7-A, 17-A, and 20.

6. The petitions were consolidated and hearings in the consolidated proceeding were held on October 1 and 12, 1990.

7. Different classes of carriers have experienced different fuel cost increases since August 1, 1990.

8. The slight variance in net fuel cost increase experienced by carriers will have a minimal impact on the overall fuel surcharge being considered in this proceeding.

9. A weighted average price for fuel paid for carriers would provide the best measure of price increase.

10. The Transportation Division in its Report on Fuel and Oil Costs compiles the weighted average price paid by dump truck carriers.

11. CCA/CDTOA conducted a survey of fuel price changes to monitor the price increases due to the Middle East crisis.

12. The beginning price of fuel of \$1.04/gallon proposed by CCA/CDTOA is corroborated by the Report on Fuel and Oil Costs.

13. The duration of the Middle East Crisis is unknown.

14. It is reasonable to apply an expiration date.

15. No party requests special deviation procedure for the fuel surcharge for MRTs 3-A and 4-C.

16. Klenske proposes a special deviation procedure for fuel surcharge for the dump truck carriers.

17. Deviated rates are authorized for specific special conditions and as such not affected by temporary surcharges.

18. Most of the steps included in Klenske's proposal are steps that a carrier with an authorized deviation could take without Commission approval.

19. DRA proposes an expedited deviation program with one-day notice be adopted for carriers who do not want to incorporate any or all of the fuel surcharge in their rates.

20. The current procedure requiring 30-day notice period for deviation is adequate to respond to the needs of carriers needing deviation from fuel surcharge.

21. Fuel surcharges authorized in D.90-09-052 et al. are due to expire on November 9, 1990.

22. No end to the Middle East crisis is in sight.

23. An emergency situation exists regarding the need for fuel surcharges for permitted carriers.

Conclusions of Law

1. A single fuel price increase should be used for all classes of carriers for the purpose of this proceeding.

2. Fuel price increase found in the CCA/CDTOA survey should be used for computing fuel surcharges.

3. Fuel surcharges should remain in effect until further order by the Commission.

4. No special deviation procedure should be adopted for the fuel surcharges.

5. The Commission should act expeditiously on this decision by waiving the 30-day period required under PU Code § 311.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff (MRT) 3-A (Appendix A to Decision (D.) 55587, as amended) is further amended by incorporating Supplement 29 included in Appendix B.

2. MRT 4-C (Appendix D to D.87-01-066, as amended) is further amended by incorporating the attached Supplement 2 included in Appendix B.

3. MRT 7-A (Appendix B to D.82061, as amended) is further amended by incorporating the attached Supplement 34 included in Appendix B.

4. MRT 17-A (Appendix C to D.80578, as amended) is further amended by incorporating Supplement 47 included in Appendix B.

5. MRT 20 (Appendix A to D.81799, as amended) is further amended by incorporating Supplement 31 included in Appendix B.

6. These supplements shall remain effective until December 19, 1990.

7. The Executive Director shall serve a copy of this decision on each subscriber to MRTs 3-A, 4-C, 7-A, 17-A, and 20.

This order is effective today.

Dated October 24, 1990, at San Francisco, California.

G. MITCHELL WILK

President

FREDERICK R. DUDA

STANLEY W. HULETT

PATRICIA M. ECKERT

Commissioners

Commissioner John B. Ohanian,
being necessarily absent, did
not participate.

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


NEAL J. SHULMAN, Executive Director

APPENDIX A

Page 1

COMPARISON OF FUEL COSTS OF \$1.04/GALLON VS. \$1.50/GALLON

SUMMARY OF DIRECT COSTS AND DEVELOPMENT OF FULL COSTS PER TRIP
AT 100 OPERATING RATIO
TRUCK AND TRAILER UNITS
FAT CATTLE

Fuel Cost	Item	Loading and Unloading	Bedding	Line Haul	En Route	Weighting Fee	Total Direct	Direct and Indirect	Full Costs @ 100 O.R.	% Increase
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
10 Constructive Miles										
\$1.04	38000 lbs but less than 41000	\$23.76	\$3.82	\$27.68	\$2.41	\$2.00	\$59.87	66.16	\$72.99	
	41000 lbs and over	\$24.63	4.49	27.68	2.41	2.00	61.41	68.05	75.08	
\$1.50	38000 lbs but less than 41000	\$23.76	3.82	29.81	2.59	2.00	61.98	68.27	75.32	3.19%
	41000 lbs and over	\$24.63	4.49	29.81	2.59	2.00	63.53	70.17	77.41	3.11%
30 Constructive Miles										
\$1.04	38000 lbs but less than 41000	\$23.76	5.36	71.35	4.92	2.00	107.39	118.58	130.83	
	41000 lbs and over	\$24.63	6.73	71.35	4.92	2.00	109.63	121.05	133.55	
\$1.50	38000 lbs but less than 41000	\$23.76	5.36	77.15	5.29	2.00	113.56	124.75	137.64	5.21%
	41000 lbs and over	\$24.63	6.73	77.15	5.29	2.00	115.81	127.23	140.36	5.10%
75 Constructive Miles										
\$1.04	38000 lbs but less than 41000	\$23.76	8.94	152.85	5.34	2.00	192.89	210.81	232.58	
	41000 lbs and over	\$24.63	10.77	152.85	5.34	2.00	195.59	213.74	235.81	
\$1.50	38000 lbs but less than 41000	\$23.76	8.94	167.37	5.75	2.00	207.82	225.74	249.05	7.08%
	41000 lbs and over	\$24.63	10.77	167.37	5.75	2.00	210.52	228.67	252.28	6.98%
150 Constructive Miles										
\$1.04	38000 lbs but less than 41000	\$23.76	10.77	283.67	5.82	2.00	326.02	356.27	393.06	
	41000 lbs and over	\$24.63	10.77	283.67	5.82	2.00	326.89	357.23	394.12	
\$1.50	38000 lbs but less than 41000	\$23.76	10.77	312.71	6.26	2.00	355.50	385.75	425.58	8.27%
	41000 lbs and over	\$24.63	10.77	312.71	6.26	2.00	356.37	386.71	426.65	8.25%
350 Constructive Miles										
\$1.04	38000 lbs but less than 41000	\$23.76	12.21	652.50	5.80	2.00	696.27	759.19	837.59	
	41000 lbs and over	\$24.63	12.21	652.50	5.80	2.00	697.14	760.13	838.63	
\$1.50	38000 lbs but less than 41000	\$23.76	12.21	720.26	6.24	2.00	764.47	827.39	912.83	8.98%
	41000 lbs and over	\$24.63	12.21	720.26	6.24	2.00	765.35	828.34	913.87	8.97%
500 Constructive Miles										
\$1.04	38000 lbs but less than 41000	\$23.76	15.11	925.89	5.77	2.00	972.53	1060.35	1169.85	
	41000 lbs and over	\$24.63	15.11	925.89	5.77	2.00	973.40	1061.29	1170.88	
\$1.50	38000 lbs but less than 41000	\$23.76	15.11	1022.69	6.21	2.00	1069.77	1157.59	1277.13	9.17%
	41000 lbs and over	\$24.63	15.11	1022.69	6.21	2.00	1070.64	1158.53	1278.17	9.16%

AVERAGE INCREASE IN COST = 6.96%

APPENDIX A
Page 2MRT 4C - Used Household
Goods
HOURLY RATES100 O.R. COST PER REVENUE HOUR
Vehicle With Driver and Helper

2-Axle Truck	2-Axle Trac. & Trailer	80' X 2-Axle Truck * 20' 2-Axle Trac. & Trailer
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1 Territory A	1.220%	1.930%	1.356%
2 Territory B	1.330%	1.260%	1.316%
3 Territory C	1.530%	1.460%	1.516%
4 Minimum:			1.316%
5 Maximum:			1.516%
6 Average:			1.396%

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100 O.R. COST PER REVENUE HOUR
Vehicle With Driver

2-Axle Truck	2-Axle Trac. & Trailer	80' X 2-Axle Truck * 20' 2-Axle Trac. & Trailer
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7 Territory A	1.940%	3.660%	2.284%
8 Territory B	2.040%	1.790%	1.990%
9 Territory C	1.530%	1.460%	1.516%
10 Minimum:			1.516%
11 Maximum:			2.284%
12 Average:			1.930%

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OVERALL AVERAGED PERCENTAGE INCREASE:

13 Average of L(6) and L(12)	1.65%
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APPENDIX A
Page 3HRT 4C - Used Household
Goods
DISTANCE RATESTable 9
Full Cost Per 100 Pounds at 100 Operating Ratio
Region 1
LENGTH OF HAUL CONSTRUCTIVE MILES

	50	100	250	400	600
1 Less than 1000 lbs.	2.700%	2.600%	3.450%	3.540%	4.092%
2 1000 - 1999 lbs.	2.190%	2.730%	3.790%	3.940%	4.762%
3 2000 - 4999 lbs.	1.970%	2.700%	4.000%	4.200%	5.132%
4 5000 - 7999 lbs.	1.890%	2.640%	3.930%	4.140%	5.132%
5 8000 - 11999 lbs.	1.850%	2.610%	3.910%	4.130%	5.200%
6 12000 - 15999 lbs.	1.870%	2.640%	3.970%	4.190%	5.232%
7 16000 lbs and Over	1.850%	2.620%	3.950%	4.190%	5.232%
8 Minimum:	1.850%				
9 Maximum:	5.280%				
10 Average:	3.519%				
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Table 11
Full Cost Per 100 Pounds at 100 Operating Ratio
For Various Lengths of Haul in Region 2 and Between Regions 1 and 2
LENGTH OF HAUL CONSTRUCTIVE MILES

	50	100	250	400	600
11 Less than 1000 lbs.	2.270%	2.630%	3.570%	3.730%	4.092%
12 1000 - 1999 lbs.	2.190%	2.760%	3.980%	4.240%	4.762%
13 2000 - 4999 lbs.	1.970%	2.760%	4.240%	4.580%	5.132%
14 5000 - 7999 lbs.	1.890%	2.700%	4.190%	4.550%	5.132%
15 8000 - 11999 lbs.	1.850%	2.670%	4.180%	4.550%	5.200%
16 12000 - 15999 lbs.	1.870%	2.700%	4.240%	4.620%	5.282%
17 16000 lbs and Over	1.850%	2.690%	4.230%	4.620%	5.282%
18 Minimum:	1.850%				
19 Maximum:	5.280%				
20 Average:	3.637%				
	=====				

OVERALL AVERAGED PERCENTAGE INCREASE:

21 Average of L(10) and L(20)

3.52%

=====

TABLE I

COMPARISON OF
TOTAL COST PER REVENUE HOUR
TRANSPORTATION OF ROCK, SAND, EARTH, OR ASPHALTIC CONCRETE
INTERPLANT LABOR COST BASIS

5 AXLE BOTTOM DUMP DOUBLES

No.	DESCRIPTION	REGIONS				AVERAGE PERCENT INCREASE
		NORTHERN TERRITORY	S F TERRITORY	SOUTHERN TERRITORY	SAN DIEGO TERRITORY	
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1	EQUIPMENT COST PER REVENUE HOUR:					
2	Maximum	14.11%				
3	Minimum	13.73%				
4	Percentage Increase	13.73%	13.73%	14.11%	14.11%	13.92%
5	STRAIGHT TIME - MONDAY THRU FRIDAY:					
6	Maximum	7.59%				
7	Minimum	6.16%				
8	Percentage Increase	7.59%	6.16%	7.06%	6.56%	6.85%
9	INCLUDING WEEKDAY OVERTIME:					
10	Maximum	7.46%				
11	Minimum	6.06%				
12	Percentage Increase	7.46%	6.06%	6.95%	6.47%	6.74%
13	WEEKDAY EXCESSIVE HOURS & SATURDAYS:					
14	Maximum	6.62%				
15	Minimum	5.22%				
16	Percentage Increase	6.62%	5.22%	6.06%	5.62%	5.85%
17	SUNDAYS AND HOLIDAYS:					
18	Maximum	5.87%				
19	Minimum	4.52%				
20	Percentage Increase	5.87%	4.52%	5.34%	4.90%	5.16%
21	OVERALL AVERAGED PERCENTAGE INCREASE:					
12	Average of L8(6), L12(6), L16(6) & L20(6)					6.16%

TABLE 2

COMPARISON OF
TOTAL COST PER TON FOR VARIOUS LENGTHS OF PALL
TRANSPORTATION OF ROCK, SAND, ASPHALTIC CONCRETE AND EARTH
INTERPLANT LAZOR COST BASIS

5-ALE DOUBLE BOTTOM UNIT

[Line] [No.]	Item	LENGTH OF HAUL - ONE WAY HILES								AVERAGE
		5	10	15	25	50	75	150	PERCENT INCREASE	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
	EQUIPMENT HOURS PER TRIP		0.50	0.80	1.08	1.55	2.77	3.87	6.97	
	LENGTH OF HAUL (ROUND TRIP)		10	20	30	50	100	150	300	
1	COST PER TRIP									
2	NORTHERN Percentage Increase		6.34%	7.14%	7.56%	8.10%	8.69%	9.00%	9.47%	8.04%
3	SOUTHERN Percentage Increase		4.97%	5.86%	6.31%	6.86%	7.50%	7.84%	8.35%	6.82%
4	Maximum	9.47%								
5	Minimum	4.97%								
6	AVERAGE INCREASE	7.43%								
7	COST PER TON (ROCKS & SAND)									
8	NORTHERN Percentage Increase		5.75%	6.64%	7.06%	7.70%	8.43%	8.80%	9.36%	7.65%
9	SOUTHERN Percentage Increase		4.75%	5.52%	6.03%	6.58%	7.30%	7.69%	8.25%	6.59%
10	Maximum	9.36%								
11	Minimum	4.75%								
12	AVERAGE INCREASE	7.13%								
13	COST PER TON (EARTH)									
14	NORTHERN Percentage Increase		5.66%	6.58%	7.10%	7.76%	8.47%	8.83%	9.37%	7.65%
15	SOUTHERN Percentage Increase		4.62%	5.50%	5.99%	6.62%	7.31%	7.70%	8.27%	6.57%
16	Maximum	9.37%								
17	Minimum	4.62%								
18	AVERAGE INCREASE	7.13%								
19	COST PER TON (ASPHALTIC CONCRETE)									
20	NORTHERN Percentage Increase		5.60%	6.34%	6.81%	7.46%	8.25%	8.65%	9.27%	7.48%
21	SOUTHERN Percentage Increase		4.71%	5.39%	5.83%	6.37%	7.17%	7.57%	8.16%	6.46%
22	Maximum	9.27%								
23	Minimum	4.71%								
24	AVERAGE INCREASE	6.97%								
25	OVERALL PERCENTAGE INCREASE	7.08%	(Average of 18, 19, 21, 22, 23 & 24)							

TABLE 4

 COMPARISON OF
 TOTAL COST PER TON MINUTE
 TOTAL COST PER TON MILE
 FOR TRANSPORTATION OF ROCK, SAND AND GRAVEL

5-AXLE BOTTOM DUMP TRAIN

Line No.	ITEM	AVERAGE PERCENTAGE INCREASE		
		(1)	(2)	(3)

1	One Way Miles	5	25	50
2	R.T. Minutes	30	90	150

HRT 17A

3 LOS ANGELES COFE COUNTIES

4	Percentage Increase	3.64%	6.40%	7.53%	5.86%
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5 SAN DIEGO COUNTY

6	Percentage Increase	3.37%	6.17%	7.32%	5.62%
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7 SANTA BARBARA & SAN OBISPO COUNTIES

8	Percentage Increase	3.64%	6.60%	7.79%	6.01%
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9	Average HRT 17A Percentage Increase				5.83%
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HRT 20

10 SAN FRANCISCO COFE COUNTIES

11	Percentage Increase	3.45%	6.12%	7.23%	5.60%
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12	Average HRT 20 Percentage Increase				5.60%
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13	AVERAGE OVERALL PERCENTAGE INCREASE (L4,L6,L8,& L11)				5.77%
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(END OF APPENDIX A)

G.5437, Pot. 348 et al. ALJ/AVG/tcg

APPENDIX B

EMERGENCY FUEL SURCHARGE SUPPLEMENT

(E) SUPPLEMENT 29

(Cancels Supplement 28)

(Supplements 27 and 29 Contain All Changes)

TO

MINIMUM RATE TARIFF 3-A

MAKING

MINIMUM RATES AND RULES

FOR THE

TRANSPORTATION OF LIVESTOCK OVER THE

PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AND

LIVESTOCK CARRIERS

(E) ◇ APPLICATION OF SURCHARGE

Except as otherwise provided, compute the amount of charges in accordance with the rates and rules in this tariff, and increase the amount so computed by seven (7.0) percent.

In computing the amount of the charges, fractions of less than one-half (1/2) cent shall be dropped and fractions of one-half (1/2) cent or greater shall be increased to the next higher whole cent.

EXCEPTION: The surcharge herein shall not apply to:

1. Item 110 - Accessorial Charges;
2. Items 170 and 180 - Split Pickup and Split Delivery;
3. Item 200 - Stopping in Transit; and
4. Item 210 (Railhead-to-railhead Charges Only).

(E) Expires December 19, 1990

◇ Increase, Decision 90-10-066

EFFECTIVE OCTOBER 24, 1990

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
Governor Edmund G. "Pat" Brown Building
505 Van Ness Avenue
San Francisco, California 94102

EMERGENCY FUEL SURCHARGE SUPPLEMENT

(E) SUPPLEMENT 2

(Cancels Supplement 1)

(Supplement 2 Contains All Changes)

TO

MINIMUM RATE TARIFF 4-C

NAMING

MINIMUM RATES AND RULES

FOR THE

TRANSPORTATION OF USED PROPERTY, NAMELY:

HOUSEHOLD GOODS, PERSONAL EFFECTS AND

OFFICE, STORE AND INSTITUTIONAL FURNITURE,

FIXTURES AND EQUIPMENT OVER THE

PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

HOUSEHOLD GOODS CARRIERS

(E) ◇ APPLICATION OF SURCHARGE

Except as otherwise provided, compute the amount of charges in accordance with the rates and rules in this tariff, and increase the resulting total as follows:

1. By one and five-tenths (1.5) percent on charges computed at rates set forth in Item 320; and
2. By three (3) percent on charges computed at rates set forth in Items 300, 310, 330, 380 and 390.

The surcharge authorized herein shall be computed to the nearest five (5) cents. In computing the surcharge, two and one-half (2-1/2) cents shall be considered as being nearer to the next five cents.

(E) Expires December 19, 1990

◇ Increase, Decision 90-10-066

EFFECTIVE OCTOBER 24, 1990

Issued by the
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San Francisco, California 94102

EMERGENCY FUEL SURCHARGE SUPPLEMENT

(E) SUPPLEMENT 34

(Cancels Supplement 32)

(Supplements 9, 29, 33, and 34 contain All Changes)

TO

MINIMUM RATE TARIFF 7-A

NAMING

MINIMUM RATES AND RULES

FOR THE

TRANSPORTATION OF PROPERTY IN DUMP TRUCK

EQUIPMENT BETWEEN POINTS IN CALIFORNIA

BY

HIGHWAY CONTRACT CARRIERS

AGRICULTURAL CARRIERS

AND

DUMP TRUCK CARRIERS

(E) ♦ APPLICATION OF SURCHARGE

Except as otherwise provided, compute the amount of charges in accordance with the rates and rules of this tariff, and increase the amount so computed as follows:
(SEE EXCEPTION)

1. By seven (7) percent on charges computed at rates provided in Items 290, 300, 310, 320, 325, 330, 340, 490 and 510.
2. By six (6) percent on charges computed at rates provided in Items 390 and 400.

For purposes of disposing of fractions under provisions hereof, fractions of less than one-half (1/2) cent shall be dropped and fractions of one-half (1/2) cent or greater shall be increased to the next higher whole cent.

(E) Expires December 19, 1990

♦ Increase, Decision 90-10-066

EFFECTIVE OCTOBER 24, 1990

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
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San Francisco, California 94102

EMERGENCY FUEL SURCHARGE SUPPLEMENT

(E) SUPPLEMENT 47

(Cancels Supplement 45)

(Supplements 6, 13, 27, 29, 43, 46, and 47 Contain All Changes)

TO

MINIMUM RATE TARIFF 17-A

NAMING

MINIMUM RATES AND RULES

FOR THE

TRANSPORTATION OF PROPERTY

IN DUMP TRUCK EQUIPMENT FROM

DEFINED PRODUCTION AREAS TO DESIGNATED DELIVERY ZONES

AND POINTS IN SOUTHERN CALIFORNIA

BY

HIGHWAY CONTRACT CARRIERS

AND

DUMP TRUCK CARRIERS

(E) APPLICATION OF SURCHARGE

Except as otherwise provided, compute the amount of charges in accordance with the rates and rules of this tariff, and increase the amount so computed by six (6) percent.
(SEE EXCEPTION)

For purposes of disposing of fractions under provisions hereof, fractions of less than one-half (1/2) cent shall be dropped and fractions of one-half (1/2) cent or greater shall be increased to the next higher whole cent.

EXCEPTION: The surcharge herein shall not apply to:

1. Paragraphs (b) and (c) in Item 120 - Application of Tariff--Rates;
2. Item 170 - Accessorial Charges (At Origin);
3. Item 180 - Accessorial Charges (At Destination);
4. Items 200 and 220 (Railhead-to-railhead charges only);
5. Item 280 - Collect on Delivery (C.O.D.) Shipment; and
6. Item 570 - Tarp Labor Charge.

(E) Expires December 19, 1990

◇ Increase, Decision 90-10-066

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Issued by the
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Governor Edmund G. "Pat" Brown Building
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San Francisco, California 94102

EMERGENCY FUEL SURCHARGE SUPPLEMENT

(E) SUPPLEMENT 31
(Cancels Supplement 29)
(Supplements 2, 7, 27, 30 and 31 Contain All Changes)
TO
MINIMUM RATE TARIFF 20
NAMING
MINIMUM ZONE RATES AND RULES
FOR THE
TRANSPORTATION OF ROCK, SAND AND GRAVEL
IN FOUR- AND FIVE-AXLE DUMP TRUCK EQUIPMENT FROM
DEFINED PRODUCTION AREAS TO DESIGNATED DELIVERY ZONES
AND DISTANCE RATES
IN NORTHERN CALIFORNIA
BY
DUMP TRUCK CARRIERS

(E) ◇ APPLICATION OF SURCHARGE

Except as otherwise provided, compute the amount of charges in accordance with the rates and rules of this tariff, and increase the amount so computed by six (6) percent.
(SEE EXCEPTION)

For purposes of disposing of fractions under provisions hereof, fractions of less than one-half (1/2) cent shall be dropped and fractions of one-half (1/2) cent or greater shall be increased to the next higher whole cent.

EXCEPTION: The surcharge herein shall not apply to:

1. Items 180 and 190 - Accessorial Charges;
2. Item 195 - Tarp Labor Charge;
3. Items 200 and 220 (Railhead-to-railhead charges only); and
4. Item 280 - Collect on Delivery (C.O.D.) Shipment.

(E) Expires December 19, 1990

◇ Increase, Decision 90-10-066

EFFECTIVE OCTOBER 24, 1990

Issued by the
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