

S2 06 079

Decision _____ JUN 2 1982

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, in bulk, of agri-)
 cultural products and related)
 articles statewide as provided in)
 Minimum Rate Tariff 14-A and the)
 revisions or reissues thereof.)

Case 7857
 Petition for Modification 175
 (Filed February 16, 1982)

OPINION

By the above petition, California Trucking Association

(CTA) requests the Commission to order general increases approximating 7% in the rates and charges in Minimum Rate Tariff (MRT) 14-A for the transportation, in bulk, of agricultural products except cottonseed for which no increase is sought.

The minimum rates and charges of MRT 14-A were last adjusted by Decisions (D.) 93030 (Petition for Modification 173) and 93113 (Petition for Modification 168)^{1/} dated May 5, and May 19, 1981, respectively.

CTA contends that since the last general increase, carriers have continued to experience cost increases. Such increases may be found in virtually every category of expense

as shown in the following table:

^{1/} Fuel surcharge of 3%, shown on Supplement 31 of MRT 14-A, was incorporated into the rates in this order.

Item of Expense	% Increase or Decrease
Direct Labor	6.6
SDI (Disability Insurance)	5.0
FICA (Social Security)	9.9
Workmens' Compensation	6.4
Equipment (Trucks)	13.3
Parts	26.6
Tires	8.1

The impact of these increases expenses is an overall increased cost of approximately 7%.

The effect of CTA's proposed increase of 7% will yield approximately \$7.5 million of additional annual revenue. CTA contends that this additional revenue is needed to enable agricultural carriers to continue to furnish the level of service mandated by Public Utilities Code (PU) Section 3661 which sets forth the state policy as being "to establish such rates as will promote the freedom of movement by carriers of the products of agriculture...at the lowest lawful rates compatible with the maintenance of adequate transportation service..."

CTA asks that the requested rate relief be made effective for the distribution of the approaching harvest.

This proposal will not significantly affect energy efficiency within the meaning of PU Code Sections 3502.1 and 3502.2.

The application was listed on the Commission's Daily

Calendar of February 18, 1982. No objection to the granting of the petition has been received.

Findings of Fact

Conclusions of Law

1. The minimum rates and charges in MRT 14-A were last adjusted by D.93030, and D.93113 dated May 5, 1981 and May 19, 1981, respectively.

2. Since May 19, 1981 agricultural carriers have continued to experience cost increases in virtually every category of expense. These increases are not reflected in the current level of minimum rates.

CONCLUSIONS

3. Increasing the rates and charges in MRT 14-A by 7% will increase the involved carriers' annual gross revenue by \$7.5 million.

4. The increase in revenue is necessary to promote the freedom of movement of agricultural products consistent with the maintenance of adequate for-hire service.

5. An increase of approximately 7% in the rates and charges, except those pertaining to the transportation of cottonseed in MRT 14-A is just and reasonable.

6. The following order has no foreseeable impact on the energy efficiency of highway carriers.

The effective date of this order and may be made effective not earlier than the effective date of the attached tariff pages on not less than five days' notice to the Commission and to the

Conclusions of Law

1. The petition should be granted as set forth in the ensuing order.

2. There is an immediate need for this rate relief due to the fact that the California distribution of harvest is underway.

Accordingly, this order should be made effective on the date of signature.

ORDER

1. Minimum Rate Tariff 14-A (Appendix A to Decision 67397, as amended) is further amended by incorporating to become effective June 12, 1982, the supplement and revised tariff pages set forth in attached Appendix A.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision 67397, 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 this order shall be filed not earlier than the effective date of this order and may be made effective not earlier than the effective date of the attached tariff pages on not less than five days' notice to the Commission and to the

6. The Executive Director shall serve a copy of each of the tariff amendments on each subscriber to Minimum Rate Tariff 14-A.

This order is effective today.

Dated JUN 12 1982, at San Francisco, California.

JOHN E. BRYSON
President
RICHARD D. GRAVELLE
LEONARD M. GRIMES, JR.
VICTOR CALVO
PRISCILLA C. GREW
Commissioners

and short-term adjustments now maintained under outstanding authorizations; such outstanding authorizations are modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long-

IT IS CERTIFIED THAT THIS DECISION WAS APPROVED BY THE ABOVE COMMISSIONERS TODAY.

Joseph E. Bodovick
Joseph E. Bodovick, Executive Director

public; and the tariff pages which are authorized but not required to be made by common carriers as a result of this order may be made effective not earlier than the effective date of the attached tariff pages on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the tariff pages incorporated in this order.

4. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of PU Code Section 461.5 to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

5. The Executive Director shall serve a copy of this decision on every common carrier, or such carriers' authorized tariff publishing agents, performing transportation services subject to Minimum Rate Tariff 14-A-3001.

APPENDIX A

LIST OF SUPPLEMENT
AND REVISED PAGES
TO MINIMUM RATE TARIFF 14-A

SUPPLEMENT			32
FOURTEENTH	REVISED	PAGE	7
FIFTEENTH	REVISED	PAGE	12
TWELFTH	REVISED	PAGE	13
THIRTEENTH	REVISED	PAGE	26
TENTH	REVISED	PAGE	26-A
NINTH	REVISED	PAGE	27
THIRTEENTH	REVISED	PAGE	29
EIGHTEENTH	REVISED	PAGE	32
FIRST	REVISED	PAGE	32-A
FOURTEENTH	REVISED	PAGE	34

(END OF APPENDIX A)

SURCHARGE SUPPLEMENT

SUPPLEMENT 32
(Cancels Supplement 31)
(Supplements 8, 18, 23 and 32 Contain All Changes)

TO

MINIMUM RATE TARIFF 14-A

NAMING

MINIMUM RATES AND RULES

FOR THE

TRANSPORTATION, IN BULK, OF

AGRICULTURAL COMMODITIES AND

RELATED ARTICLES

NAMED HEREIN

OVER THE PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

HIGHWAY CONTRACT CARRIERS

AND

AGRICULTURAL CARRIERS

Decision No.

82 06 043

EFFECTIVE JUN 12 1982

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California 94102

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 resulting total amount on rates applicable to cottonseed by seventeen (17) percent.

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.

THE END

Change, Decision No.

82 06 049

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM												
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>1. Except as provided in paragraph 2, a period of two hours for loading and two hours for unloading shall be allowed for each unit of carrier's equipment.</p> <p>2. A period of four hours for loading and four hours for unloading shipments of whole grain shall be allowed for each unit of carrier's equipment.</p> <p>3. "Unit of Carrier's Equipment," means a motor truck, and/or trailer or semitrailer, exclusive of motor tractor.</p> <p>4. Charges for loading and/or unloading time in excess of free time authorized in paragraph 1 of this item are provided in Item 130.</p> <p>5. A charge of 5-1/2¢ per 100 pounds per 24 hour period, will be made by the carrier on all shipments of whole grain on all units of carrier's equipment unloaded or loaded after free time has elapsed.</p>	<p>◆</p> <p>120</p>												
<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES AND FOR EQUIPMENT HELD AFTER FREE TIME HAS ELAPSED</p> <p>The charges provided in this item apply for accessorial services, as provided in Item 110, and for time in excess of the free time specified in Items 120 and 190.</p> <table border="0" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th style="width: 40%;"></th> <th colspan="2" style="text-align: center;"><u>Charges in Cents</u></th> </tr> <tr> <th></th> <th style="text-align: center;"><u>For First 30 Minutes or Fraction</u></th> <th style="text-align: center;"><u>For Each Additional 15 Minutes or Fraction</u></th> </tr> </thead> <tbody> <tr> <td>(a) For driver or other carrier employee, per man -----</td> <td style="text-align: center;">1290</td> <td style="text-align: center;">645</td> </tr> <tr> <td>(b) For unit of carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----</td> <td style="text-align: center;">135</td> <td style="text-align: center;">67</td> </tr> </tbody> </table>		<u>Charges in Cents</u>			<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>	(a) For driver or other carrier employee, per man -----	1290	645	(b) For unit of carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	135	67	<p>◆</p> <p>130</p>
	<u>Charges in Cents</u>												
	<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>											
(a) For driver or other carrier employee, per man -----	1290	645											
(b) For unit of carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	135	67											
<p style="text-align: center;">CHARGES FOR OBTAINING A WEIGHMASTER'S CERTIFICATE</p> <p>Whenever a carrier is requested by the shipper, consignee or debtor to obtain a certified weight from a public scale, or when a carrier must obtain a certified weight for billing purposes or for other legal requirements, and a charge is assessed by the public weighmaster for this service, the carrier shall assess a charge of not less than the actual amount paid by the carrier to the public weighmaster for the weighing service for each weight certificate obtained and furnished to the debtor or other person requesting a certified weight.</p>	<p>135</p>												
<p>◆ Increase, Decision No. 82 06 C13</p>													
<p>EFFECTIVE JUN 12 1982</p>													
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction 249</p>													

SECTION 1--RULES OF GENERAL APPLICATION (Continued)			ITEM																					
<p>ADDITIONAL CHARGES FOR SPLIT PICKUP OF SPLIT DELIVERY SHIPMENT</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Weight of Component Part (Pounds)</th> <th style="text-align: center;">Charge for Each Component Part (In Cents)</th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">1395</td> </tr> <tr> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">1615</td> </tr> <tr> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">1830</td> </tr> <tr> <td style="text-align: center;">10,000</td> <td style="text-align: center;">20,000</td> <td style="text-align: center;">2055</td> </tr> <tr> <td style="text-align: center;">20,000</td> <td></td> <td style="text-align: center;">2260</td> </tr> </tbody> </table>			Weight of Component Part (Pounds)		Charge for Each Component Part (In Cents)	Over	But Not Over		0	2,000	1395	2,000	4,000	1615	4,000	10,000	1830	10,000	20,000	2055	20,000		2260	<p>◆</p> <p>170</p>
Weight of Component Part (Pounds)		Charge for Each Component Part (In Cents)																						
Over	But Not Over																							
0	2,000	1395																						
2,000	4,000	1615																						
4,000	10,000	1830																						
10,000	20,000	2055																						
20,000		2260																						
<p>FIELD PICKUP SHIPMENT (Items 180 and 181)</p> <p>1. Field pickup shipment means a quantity of property transported by one carrier for one debtor from a point in a single field or farm site.</p> <p>2. A "single field or farm site" is that area devoted to the production of grain, rice or seed, or to the production of hay or related commodities. In no event shall field or farm site exceed 1 section (640 acres).</p> <p>3. The point of origin of a field pickup shipment shall be the point in a single field or farm site nearest the point of destination.</p> <p>4. Additional charges for loading a field pickup shipment shall be assessed as follows:</p> <p>(a) For shipments subject to the rates provided in Items 300, 301 and 400, at the charges provided in said items. (See Exception)</p> <p style="padding-left: 40px;">EXCEPTION.--No charge shall be applicable to any shipment of baled hay, fodder or straw loaded from a single stack.</p> <p>(b) For shipments subject to the rates provided in Item 550 and in Section 6 (except cottonseed), add 7-1/2 cents per 100 pounds to the rate otherwise applicable. For shipments of rice subject to the rates provided in Item 550, add 5-3/4 cents per 100 pounds to the rate otherwise provided. (See Exception)</p> <p style="padding-left: 40px;">EXCEPTION.--No charge shall be applicable to any shipment moving from a permanent storage facility with a minimum storage capacity of 52,000 pounds. As used herein, permanent storage facility means a gin warehouse, silo, bin, tank or slab, permanently installed. It must be equipped with operable motorized loading facilities or with gravity loading devices.</p> <p>5. A single shipping document for the entire field pickup shipment shall be issued prior to or at the time of the first pickup. Such shipping document shall show the name of the debtor, the name of the consignor, the name of the carrier, point of origin, point of destination, date, kind and estimated quantity of property to be transported.</p> <p style="text-align: center;">(Continued in Item 181)</p>			<p>◆</p> <p>180</p>																					
<p>◆ Increase, Decision No. 82 06 049</p>																								
<p>EFFECTIVE JUN 12 1982</p>																								
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>																								
<p>Correction 250</p>																								

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">STOPPING IN TRANSIT</p> <p>1. Shipments of cottonseed, or of baled hay, fodder or straw: (a) One stop in transit for inspection and/or receipt of delivery instructions will be permitted in connection with each shipment. (b) One hour free time will be allowed for the stop. (c) Charges for time in excess of one hour are provided in Item 130.</p> <p>2. Shipments of whole grain: (a) Two stops in transit for inspection and receipt of delivery instructions or other purposes will be permitted in connection with each shipment. (b) A charge of \$3.85 shall be assessed for the second stop.</p>	<p>◆</p> <p>190</p>
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>1. Rates of common carriers by land may be used instead of the rates shown in this tariff when a lower charge is produced for the same transportation.</p> <p>2. When rail carload rates are used instead of the rates in this tariff, point of origin and point of destination shall be directly served by rail spur track.</p> <p>3. When a rail carload weight is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.</p> <p>4. The definitions of "point of origin" and "point of destination" in Items 10 and 11 apply in connection with this item.</p> <p>5. When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.</p>	<p>200</p>
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>1. Rates of common carriers by land may be combined with rates, applicable to the weight of the entire shipment, shown in this tariff when such combinations result in lower charges for the same transportation. (See Note)</p> <p>2. When common carrier rail rates are applied in combination with rates in this tariff, such combination of rates shall be constructed only over a (a) rail team track or (b) any private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service.</p> <p>3. If the route from point or points of origin to the team track or such private railhead, or from the team track or such private railhead to point or points of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 3 miles or less shall apply from point or points of origin to such railheads or from such railheads to point or points of destination, as the case may be.</p> <p>NOTE.--In the event the provisions of paragraph 2(b) of Item 150 or paragraph 2(b) of Item 160 are used to determine the rates and charges from this tariff for a split pickup shipment or a split delivery shipment, component parts thereof may also be rated as separate shipments, subject to the individual weight of each such separate shipment, to or from any (a) team tracks or (b) private railheads which are owned or leased by the party who contracts with the carrier for the performance of the transportation service, to or from which the common carrier rate used applies, as the case may be.</p>	<p>210</p>
<p>◆ Increase, Decision No. 82 06 043</p>	
<p>EFFECTIVE JUN 12 1982</p>	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction 251</p>	

SECTION 3--DISTANCE COMMODITY RATES (In Cents Per 100 Pounds)						ITEM
HAY, FODDER (Bean, Cane, Corn or Pea), STRAW, or WOOD SHAVINGS (Used for Bedding), in machine pressed bales (See Note)						
(1) MILES		MINIMUM WEIGHT IN POUNDS				(2)
Over	But Not Over	Less than 20,000	20,000	30,000	40,000	
0	3	78	49	31	27	
3	5	80	50	33	29	
5	10	83	53	35	31	
10	15	85	55	38	33	
15	20	88	58	40	36	
20	25	91	61	42	37	
25	30	95	66	46	41	
30	35	96	68	49	42	
35	40	101	71	50	46	
40	45	104	74	53	50	
45	50	108	76	55	51	
50	60	116	84	62	58	
60	70	121	90	65	61	
70	80	126	97	68	65	
80	90	132	103	72	68	
90	100	138	110	74	72	
100	110	145	119	79	74	
110	120	150	126	82	77	
120	130	155	131	87	79	
130	140	160	136	90	82	
140	150	165	141	93	84	
150	160	173	147	98	87	
160	170	178	153	102	90	
170	180	183	160	107	93	
180	190	188	164	110	97	
190	200	194	170	114	99	
200	220	202	177	120	108	
220	240	210	184	129	113	
240	260	218	191	134	119	
260	280	229	200	141	127	
280	300	239	207	147	134	
300	325	249	219	155	140	
325	350	260	227	161	147	
350	375	270	239	168	153	
375	400	278	247	174	159	
400	425	287	254	181	165	
425	450	296	264	187	172	
450	475	306	274	194	177	
475	500	316	282	202	184	
500	525	325	291	208	189	

300

(1) See Item 90.
 (2) Rates in this column do not apply for the transportation of hay between points for which rates are provided in Item 400.
 NOTE.--An additional charge of 10-1/2 cents per 100 pounds shall be assessed for loading field pickup shipments as defined in Item 180, other than when loading is performed by a power operated hay loader.

◆ Increase, Decision No. 82 06 043

EFFECTIVE JUN 12 1982

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
 SAN FRANCISCO, CALIFORNIA.
 Correction 252

MINIMUM RATE TARIFF 14-A

SECTION 3--DISTANCE COMMODITY RATES (In Cents Per 100 Pounds)						ITEM
HAY, FODDER (Bean, Cane, Corn or Pea), STRAW, or WOOD SHAVINGS (Used for Bedding), in machine pressed bales (See Note)						
(1) MILES		MINIMUM WEIGHT IN POUNDS				
Over	But Not Over	Less than 20,000	20,000	30,000	(2) 40,000	
525	550	334	304	215	194	
550	575	346	313	223	202	
575	600	355	324	229	206	
600	625	363	332	235	210	
625	650	374	341	241	215	
650	675	384	350	248	220	
675	700	392	361	254	227	
700	725	401	371	262	235	
725	750	413	384	270	241	
750	775	421	394	277	248	
775	800	430	407	282	254	
800	850	443	421	291	264	
850	900	458	437	299	274	
900	950	471	442	309	281	
950	1,000	485	456	319	289	
1,000	1,050	500	467	327	296	
1,050	1,100	513	479	336	311	
1,100	1,150	527	490	346	316	
1,150	1,200	539	502	355	324	
<p>(1) See Item 90.</p> <p>(2) Rates in this column do not apply for the transportation of hay between points for which rates are provided in Item 400.</p> <p>NOTE.--An additional charge of 10-1/2 cents per 100 pounds shall be assessed for loading field pickup shipments, as defined in Item 180, other than when loading is performed by a power operated hay loader.</p>						
<p>← Increase, Decision No. 82 06 040</p>						
EFFECTIVE JUN 12 1982						
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>						
Correction 253						

SECTION 3--DISTANCE COMMODITY RATES (In Cents Per 100 Pounds)			ITEM
<p>LOCAL DELIVERY SERVICE</p> <p>Rates in this item apply only for local delivery service of hay, fodder and straw in machine pressed bales, when distance between point of origin and point of destination of the shipment does not exceed 15 constructive miles. Rates provided by this item may not be used in combination with any other rates.</p>			<p>◆</p> <p>210</p>
<p><u>FROM</u></p> <p>Point of growth or storage</p>	<p><u>TO</u></p> <p>Point of storage or Point of use in Animal Husbandry</p>	<p><u>RATE</u> (See Note)</p> <p>25</p>	
<p>NOTE.--Minimum charge per shipment-----</p>			<p>\$11.55</p>
<p>◆ Increase, Decision No. 82 06 040</p>			
<p>EFFECTIVE JUN 12 1982</p>			
<p>Correction 254</p>		<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

SECTION 4--TERRITORIAL COMMODITY RATES (In Cents Per 100 Pounds)			
HAY, in machine pressed bales (See Note 2) Minimum Weight 40,000 Pounds			
(1) FROM:	RATES (See Note 1) (2) TO PORTS IN:		
	Los Angeles- Artesia Territory	Los Angeles- Artesia (San Bernardo) Intra- Territory	San Diego Territory
Barstow Territory-----	84	--	--
Coachella Valley Territory-----	83	--	93
Fresno Territory-----	128	--	--
Imperial Valley Territory-----	108	--	83
Lancaster Territory-----	74	59	--
Merced Territory-----	145	--	--
North Kern Territory-----	103	--	--
Palo Verde Territory-----	111	--	--
Salton Sea Territory-----	99	--	91
South Kern Territory-----	89	--	--
Tulare Territory-----	112	--	--

(1) See Section 2 for description of territories.

NOTE 1.--

(a) The provisions of Items 120, 130 and 190 do not apply in connection with rates in this item.

(b) Shipments into either the Los Angeles-Artesia or San Diego Territory, for which transportation charges are assessed upon a basis of a minimum weight of 30,000 pounds or more, may, upon order of consignee or consignor, be stopped once within either the Los Angeles-Artesia or San Diego Territory and, under the rates set forth above, be held in transit without being unloaded from carrier's equipment pending subsequent delivery.

(c) When upon order of consignee or consignor, a shipment is stopped within either the Los Angeles-Artesia or San Diego Territory and held in transit without being unloaded from carrier's equipment, 48 hours free time (computed from the first 7:00 a.m. after time of arrival at point where shipment is held) will be allowed for furnishing to the carrier instructions to deliver the shipment to the point of destination where it is to be unloaded. The free-time period will be 96 hours, if the point of destination is located outside the territory within which the shipment was initially held in transit. A charge of \$62.10 will be assessed for each 24-hour period, or fraction thereof, that the carrier's equipment is detained subsequent to the free-time period specified herein. In computing time in accordance with these provisions, Sundays and legal holidays will be excluded.

NOTE 2.--An additional charge of 10-1/2 cents per 100 pounds shall be assessed for loading field pickup shipments as defined in Item 180, other than when loading is performed by a power operated hay loader.

◆ Increase, Decision No. **82 06 043**

EFFECTIVE **JUN 12 1982**

Correction 255

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

400

SECTION 5--DISTANCE COMMODITY RATES (Continued) (In Cents Per 100 Pounds)					Item
Grain, Rice, Grain Products, Animal or Poultry Feed, Seeds, and Related Articles, as described in Items 515, 520, 525, and 530, in-bulk or in bins or in containers otherwise specified.					
MILES		RATES (See Note 1)			
Over	But Not Over	MINIMUM WEIGHT IN POUNDS			
		75,000	40,000	52,000 (See Notes 2 & 3)	
0	3	23	18	15-1/2	
3	5	25	19	16-1/2	
5	10	27	20-1/2	18	
10	15	29	22	19	
15	20	32	23	20	
20	25	33	27	21	
25	30	35	29	25	
30	35	39	32	27-1/2	
35	40	41	33	29	
40	45	42	35	30	
45	50	46	39	32	
50	60	50	43	36	
60	70	54	46	38	
70	80	55	50	41	
80	90	61	51	42	
90	100	66	56	45	
100	110	71	62	47	
110	120	77	64	50	
120	130	79	68	53	
130	140	83	74	55	
140	150	92	78	58	
150	160	91	81	61	
160	170	96	86	63	
170	180	99	90	66	
180	190	104	93	70	
190	200	110	97	73	
200	220	116	104	78	
220	240	124	111	86	
240	260	128	117	90	
260	280	135	124	93	
280	300	143	129	100	
300	325	151	138	109	
325	350	159	143	117	
350	375	164	141	123	
375	400	173	154	130	
400	425	180	159	138	
425	450	192	161	144	
450	475	197	168	150	
475	500	195	174	150	
For distances over 500 miles, add for each 25 miles or fraction thereof:		7	5	5	

550
(Con-
tin-
ued)

NOTE 1.--On all Field Pickup Shipments, as defined in Item 180, add the charges provided therein to the rate otherwise applicable.

(Continued on Following Page)

◆ Increase)
 & Change) Decision No. 82 06 043

EFFECTIVE JUN 12 1982

Correction 256

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

SECTION 3--Distance Commodity Rates (Concluded) (In Cents Per 100 Pounds)	ITEM												
<p>NOTE 2.--Rates referring to this note are subject to varying minimum weights per shipment, dependent upon the number of loads transported as shown below, regardless of the weight loaded in each unit of equipment. In no event shall the minimum weight per shipment be less than 52,000 pounds, or actual weight, whichever is greater.</p> <table border="0"> <thead> <tr> <th data-bbox="371 460 751 548">Number of Loads Transported (Load means freight transported at one time in one unit of carrier's equipment)</th> <th data-bbox="949 467 1230 511">Minimum Shipment Weight (In Pounds)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>52,000</td> </tr> <tr> <td>2</td> <td>104,000</td> </tr> <tr> <td>3</td> <td>156,000</td> </tr> <tr> <td>4</td> <td>208,000</td> </tr> <tr> <td>Over 4</td> <td>Add to the minimum weight for 4 loads, 52,000 pounds for each load transported in excess of 4.</td> </tr> </tbody> </table> <p>NOTE 3.--Rates referring to this note do not alternate with other rates and charges in this tariff and shall not be used in combination with any other rates, except for the Field Pickup Shipment charges provided in Item 180.</p>	Number of Loads Transported (Load means freight transported at one time in one unit of carrier's equipment)	Minimum Shipment Weight (In Pounds)	1	52,000	2	104,000	3	156,000	4	208,000	Over 4	Add to the minimum weight for 4 loads, 52,000 pounds for each load transported in excess of 4.	<p style="text-align: center;">△</p> <p>550 (Con- clud- ed)</p>
Number of Loads Transported (Load means freight transported at one time in one unit of carrier's equipment)	Minimum Shipment Weight (In Pounds)												
1	52,000												
2	104,000												
3	156,000												
4	208,000												
Over 4	Add to the minimum weight for 4 loads, 52,000 pounds for each load transported in excess of 4.												
<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>△ Change, neither increase nor reduction Change</p> </td> <td style="width: 50%; vertical-align: top;"> <p>} Decision No. 82 06 043</p> </td> </tr> </table>		<p>△ Change, neither increase nor reduction Change</p>	<p>} Decision No. 82 06 043</p>										
<p>△ Change, neither increase nor reduction Change</p>	<p>} Decision No. 82 06 043</p>												
<p>EFFECTIVE JUN 12 1982</p>													
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>													

Correction 257

SECTION 6--DISTANCE COMMODITY RATES (Continued) (In Cents Per 100 Pounds)						ITEM
SEEDS, viz.: Flax or Safflower.						
MILES		RATES	MILES		RATES	600
Over	But Not Over		Over	But Not Over		
0	3	15-1/2	130	140	55	
3	5	16-1/2	140	150	58	
5	10	18	150	160	61	
10	15	19	160	170	65	
15	20	20	170	180	66	
20	25	21	180	190	70	
25	30	25	190	200	73	
30	35	27-1/2	200	220	79	
35	40	29	220	240	86	
40	45	30	240	260	90	
45	50	32	260	280	93	
50	60	36	280	300	100	
60	70	38	300	325	109	
70	80	41	325	350	117	
80	90	42	350	375	123	
90	100	45	375	400	130	
100	110	47	400	425	138	
110	120	50	425	450	144	
120	130	53	450	---	(1)	

(1) Add to rate for distances over 450 miles, 4-1/2 cents per 100 pounds for each 25 miles or fraction thereof.

◆ Increase, Decision No. 82 06 043

EFFECTIVE JUN 12 1982

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

Correction 258

Decision 82 05 049 JUN 2 1982

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, in bulk, of agricultural products and related articles statewide as provided in Minimum Rate Tariff 14-A and the revisions or reissues thereof.

Case 78-572
Petition for Modification 175
(Filed February 16, 1982)

By the above petition, California Trucking Association

(CTA) requests the Commission to order general increases approximating 7% in the rates and charges in Minimum Rate Tariff

(MRT) 14-A for the transportation in bulk of agricultural products, *except Cottonseed for which no increase is sought.*

The minimum rates and charges of MRT 14-A were last adjusted by Decisions (D.) 93090 (Petition for Modification 173) and 93113 (Petition for Modification 168) dated May 5 and May 19, 1981, respectively.

CTA contends that since the last general increase carriers have continued to experience cost increases. Such increases may be found in virtually every category of expense as shown in the following table:

Fuel surcharge of 3% shown on Supplement 3 of MRT 14-A, was incorporated into the rates in this order.

Item of Expense	% Increase or Decrease
Direct labor	6.6
SDI (Disability Insurance)	5.0
FICA (Social Security)	9.9
Workmens' Compensation	6.4
Equipment (Trucks)	13.3
Parts	26.6
Tires	8.8

The impact of these increases expenses is an overall increased cost of approximately 7%.

The effect of CTA's proposed increase of 7% will yield approximately \$7.5 million of additional annual revenue. CTA contends that this additional revenue is needed to enable (ATA) agricultural carriers to continue to furnish the level of service mandated by Public Utilities Code (PU) Section 3661 which sets forth the state policy as being "to establish such rates as will promote the freedom of movement by carriers of the products of agriculture at the lowest lawful rates compatible with the maintenance of adequate transportation service."

CTA asks that the requested rate relief be made effective for the distribution of the approaching harvest.

This proposal will not significantly affect energy efficiency within the meaning of PU Code Sections 3502 and 3502.2.

The application was listed on the Commission's Daily Calendar of February 18, 1982. No objection to the granting of the petition has been received.