Decision No. 83 06 052 JUN 15 1983



BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Investigation for the purpose of considering and determining exception ratings which apply in lieu of those named in the governing classification as provided in Exception Ratings Tariff 1 and the revisions or reissues thereof.

Case No. 7858

# <u>O P I N I O N</u>

On March 8, 1983, interested parties were sent a report prepared by the Commission staff concerning a proposed revision to Item 490 (Plastic or Rubber Articles) of Exception Ratings Tariff 1 for comments or suggestions.

No comments or suggestions have been received from interested parties, with the exception of a letter from California Trucking Association supportive of the staff's proposal and recommendation for ex parte handling.

#### Findings of Fact

1. The proposed amendment to Exception Ratings Tariff 1 is reasonable and the resulting rules and rates will be just, reasonable and nondiscriminatory rules and rates for the transportation involved.

2. A public hearing is not necessary.

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### Conclusion of Law

The Exception Ratings Tariff 1 should be amended.

#### $O \underline{R} \underline{D} \underline{E} \underline{R}$

IT IS ORDERED that:

1. Exception Ratings Tariff 1 (Appendix A to Decision 66195, as amended) is further amended by incorporating First Revised Page 20-C, attached and made a part of this decision and to become effective thirty-nine days after today.

2. Tariff publications of common carriers shall be made effective not earlier than thirty-nine days after today on one day's notice to the Commission and to the public.

3. In all other respects, Decision 66195, as amended, shall remain in full force and effect.

4. The Executive Director shall serve a copy of this decision on every common carrier, or such carrier's authorized tariff publishing agents, performing transportation services subject to Exception Ratings Tariff 1.

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5. The Executive Director shall serve a copy of the tariff amendment on each subscriber to Exception Ratings Tariff 1.

> This order becomes effective 30 days from today. Dated <u>JUN 151983</u>, at San Francisco, California.

> > LEONARD M. GRIMES, JR. President VICTOR CALVO PRISCILLA C. GREW DONALD VIAL WILLIAM T. BAGLEY Commissioners

I CERTIFY THAT THIS DECISION WAS APPROVED BY THE ABOVE COMMISSIONERS TODAY. Soucph E. Bodovicz, Executive Dir  $^{\circ 7}$ 

<ul> <li>SECTION RATINGS TARIPP 1</li> <li>SECTION 2RATINGS WHICH ARE EXCEPTIONS TO THE GC (Continued)</li> <li>IT</li> <li>Free time shall be restricted to 8 minutes per ton or 2 hours, whichever is less, for loading of a single unit of carrier's equipment.</li> <li>Loading time shall be computed from time of arrival of carrier's equipment at the place of loading until such loading is completed and carrier's equipment is released.</li> <li>A c) Excess loading time shall be charged for at the applicable rates provided in rate tariff for delay to carrier's equipment.</li> <li>The place of loading means a particular street address or other designation of a factory, store, warehouse, place of business or the like.</li> <li>NOTE 4Applicable only on unitized shipments (securely fastened on elevating or lift for consignee without expense or physical assistance of the carrier or his employee. (Charter of the carrier of the carrier of the carrier of the carrier of the employee. (Charter of the carrier of the car</li></ul>	251108 RAILNED LARLEY 1       ORIGINAL PAGE	<ul> <li>DEFINE RAINED A CONTROL PACE</li></ul>			FIRST REVISED PACE CAUCELS	
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<ul> <li>a) Free time shall be restricted to 6 minutes per ton or 2 hours, whichever is less, for loading of a single unit of carrier's equipment.</li> <li>b) Loading time shall be computed from time of arrival of carrier's equipment.</li> <li>c) Loading time shall be computed from time of arrival of carrier's equipment.</li> <li>c) Excess loading time shall be charged for at the applicable rates provided in rate tariff for delay to carrier's equipment.</li> <li>d) The place of loading means a particular street address or other designation of a factory, store, warehouse, place of business or the like.</li> <li>NOTE 4Applicable only on unitized shipments (securely fastened on elevating or lift truck pallets, platforms or skide) loaded by the consignor, and unloaded by the (on signor without expense or physical assistance of the carrier or his employee.</li> <li>A NOTE 5Also applicable to split delivery service as defined in rate tariff when edited.</li> <li>A NOTE 6Not applicable in connection with the following services (as defined in rate tariff):</li> <li>A Split Fickup</li> <li>A Split Service Shipments</li> <li>A Split Service Shipments</li> <li>A Collect on Delivery (C.O.D.) Service</li> <li>A More for preside Estimation of SS GG 052</li> </ul>	<ul> <li>a) Free time shall be restricted to 6 minutes per ton or 2 hours, whichever is less, for loading of a single unit of carrier's equipment.</li> <li>b) Loading time shall be computed from time of arrival of carrier's equipment.</li> <li>c) Loading time shall be computed from time of arrival of carrier's equipment is released.</li> <li>A C) Excess loading time shall be charged for at the applicable rates provided in rate tariff for delay to carrier's equipment.</li> <li>d) The place of loading means a particular street address or other designation of a factory, store, warehouse, place of business or the like.</li> <li>NOTE 4Applicable only on unitized shipments (securely fastened on elevating or lift fruck pallets, platforms or skide) loaded by the consignor, and unloaded by the (or components does not explicit assistance of the carrier or his employee.</li> <li>A NOTE 5Also applicable to split delivery service as defined in rate tariff when edited.</li> <li>A NOTE 6Not applicable in connection with the following services (as defined in rate tariff):</li> <li>A Split Fickup</li> <li>A Split Fickup</li> <li>A Split Service Shipments</li> <li>A Split Service Shipments</li> <li>A Split Fickup</li> <li>B Split Fickup</li> <li>A Split Fickup</li> <li>A Split Fickup</li> <li>A Split Fickup</li> <li>B Split Fickup</li> <li>A Split Fickup</li> <li>A Split Fickup</li> <li>A Split Fickup</li> <li>B Split Fickup</li> <li>A Split Fickup</li> <li>B Special C.O.D. Service</li> <li>A Split Fickup</li> <li>B Special C.O.D. Service</li> <li>A Split Fickup</li> <li>B Special C.O.D. Service</li> <li>B Freeduce Service</li> <li>B Treakload Efficiency Service</li> <li>B D Treakload Efficiency Service</li> <li>B D Treakload Efficiency Service</li> <li>B D Treakload Efficiency Service</li> </ul>	<ul> <li>A. Pree time shall be restricted to 6 minutes per ton or 2 hours. whichever is less. for loading of a single unit of carrier's equipment.</li> <li>b) Loading time shall be computed from time of artival of carrier's equipment at the place of loading until such loading is completed and carrier's equipment.</li> <li>A. C. Excess loading time shall be charged for at the applicable rates provided in rate carlif for delay to carrier's equipment.</li> <li>c) The place of loading means a particular street address or other designation of a factory, store, warehouse, place of business or the like.</li> <li>NOTE ΔApplicable only on unitized shipments (securely fastened on elevating or lift ruck pallets, platforms or skide) loaded by the consignor. and unloaded by the former of components does not exceed 15.</li> <li>Δ NOTE 5Abol splicable to oplit delivery service as defined in rate tariff when exceed 15.</li> <li>Δ NOTE 6Not applicable in connection with the following services (as defined in rate tariff):</li> <li>Δ Split Pickup</li> <li>Δ Split Pickup</li> <li>Δ Split Pickup</li> <li>Δ Provided Efficiency Service</li> <li>Δ Prestim Volume Incertive Service</li> <li>Δ Truckied Efficiency Service</li> <li>Δ Change, neither increase ) Decision No.</li> </ul>		SECTION 2RATINGS WHICH ARE EXCEPTIONS TO	THE GC (Continued)	IT
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