

Decision No. 86787

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investiga-)
tion for the purpose of consid-)
ering and determining minimum)
rates for transportation of any)
and all commodities statewide)
including, but not limited to,)
those rates which are provided)
in Minimum Rate Tariff 2 and the)
revisions or reissues thereof.)

Case No. 5432
Petition for Modification
No. 926
(Filed November 4, 1976)

INTERIM OPINION AND ORDER

Minimum Rate Tariff 2 (MRT 2) names minimum rates and rules for the statewide transportation of general commodities by highway carriers. By the above petition, California Trucking Association seeks to establish in MRT 2 productivity improvement rates and extend from December 31, 1976 to December 31, 1977, the expiration dates governing the provisions for split pickup and delivery services, multiple service shipments and volume incentive services.

Inasmuch as the tariff revisions contemplated by petitioner's proposal cannot be completed and in effect by January 1, 1977, only the aforementioned impending expiration dates will be extended at this time to avoid a lapse in their effectiveness. Disposal of the other matters in this proceeding will be accomplished at a later date.

Copies of the petition were mailed to various chambers of commerce, shipper organizations, carrier representatives and other interested parties on or about November 3, 1976. The petition was listed on the Commission's Daily Calendar of November 8, 1976. No objection to the granting of the petition has been received.

In the circumstances, the Commission finds that petitioner's proposal is reasonable to the extent hereinafter indicated and the resulting rates and charges will be just, reasonable and nondiscriminatory minimum rates and charges for the involved transportation. The aforementioned provisions for split pickup and delivery services, multiple service shipments and volume incentive services have been in effect on a temporary or experimental basis and have already been extended several times. These tariff provisions will be made permanent as procedures are available to petitioner and other interested parties in the event that they may desire to modify or cancel said provisions in the future. A public hearing is not necessary. The Commission concludes that the petition should be granted as set forth in the ensuing order and the effective date of this order should be the date hereof because there is an immediate need to continue the tariff provisions in effect without a lapse in their effectiveness.

IT IS ORDERED that:

1. Minimum Rate Tariff 2 (Appendix D to Decision 31606, as amended) is further amended by incorporating therein, to become effective January 1, 1977, the revised pages contained in Appendix A attached hereto and by this reference made a part hereof.
2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision 31606, as amended, are hereby directed to establish in their tariffs the amendments made in Items 160 and 170 of the tariff and are authorized to establish in their tariffs the amendments necessary to conform with the other adjustments ordered herein.
3. Tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective on not less than one day's notice to the Commission and to the public; such tariff publications as are required shall be made

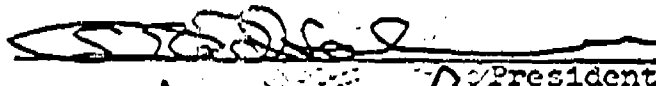
effective not later than January 1, 1977, and as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

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

5. In all other respects Decision 31606, as amended, shall remain in full force and effect.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 21st day of December, 1976.


William J. Quinn President
James L. Sturgeon
Alan

Commissioners

Commissioner Robert Batinovich, being necessarily absent, did not participate in the disposition of this proceeding.

C. 5432 (Pet. 926)

APPENDIX A

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 2

THIRTY-EIGHTH	REVISED	PAGE	20-A
FOURTEENTH	REVISED	PAGE	20-E
THIRD	REVISED	PAGE	22-I
THIRD	REVISED	PAGE	22-J
SIXTH	REVISED	PAGE	29-A-1
FOURTH	REVISED	PAGE	29-A-2
THIRD	REVISED	PAGE	29-A-5
THIRD	REVISED	PAGE	29-A-6

(END OF APPENDIX A)

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM																		
<p style="text-align: center;">SPLIT PICKUP (Items 160, 161, 162 and 163)</p> <p>A. Except as otherwise provided, the provisions of this item do not apply to:</p> <ol style="list-style-type: none"> 1. Shipments, including any component part thereof, moving under Collect on Delivery (C.O.D.) provisions; nor 2. Shipments, including any component part thereof, transported on Order Notify Bills of Lading. <p>B. Each shipment shall be limited to the following numbers of split pickup components, including original pickup:</p> <table style="margin-left: auto; margin-right: auto; border: none;"> <tr> <td style="text-align: center; padding: 5px;">When the Actual Or Billed Weight Of The Shipment (Whichever is Greater) Is (In Pounds)</td> <td style="text-align: center; padding: 5px;">But Not Over</td> <td style="text-align: center; padding: 5px;">Maximum Number of Split Pickup Components Allowed Will Be</td> </tr> <tr> <td style="text-align: center; padding: 5px;"><u>Over</u></td> <td style="text-align: center; padding: 5px;"><u>Not Over</u></td> <td style="text-align: center; padding: 5px;"><u>(See Exception)</u></td> </tr> <tr> <td style="text-align: center; padding: 5px;">4,999</td> <td style="text-align: center; padding: 5px;">6,000</td> <td style="text-align: center; padding: 5px;">6</td> </tr> <tr> <td style="text-align: center; padding: 5px;">6,000</td> <td style="text-align: center; padding: 5px;">8,000</td> <td style="text-align: center; padding: 5px;">8</td> </tr> <tr> <td style="text-align: center; padding: 5px;">8,000</td> <td style="text-align: center; padding: 5px;">10,000</td> <td style="text-align: center; padding: 5px;">10</td> </tr> <tr> <td style="text-align: center; padding: 5px;">10,000</td> <td></td> <td style="text-align: center; padding: 5px;">See Note</td> </tr> </table> <p style="margin-left: 20px;">NOTE.--One split pickup component will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 pickup components per shipment.</p> <p style="margin-left: 20px;">EXCEPTION.--The total number of split pickup components may exceed the allowed number shown, provided, however, that for each pickup component in excess of said allowed number, a charge of \$5.35 will be made in addition to all other applicable rates and charges. In no event shall there be more than 40 pickup components per shipment.</p> <p style="text-align: center; margin-top: 10px;">(Continued in Item 161)</p>	When the Actual Or Billed Weight Of The Shipment (Whichever is Greater) Is (In Pounds)	But Not Over	Maximum Number of Split Pickup Components Allowed Will Be	<u>Over</u>	<u>Not Over</u>	<u>(See Exception)</u>	4,999	6,000	6	6,000	8,000	8	8,000	10,000	10	10,000		See Note	<p>160</p>
When the Actual Or Billed Weight Of The Shipment (Whichever is Greater) Is (In Pounds)	But Not Over	Maximum Number of Split Pickup Components Allowed Will Be																	
<u>Over</u>	<u>Not Over</u>	<u>(See Exception)</u>																	
4,999	6,000	6																	
6,000	8,000	8																	
8,000	10,000	10																	
10,000		See Note																	
<p>Change, Decision No. 86787</p>																			
EFFECTIVE JANUARY 1, 1977																			
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Correction																			

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM																		
<p>SPLIT DELIVERY (Items 170, 171, 172 and 173)</p> <p>A. Except as otherwise provided, the provisions of this item do not apply to:</p> <ol style="list-style-type: none"> 1. Shipments, including any component part thereof, moving under Collect on Delivery (C.O.D.) provisions; nor 2. Shipments, including any component part thereof, transported on Order Notify Bills of Lading. <p>B. Each shipment shall be limited to the following numbers of split delivery components, including final destination:</p> <table style="margin-left: auto; margin-right: auto; border: none;"> <tr> <td style="text-align: center; padding: 5px;">When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is: (In Pounds)</td> <td style="text-align: center; padding: 5px;">But Not Over</td> <td style="text-align: center; padding: 5px;">Maximum Number of Split Delivery Components Allowed Will Be:</td> </tr> <tr> <td style="text-align: center; padding: 5px;"><u>Over</u></td> <td style="text-align: center; padding: 5px;"><u>But Not Over</u></td> <td style="text-align: center; padding: 5px;"><u>(See Exception)</u></td> </tr> <tr> <td style="text-align: center; padding: 5px;">4,999</td> <td style="text-align: center; padding: 5px;">6,000</td> <td style="text-align: center; padding: 5px;">6</td> </tr> <tr> <td style="text-align: center; padding: 5px;">6,000</td> <td style="text-align: center; padding: 5px;">8,000</td> <td style="text-align: center; padding: 5px;">8</td> </tr> <tr> <td style="text-align: center; padding: 5px;">8,000</td> <td style="text-align: center; padding: 5px;">10,000</td> <td style="text-align: center; padding: 5px;">10</td> </tr> <tr> <td style="text-align: center; padding: 5px;">10,000</td> <td></td> <td style="text-align: center; padding: 5px;">See Note</td> </tr> </table> <p>NOTE.--One split delivery component will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 delivery components per shipment.</p> <p>EXCEPTION.--The total number of split delivery components may exceed the allowed number shown, provided, however, that for each delivery component in excess of said allowed number, a charge of \$5.35 will be made in addition to all other applicable rates and charges. In no event shall there be more than 40 delivery components per shipment.</p> <p style="text-align: center;">(Continued in Item 171)</p>	When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is: (In Pounds)	But Not Over	Maximum Number of Split Delivery Components Allowed Will Be:	<u>Over</u>	<u>But Not Over</u>	<u>(See Exception)</u>	4,999	6,000	6	6,000	8,000	8	8,000	10,000	10	10,000		See Note	<p>170</p>
When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is: (In Pounds)	But Not Over	Maximum Number of Split Delivery Components Allowed Will Be:																	
<u>Over</u>	<u>But Not Over</u>	<u>(See Exception)</u>																	
4,999	6,000	6																	
6,000	8,000	8																	
8,000	10,000	10																	
10,000		See Note																	
<p>Change, Decision No. 86787</p>																			
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Correction																			

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
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MULTIPLE SERVICE SHIPMENT

1. Multiple service shipment privileges will be extended by the carrier, subject to the provisions of this item. In such circumstances, the shipment must be prepaid and must weigh (or transportation charges must be computed upon a weight of) 20,000 pounds or more.
2. Except as provided in exception 3 of paragraph 5 and in paragraph 7, Items 160 through 173 will not apply in connection with shipments transported under provisions of this item.
3. Application of the provisions of this item is subject to the following conditions:
 - (a) Not more than two component parts may be picked up by the carrier. Shipments may not include any component part delivered to carrier's established depot.
 - (b) Each component part picked up must be received from the same consignor but not necessarily at the same place.
 - (c) Points of origin of the pickup components shall not be more than 35 constructive miles apart.
 - (d) Freight picked up at one point of origin shall not be unloaded or substituted at the other point of origin.
 - (e) A maximum of ten delivery components will be allowed for each shipment. To the extent that individual rate or exception items make different provisions with respect to total numbers of allowed split delivery components, the more restrictive provisions shall apply.
 - (f) At the time of or prior to the initial pickup of either component, a written document must be issued to the carrier by the consignor showing, for each component part to be picked up (pickup component) and for each component part to be delivered (delivery component), all of the information required to prepare a bill of lading in compliance with provisions of Item 360 of the governing classification. In addition, the consignor shall provide the carrier with a single document containing written information setting forth in summary, the total numbers and kind of packages, descriptions of articles, and total weight of all commodities described on the bills of lading for each delivery component. Said document shall also reflect total number of pieces and total weight of all commodities in the shipment and must make reference, by number or other individual identity, to each bill of lading issued for any component part of the shipment.
 - (g) A bill of lading form may be utilized as the single document referred to in paragraph 3(f) above. However, such bill of lading will have no effect except to consolidate, for purposes of determining freight charges, information on the bills of lading covering each component part of the shipment.
 - (h) In no case shall any single delivery component consist of commodities picked up at more than one origin.
4. The provisions of this item do not apply to:
 - (a) Shipments, including any component part thereof, moving under Collect on Delivery (C.O.D.) provisions;
 - (b) Shipments, including any component part thereof, transported on Order Notify Bills of Lading;
 - (c) Shipments, all or any portion of which is provided Temperature Control Service;
 - (d) Shipments transported under combinations with any other rates, nor
 - (e) Shipments transported distances less than 100 constructive miles.

6188

(Concluded on the following page)

Change, Decision No.

86787

EFFECTIVE JANUARY 1, 1977

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

Correction

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

MULTIPLE SERVICE SHIPMENT (Concluded)

5. The rates for transportation of shipments moving under provisions of this item shall be determined and applied as follows, subject to the provisions of Paragraphs 6, 7 and 8 hereof:

- (a) Distance rates shall be determined by the distance from that point of origin to that point of destination which produces the shortest distance via the other point or points of destination. Add to such distance the distance between the two points of origin. (See Exceptions 1, 2 and 3)

EXCEPTION 1.--Add to the distance determined under the provisions of Paragraph 5(a) above, two constructive miles for each point in excess of one located within:

- (1) a single metropolitan zone, or
- (2) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or
- (3) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction.

EXCEPTION 2.--In the event a shipment has (a) either point of origin within a mileage territory and any point of destination is located outside of the same mileage territory, or (b) has any point of destination located within a mileage territory and either point of origin or any other point of destination located outside of the same mileage territory, the shortest distance shall be determined as follows:

- (1) Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing point for the applicable metropolitan zone group.
- (2) Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing point for the individual metropolitan zone.

EXCEPTION 3.--If a carrier attempts pickup of a pickup component and if, through no fault of its own said component is not available for tender to the carrier, distance shall nonetheless be computed in accordance with the provisions of this item. Other provisions of Items 170 through 173 will then apply for purposes of determining total charges applying to the shipment.

6. If written information does not conform with the requirements of this item, or if all of the shipment is not picked up by the carrier during one calendar day, or does not otherwise comply with the provisions of this item, each delivery component shall be rated as a separate shipment under other provisions of this tariff.

7. In addition to the rate for transportation, additional charges for each delivery component shall be assessed in the amount set forth in paragraph 2 of Note 1 in Item 173.

8. For all shipments transported under provisions of this item, regardless of distance, add \$27.00, such charge to apply in addition to all other rates and charges.

§188
(Concluded)

Change, Decision No.

86787

EFFECTIVE JANUARY 1, 1977

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

Correction

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p>EXCEPTIONS TO GOVERNING CLASSIFICATION AND SECTION 2 OF THE EXCEPTION RATINGS TARIFF</p>	
<p>SPECIAL VOLUME INCENTIVE SERVICE APPLICATION OF RATES (Applies only in connection with the truckload class rates named in Items 507 through 520) (Items 293 and 293.1)</p>	
<p>1. The provisions of this item apply only when the bill of lading is annotated by the shipper with the words "Special Volume Incentive Service Requested". By such request the shipper agrees to the requirements of this item as a prerequisite to application of the provisions herein.</p> <p>2. The provisions of this item apply only in connection with:</p> <ul style="list-style-type: none"> (a) Prepaid shipments released to one-half of actual value or 50 cents per pound per article, whichever is less. (b) Shipments consisting of not more than five commodities differently described (by this item number) in the Governing Classification and not otherwise excluded under provisions of Paragraph 3. (c) Shipments loaded by consignor and unloaded by consignee with power equipment, furnished and used without expense to the carrier. In such circumstances, physical assistance of the carrier employee is restricted to work within or on carrier equipment and does not include stacking, unstacking, removal or placement of merchandise on pallets. <p>3. The provisions of this item do not apply in connection with:</p> <ul style="list-style-type: none"> (a) Shipments, all or any portions of which are provided Temperature Control Service. (b) Split Pickup shipments or Split Delivery shipments. (d) Shipments which are transported from, to or between oil, water or gas well job sites; sites for drilling exploratory oil, water or gas wells; job sites, other than oil, water or gas well job sites, located off paved roads; or wharves. A job site means a point at which the shipment was, or is to be, used in the construction of a facility. (e) Shipments transported under government bills of lading (f) Shipments which are not loaded in their entirety during one calendar day. (g) Shipments subject to provisions of Item 85 (Shipments Transported in Multiple Lots). (h) Shipments containing commodities for which exception ratings have been named in this tariff or the Exception Ratings Tariff (except Sections 2-B, 2-C and 2-D thereof). (i) Permit shipments. (j) Multiple Service Shipments. <p style="text-align: center;">(Continued in Item 293.1)</p>	<p>6293</p>
<p>6 Change, Decision No. 86787</p>	
<p>EFFECTIVE JANUARY 1, 1977</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	
<p>Correction</p>	

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM																				
EXCEPTIONS TO GOVERNING CLASSIFICATION AND SECTION 2 OF THE EXCEPTION RATINGS TARIFF																					
SPECIAL VOLUME INCENTIVE SERVICE (Concluded) APPLICATION OF RATES (Applies only when specific reference is made hereto) (Items 293 and 293.1)																					
<p>4. The charge for service under the provisions of Item 293 shall be determined and applied as follows:</p> <p>(a) Determine the applicable truckload rating as provided in the Governing Classification or Sections 2-B, 2-C or 2-D (only) of the Exception Ratings Tariff.</p> <p>(b) Multiply the actual weight of the shipment, but not less than 96,000 pounds (see Note), by the rate determined in accordance with the table below:</p> <table data-bbox="427 829 1229 1161"> <tr> <td style="padding-left: 40px;">When the applicable rating determined in accordance with paragraph 4 (a) is:</td> <td style="padding-left: 100px;">The rate to apply is that which corresponds to the rating shown below:</td> </tr> <tr> <td style="padding-left: 40px;">50</td> <td style="padding-left: 100px;">40</td> </tr> <tr> <td style="padding-left: 40px;">45</td> <td style="padding-left: 100px;">37½</td> </tr> <tr> <td style="padding-left: 40px;">40</td> <td style="padding-left: 100px;">35</td> </tr> <tr> <td style="padding-left: 40px;">37½</td> <td style="padding-left: 100px;">35.1</td> </tr> <tr> <td style="padding-left: 40px;">35</td> <td style="padding-left: 100px;">35.2</td> </tr> <tr> <td style="padding-left: 40px;">35.1</td> <td style="padding-left: 100px;">35.3</td> </tr> <tr> <td style="padding-left: 40px;">35.2</td> <td style="padding-left: 100px;">35.4</td> </tr> <tr> <td style="padding-left: 40px;">35.3</td> <td style="padding-left: 100px;">95% of 35.4</td> </tr> <tr> <td style="padding-left: 40px;">35.4</td> <td style="padding-left: 100px;">90% of 35.4</td> </tr> </table> <p style="padding-left: 40px;">NOTE.--If more than 2 units of carrier's equipment are required to transport the shipment, the minimum weight shall be determined by multiplying the number of units of carrier's equipment utilized (whether or not fully loaded) by 45,000 pounds.</p> <p>5. Rates resulting from application of this item do not alternate with other rates and charges in this tariff and may not be used in combination with any other rates.</p>	When the applicable rating determined in accordance with paragraph 4 (a) is:	The rate to apply is that which corresponds to the rating shown below:	50	40	45	37½	40	35	37½	35.1	35	35.2	35.1	35.3	35.2	35.4	35.3	95% of 35.4	35.4	90% of 35.4	<p>293.1</p>
When the applicable rating determined in accordance with paragraph 4 (a) is:	The rate to apply is that which corresponds to the rating shown below:																				
50	40																				
45	37½																				
40	35																				
37½	35.1																				
35	35.2																				
35.1	35.3																				
35.2	35.4																				
35.3	95% of 35.4																				
35.4	90% of 35.4																				
<p>Change, Decision No. 86787</p>																					
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<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>																					

Correction

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM																				
EXCEPTIONS TO GOVERNING CLASSIFICATION AND SECTION 2 OF THE EXCEPTION RATINGS TARIFF																					
<p>PREMIUM VOLUME INCENTIVE SERVICE (Concluded) APPLICATION OF RATES</p> <p>(Applies only in connection with the truckload class rates named in Items 507 through 520)</p> <p>(b) Two or more shipments, at one time, at the same place, with each shipment loaded in or on separate units of carrier's equipment or the same unit of carrier's equipment when moving under the provisions of Item 293.3.</p> <p>NOTE 1.-Each of such shipments must meet all requirements of this item.</p> <p>NOTE 2.-In no event shall the weight on which freight charges are computed be less than 48,000 pounds for each time a unit of carrier's equipment is used to transport a shipment or portion thereof.</p> <p>NOTE 3.-The entire amount tendered under provisions of this item shall be available to the carrier for immediate transportation at the time of initial pickup.</p> <p>NOTE 4.-The entire amount tendered under provisions of this item must be picked up by the carrier within a 24 hour period computed from 12:01 A.M. of the date on which the initial pickup commences.</p> <p>NOTE 5.-Bills of Lading issued for the two or more shipments moving under provisions hereof, must make reference, by number or other individual identity, to each other bill of lading issued.</p> <p>NOTE 6.-Rates include the services of a single driver only, for each unit of carrier's equipment used. No additional employees may be furnished nor may the carrier pay for services of helpers or other parties to perform, or assist in performance of loading, unloading or accessorial services rendered under this tariff, whether or not reimbursed therefor.</p> <p>NOTE 7.-For purposes of applying the provisions of this item, the term "shipment" means a quantity of freight tendered to a carrier by one consignor at one place at one time for delivery to one consignee at one place on one bill of lading.</p> <p>7. The charge for service under the provisions of this item shall be determined and applied as follows:</p> <p>(a) Determine the applicable truckload rating as provided in the Governing Classification, the Exception Ratings Tariff or this tariff.</p> <p>(b) Multiply the actual weight or minimum weight of the shipment, whichever is greater, by the rate determined in accordance with the table below:</p> <table border="0" data-bbox="423 1444 1277 1769"> <thead> <tr> <th data-bbox="423 1444 905 1541">When the rating determined in accordance with Paragraph 7(a) is</th> <th data-bbox="905 1444 1277 1541">The rate to apply is that which corresponds to the rating shown below (subject to Item 293.3)</th> </tr> </thead> <tbody> <tr> <td>50</td> <td>37 1/2</td> </tr> <tr> <td>45</td> <td>35</td> </tr> <tr> <td>40</td> <td>35.1</td> </tr> <tr> <td>37 1/2</td> <td>35.2</td> </tr> <tr> <td>35</td> <td>35.3</td> </tr> <tr> <td>35.1</td> <td>35.4</td> </tr> <tr> <td>35.2</td> <td>95% of 35.4</td> </tr> <tr> <td>35.3</td> <td>90% of 35.4</td> </tr> <tr> <td>35.4</td> <td>85% of 35.4</td> </tr> </tbody> </table>	When the rating determined in accordance with Paragraph 7(a) is	The rate to apply is that which corresponds to the rating shown below (subject to Item 293.3)	50	37 1/2	45	35	40	35.1	37 1/2	35.2	35	35.3	35.1	35.4	35.2	95% of 35.4	35.3	90% of 35.4	35.4	85% of 35.4	<p>6293.2 (Concluded)</p>
When the rating determined in accordance with Paragraph 7(a) is	The rate to apply is that which corresponds to the rating shown below (subject to Item 293.3)																				
50	37 1/2																				
45	35																				
40	35.1																				
37 1/2	35.2																				
35	35.3																				
35.1	35.4																				
35.2	95% of 35.4																				
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<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>																					

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">EXCEPTIONS TO GOVERNING CLASSIFICATION AND SECTION 2 OF THE EXCEPTION RATINGS TARIFF</p> <p style="text-align: center;">MULTIPLE UTILIZATION OF EQUIPMENT (Applies only when specific reference is made hereto)</p> <p>When the carrier picks up and transports in or on the same unit of carrier's equipment, utilizing the same driver, a shipment or shipments tendered in accordance with provisions making reference hereto, the charges for such shipment or shipments moving in or on the same unit of carrier's equipment, exclusive of any accessorial charges, will be reduced by an additional 5 percent provided, however, that the pickup of the second and any subsequent shipments or portion of a shipment transported in accordance with this item must be preceded by delivery to the consignee of the shipment or portion of a shipment picked up immediately prior thereto (see Notes 1 and 2).</p> <p>NOTE 1--The provisions of this item shall in no way be interpreted as requiring the carrier or its employees to operate in violation of State or Federal hours of service regulations or other provisions of law precluding carrier from transporting two shipments in or on the same piece of equipment within the allotted time period.</p> <p>NOTE 2--Shipments moving under the provisions of this item, where the point of origin is located in the Central Coastal Territory, must be picked up between the hours of 8:00 A.M. and 5:00 P.M. (see Exception).</p> <p>EXCEPTION: If origin is in San Francisco or San Mateo County, shipments must be picked up between the hours of 8:15 A.M. and 5:15 P.M.</p>	<p>6293.3</p>
<p>Change, Decision No. 86787</p>	
<p>EFFECTIVE JANUARY 1, 1977</p>	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>