

ORIGINAL

Decision No. 87052

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation
for the purpose of considering and
determining minimum rate for
transportation of motor vehicles
and related items statewide as
provided in Minimum Rate Tariff 12-A
and the revisions or reissues
thereof.

Case No. 5604
Order Setting Hearing 52
(Filed March 25, 1975)
Petition for Modification
No. 55
(Filed June 1, 1976)

Richard W. Smith, Attorney at Law, and
H. W. Hughes, for California Trucking
Association, petitioner.
Bert Hughes, for General Overland Auto
Transport; Jack N. Cate, for Commercial
Carriers, Inc.; Robert L. Hanson and
James F. Hanson, for Automobile Transport
Company of California; James Hull and
Joseph M. Astle, for Pasha Truckaway;
Robert D. Alexander and R. H. Brunt, for
Hadley Auto Transport; Frank Ogi, for
Insured Transporters; Martin H. Richards,
for GRM, Inc. (Port Terminal Transport,
Inc.); and Robert E. Hinckle, for Convoy
Company; respondents.
Frank Jacobs and LeRoy M. DeLair, for
Automobile Importers of America; Arnold J.
Bass, for Toyota Motor Sales, USA; and
Thomas J. Hays, for California Moving and
Storage Association; interested parties.
Peter Arth, Jr., for the Commission staff.

(For additional appearances see Decision No. 85573.)

O P I N I O N

By Decision No. 85573 dated March 16, 1976 in Case No. 5604 (OSH 52) the minimum rates governing the statewide transportation of motor vehicles in secondary movement by truckaway service^{1/} were revised to reflect updated full-scale cost, rate, and related traffic data. The minimum rates thus established become effective on April 17, 1976 and are set forth in Minimum Rate Tariff 12-A (MRT 12-A). Decision No. 85573 also directed that further public hearing be scheduled for the receipt of additional evidence relative to the final disposition of OSH 52. In Petition 55 the California Trucking Association (CTA) seeks a nine percent cost offset increase in MRT 12-A rates. It is estimated that this proposed upward adjustment in rates will increase the carriers' annual revenues by approximately \$1,143,000.

Petition 55 and OSH 52 were consolidated for hearing before Examiner Gagnon at San Francisco on September 14, 1976 at which time OSH 52 was submitted and Petition 55 continued to October 22, 1976 for the receipt of additional evidence. On the latter date Petition 55 was also submitted for decision.

OSH 52

In Decision No. 85573 the Commission stated:

"...MRT 12-A covers the 'secondary movements' of motor vehicles. The so-called 'initial movement' from the manufacturers' plants is exempt from minimum rates. It appears that the dollar amounts of the two movements are approximately equal. In view of the fact that about half of the total

^{1/} Secondary movement is defined in MRT 12-A as the transportation of motor vehicles except for the initial movement from manufacturing plants or return thereto. Truckaway service means transportation of one or more motor vehicles where the weight of such vehicle or vehicles rest wholly or partly upon carrier's equipment.

traffic in truckaway movements of motor vehicles is exempt, the question naturally arises as to the necessity for MRT 12-A at all. Accordingly, all interested parties should again review and develop evidence for presentation at a further hearing concerning the economic desirability and/or necessity for the continuance of MRT 12-A minimum rate regulation."

The Commission's Transportation Division staff conducted extensive field studies in the development of their rate proposals subsequently introduced in evidence in the OSH 52 phase of this proceeding and now reflected in MRT 12-A. From the staff field studies it was determined that the majority of the carriers and shippers contacted desired the continuation of minimum rate regulation for the secondary movement of motor vehicles. An interested-party letter was also mailed to approximately 75 carriers, shippers, and other interested parties. The CTA's response thereto on behalf of its truckaway carrier membership, which assertedly generates a substantial majority of the revenues earned under the provisions of MRT 12-A, states:

"It is illogical to assume, as the cited comment seems to imply, that because the Commission has failed to fulfill the legislative mandate establishing reasonable rates for all transportation, that therefore the portion which has been completed should be thrown away. The statute is clear that Commission shall establish reasonable rates, and no opinion, nor 'evidence' developed by the parties can change that legislative mandate.

"Accordingly, we wish to advise the Commission that our industry believes the past actions of the Commission in establishing and maintaining MRT 12 have been proper, and the results have been in the public interest. If the Commission is concerned that the tariff now does not include all related truckaway transportation, we respectfully suggest that they direct their staff to make studies and prepare evidence which will permit a decision removing all present exemptions from the tariff. This will be consistent with legislative intent, and should remove any concern by the Commission concerning its 'half-done' job in this tariff."

The CTA witness stated that the aforementioned response was made only after consultation with CTA's truckaway carrier membership. His summary of the carriers' overall position is:

"...the cancellation of the tariff would create... competitive chaos...and would provide a form of market place rate competition that would be disastrous..."

"It would probably result in a survival of a few carriers having the greatest economic strength, and would place in the hands of a few shippers the ability to direct the levels of rates that are paid to a variety and a range of carriers across the whole spectrum of the industry."
(RT 562.)

Petition 55

The labor costs underlying the existing level of MRT 12-A rates and charges were effective generally as of September 1, 1975. In Exhibit 55-1 the CTA submitted a copy of the Teamster labor agreement which indicates that as of June 1, 1976 the automobile transporters' labor costs were materially increased. In addition, for-hire carriers have incurred substantive increases in various allied payroll expenses. As a result of such increases the CTA contends that MRT 12-A rates are unreasonably low. The sought increase of nine percent set forth in Petition 55 is, however, admittedly tentative pending completion of CTA's requested staff cost offset studies.

Staff Cost Study: The basic cost data underlying the present MRT 12-A rates are set forth in staff Exhibit 52-7. Responsive to CTA's request, the staff has prepared a report (Exhibit 55-2) wherein the historical cost data of record have been revised to reflect the following June 1, 1976 changes in labor costs:

1. An increase in the basic hourly rate of \$0.65 per hour effective June 1, 1976 for all vehicle classifications except wrecked vehicles where the basic hourly wage was increased proportionally to that of the other vehicle classifications.
2. An increase in the Workers Compensation Insurance rate to reflect the latest manual rate of \$8.45 per \$100.
3. An increase in the Health and Welfare payments of \$3 per man per week.
4. Increases in the payroll tax portion of labor to reflect the following:
 - a. An increase in the taxable wages from \$14,100 to \$15,300 for the FICA payment.
 - b. Increases in both the rate (4.1% to 4.9% max.) and the taxable wages (\$4,200 to \$7,000) for State Unemployment Insurance.

The aforementioned increases in labor costs were incorporated into the basic cost study underlying MRT 12-A rates. The staff cost witness then computed the resulting total revised costs employing three established offset methods for adjusting indirect expenses.^{2/} The total revised cost data were then compared with the like historical cost data of record and the percentage differential computed under each of the three cost offset procedures. The resulting percentage increases in the total revised cost data were then utilized as the basis for the staff's cost offset rate proposal.

^{2/} Decision No. 76353, (70 CPUC 277) established the following cost offset procedures for adjusting indirect expenses:

1. WCO = Wage (Cost) Offset
2. WO = Wage Offset
3. DWO = Direct Wage Offset

Staff Rate Study: The staff recommends cost offset increases in the present MRT 12-A rates for new, used, and wrecked motor vehicles as determined by the direct wage offset procedure. Under this method only direct labor cost increases are offset. A comparison of the additional annual revenues anticipated by CTA under its proposed nine percent cost offset rate increase with the like revenue projection of the staff is:

TABLE 1

	<u>Estimated Increased Revenue Under Pet. 55</u>		
	<u>Current MRT 12-A Estimated Annual Rate of Earnings</u>	<u>Average Percentage Increase</u>	<u>Estimated Amount of Annual Increased Revenue</u>
Petitioner	\$12,695,000	9%	\$1,142,550
Staff	\$12,695,000	5%	634,750
Difference Petitioner vs. Staff			\$ 507,800

While the CTA makes no specific case for the adoption of its proposed rate increase of nine percent, it does contend that the staff's cost offset rate proposal should have been developed by employing the wage (cost) offset procedure, thereby offsetting alleged increases in the truckaway carriers' indirect expenses. However, the staff's use of the direct wage offset procedure in this proceeding is deemed appropriate and should be adopted.

Further Regulating Review

By separate order on this same date the Commission has announced its intention to carry out a thorough, systematic review of California trucking regulation by means of order setting hearings in various consolidated ongoing proceedings and an order instituting an investigation into standards for entry into the field, as well as relationships between carriers and between carriers and shippers. The comprehensive scope of these intended proceedings supersedes OSH 52. Accordingly the record accumulated to date or portions thereof may be incorporated into the proceedings to follow.

Findings

1. The minimum rates governing the statewide transportation of motor vehicles in secondary movements by truckaway carriers were established by Decision No. 85573 dated March 16, 1976 in Case No. 5604 (OSH 52).

2. The truckaway carriers operating under the provisions of MRT 12-A have incurred increases in labor costs and allied payroll expenses effective generally as of June 1, 1976. Such increases are not reflected in the current level of MRT 12-A rates.

3. Petitioner seeks a nine percent cost offset increase in rates which will generate an estimated increase in the carriers' annual revenues amounting to approximately \$1,143,000.

4. The Commission's Transportation Division staff recommends an average cost offset rate increase of five percent plus revisions in several provisions of the tariff for clarification purposes only. Under the staff's rate proposal it is estimated that MRT 12-A truckaway carriers will experience an increase in annual revenues amounting to approximately \$635,000.

5. The five percent cost offset rate increase proposed by the staff has been shown to be justified.

6. Petitioner's proposed cost offset rate increase of nine percent has not been shown to be justified.

7. The increased rates found justified herein are, and for the future will be, the just, reasonable, and nondiscriminatory minimum rates to be observed by highway carriers engaged in the truckaway transportation of motor vehicles in secondary movement.

Conclusions

1. Petition 55 should be granted to the extent provided in the order herein and MRT 12-A amended accordingly.
2. Common carriers should be authorized to depart from the long- and short-haul provisions of the Public Utilities Code to the extent necessary to publish the increased rates required herein.
3. The OSH 52 phase of this consolidated proceeding should be discontinued.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 12-A (Appendix A of Decision No. 85573, as amended) is further amended by incorporating therein, to become effective April 9, 1977, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.
2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 85573, as amended, are directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered by this decision.
3. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff 12-A are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 12-A rates.
4. Common carriers maintaining rates on the same level as Minimum Rate Tariff 12-A rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 12-A are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 12-A rates.

5. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 12-A are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 12-A rates.

6. Common carriers maintaining rates not otherwise specifically referred to in other ordering paragraphs of this decision are authorized to increase such rates by five percent.

7. Tariff publications required or authorized 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 fifth day after the effective date of this order, on not less than five days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than April 9, 1977; and as to tariff publications which are authorized but not required, the authority shall expire unless exercised within sixty days after the effective date of this order.

8. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of Section 460 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 rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

9. In all other respects, Decision No. 85573, as amended, shall remain in full force and effect.

C.5604 OSH 52, Pet. 55 dz

10. To the extent not granted herein, Petition 55 is denied and the OSH 52 phase of this consolidated proceeding is discontinued.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 9th day of MARCH, 1977.

I concur on the ~~same~~ same basis as stated in (TD-21) Dec. No. 87048

Richard Ross
Commissioner

Robert Belmont
President

Vernon L. Sturgeon
Leonard Ross
Richard D. Cravall
Commissioners

Commissioner William Symons, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

C. 5604 (OSH 52 and Pet. 55)

APPENDIX A

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 12-A

FIRST REVISED PAGE 14
FIRST REVISED PAGE 15
FIRST REVISED PAGE 20
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FIRST REVISED PAGE 37

(END OF APPENDIX A)

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SPLIT PICKUP</p> <p>The charge for transportation of a split pickup shipment (as defined in Item 10) shall be the charge applicable under rates in Items 400, 410, 420, 430, 440, or 450 or any combination of said rates for transportation of a single shipment of the same number of motor vehicles, computed on one of the following bases: (Subject to Notes 1 and 2).</p> <p>1. Distance rates shall be determined by the distance from point of origin to that point of destination which produces the shortest distance via the other point or points of origin. (See Exceptions 1 and 2).</p> <p>EXCEPTION 1.--Add to the distance determined under the provisions of paragraph 1 above, 2 constructive miles for each point in excess of one located within:</p> <ul style="list-style-type: none"> (a) a single metropolitan zone, or (b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or (c) 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. <p>EXCEPTION 2.--In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <ul style="list-style-type: none"> (a) 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 points for the applicable metropolitan zone groups. (b) between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual zones. <p>2. Under point-to-point rates, point of destination and all points of origin must be located within the territories between which the point-to-point rates apply, or located between said territories on a single authorized route.</p> <p>NOTE 1.--An additional charge of \$4.45 shall be made for each component part picked up.</p> <p>NOTE 2.--The provisions of this item shall not apply and each component part shall be rated as a separate shipment under the other provisions of this tariff:</p> <ul style="list-style-type: none"> (a) if split delivery service is accorded. (b) unless at the time of or prior to the pickup of each part of the split pickup shipment, shipping instructions have been furnished for each component part of the shipment, and prior to the departure of carrier's equipment from the last point of origin carrier shall have been furnished with a shipping document showing the name and address of the consignor, the points of origin, the point of destination and a description of the motor vehicles in each component part. 	<p>0130</p>
<p>◊ Increase, Decision No. 87052</p>	
<p>EFFECTIVE</p>	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

ITEM	SECTION 1--RULES (Continued)
	<p style="text-align: center;">SPLIT DELIVERY</p> <p>The charge for transportation of a split delivery shipment (as defined in Item 10) shall be the charge applicable under rates in Items 400, 410, 420, 430, 440, or 450, or any combination of said rates for transportation of a single shipment of the same number of motor vehicles, computed on one of the following bases: (Subject to Notes 1 and 2).</p> <p>1. Distance rates shall be determined by the distance from point of origin to that point of destination which produces the shortest distance via the other point or points of destination. (See Exceptions 1 and 2.)</p> <p>EXCEPTION 1.--Add to the distance determined under the provisions of paragraph 1 above, 2 constructive miles for each point in excess of one located within:</p> <ul style="list-style-type: none">(a) a single metropolitan zone, or(b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or(c) 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. <p>EXCEPTION 2.--In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <p>0140 (a) 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 points for the applicable metropolitan zone groups.</p> <p>(b) between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones.</p> <p>2. Under point-to-point rates, point of origin and all points of destination must be located within the territories between which the point-to-point rates apply, or located between said territories on a single authorized route.</p> <p>NOTE 1.--An additional charge of \$4.45 shall be made for each component part delivered.</p> <p>NOTE 2.--The provisions of this item shall not apply and each component part shall be rated as a separate shipment under other provisions of this tariff:</p> <ul style="list-style-type: none">(a) if split pickup service is accorded.(b) unless at the time of or prior to the tender of the shipment shipping instructions have been furnished for each component part of the shipment and prior to the departure of carrier's equipment from the point of origin, the carrier shall be furnished with a shipping document showing the name and address of each consignee, the point of origin, the points of destination and a description of the motor vehicles in each component part.
	<p>◊ Increase, Decision No. 87052</p>
	<p style="text-align: right;">EFFECTIVE</p>
Correction	<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p>In the event under the provisions of Items 180 to 210, inclusive, a common carrier rate is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier, the following charges for such accessorial services shall be added:</p> <p>(a) For loading onto carrier's equipment, \$3.05 per vehicle.</p> <p>(b) For unloading from carrier's equipment, \$2.45 per vehicle.</p> <p>(c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided.</p>	0220
<p style="text-align: center;">COLLECTION OF CHARGES (1)</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period not to exceed 7 days, excluding Saturdays, Sundays, and legal holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.</p> <p>(c) Where the carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>(e) When freight bills are presented to debtors by means of the United States mail, the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor, may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>(1) Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>	230
<p>◊ Increase, Decision No. 87052</p>	
<p>EFFECTIVE</p>	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

ITEM	SECTION 1--RULES (Continued)
232	<p style="text-align: center;">SPECIAL C.O.D. SERVICE (Exception to Item 235)</p> <p>The provisions of this item apply only when the bill of lading is annotated by the slipper with the words: "Special C.O.D. Service Requested". In such circumstances, collection of the specified C.O.D. amount by the carrier will be limited to pickup or receipt of a check or draft made payable to the consignor or other payee so designated on the bill of lading by the consignor. Under no circumstances may a carrier accept cash or other form of tender nor may he accept a check made payable to himself or his agent.</p> <p>In addition, the consignor must indicate on the bill of lading the precise name and mailing address of the payee of the C.O.D. amount.</p> <p>The carrier will accept checks or drafts only as the agent of the consignor and the carrier's responsibility is limited to the exercise of due care and diligence in forwarding such checks and drafts to the payee.</p> <p>When a carrier transports a C.O.D. shipment under provisions of this item, the charge for collecting and remitting the check or draft shall be \$2.00.</p>
235	<p style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <ol style="list-style-type: none"> A collect on delivery (C.O.D.) shipment means a shipment upon which the consignor has attached, as a condition of delivery, the collection of a specific sum(s) of monies by the carrier making delivery thereon and the return of said monies to the consignor or other payee designated by the consignor. (See exception in Item 232) The letters "C.O.D." must be stamped, typed or written on all such shipping documents immediately before name of consignee. Only one C.O.D. amount may be shown and may not be subject to change dependent upon time or conditions of payment. In addition to information required by Item 240, the following must be shown: Collect on Delivery \$ _____ and remit to: Name of Payee _____ Street or Post Office Address _____ City _____ State _____ Zip Code _____ C.O.D. charge to be paid by: Shipper _____ Consignee _____ The amount of the C.O.D. bill for a C.O.D. shipment must be collected at the time such shipments are delivered to the consignee. Such C.O.D. amount must be forwarded to the consignor promptly and in no event later than ten (10) days after delivery to the consignee, unless otherwise directed in writing on the shipping document by the consignor. Only the following forms of payment will be accepted in payment of C.O.D. amounts: (1) cash; (2) bank cashier's check; (3) certified check; (4) money orders; or (5) personal check of the consignee when so authorized in writing or by endorsement on the shipping documents by the consignor. All forms of payment must be made payable to the consignor. The carrier will accept the above forms of payment of C.O.D. amounts only as the agent of the consignor and the carrier's responsibility is limited to the exercise of due care and diligence in forwarding such checks and money orders to consignor. C.O.D.'s may not be part of split pickup or split delivery shipments. <p style="text-align: center;">(Continued)</p>
<p>No change on this page, Decision No. 87052</p>	
<p>EFFECTIVE</p>	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

MINIMUM RATE TARIFF 12-A

SECTION 3--RATES (Continued)

ITEM

DISTANCE RATES IN DOLLARS PER VEHICLE
 FOR NEW VEHICLES

M I L E S But Not Over	Over	Number of Motor Vehicles **								
		One	Two	Three	Four	Five	Six Or More	(1) Seven	(2) Eight	Nine (3) Or More
0	5	22.80	18.80	16.05	13.90	13.25	12.90	12.25	11.55	11.10
5	10	23.65	19.60	16.85	14.70	14.05	13.70	13.05	12.35	11.90
10	15	24.50	20.40	17.65	15.55	14.90	14.50	13.85	13.15	12.70
15	20	25.35	21.25	18.50	16.40	15.75	15.35	14.70	14.00	13.55
20	25	26.25	22.10	19.35	17.25	16.60	16.20	15.55	14.85	14.40
25	30	27.15	22.90	20.15	18.05	17.40	17.00	16.35	15.65	15.20
30	35	28.05	23.70	20.95	18.85	18.20	17.80	17.15	16.45	16.00
35	40	28.95	24.55	21.80	19.70	19.05	18.65	18.00	17.30	16.85
40	45	29.85	25.40	22.65	20.55	19.90	19.50	18.85	18.15	17.70
45	50	30.75	26.25	23.50	21.40	20.75	20.35	19.70	19.00	18.55
50	60	32.40	27.90	25.15	23.05	22.40	22.00	21.35	20.65	20.20
60	70	34.05	29.55	26.80	24.70	24.05	23.65	23.00	22.30	21.85
70	80	35.70	31.20	28.45	26.35	25.70	25.30	24.65	23.95	23.50
80	90	37.35	32.90	30.10	28.00	27.35	26.95	26.30	25.65	25.15
90	100	39.05	34.60	31.80	29.70	29.05	28.65	28.00	27.35	26.85
100	110	40.65	36.20	33.40	31.30	30.65	30.25	29.60	28.95	28.45
110	120	42.25	37.80	35.00	32.90	32.25	31.85	31.20	30.55	30.05
120	130	43.85	39.40	36.60	34.50	33.85	33.45	32.80	32.15	31.65
130	140	45.45	41.00	38.20	36.10	35.45	35.05	34.40	33.75	33.25
140	150	47.05	42.60	39.80	37.70	37.05	36.65	36.00	35.35	34.85
150	160	48.70	44.20	41.45	39.40	38.70	38.25	37.60	36.95	36.50
160	170	50.35	45.80	43.10	41.10	40.35	39.90	39.25	38.60	38.15
170	180	52.00	47.45	44.75	42.80	42.00	41.55	40.90	40.25	39.80
180	190	53.65	49.10	46.40	44.50	43.65	43.20	42.55	41.90	41.45
190	200	55.30	50.75	48.05	46.20	45.30	44.85	44.20	43.55	43.10
200	220	58.65	54.00	51.35	49.60	48.65	48.10	47.45	46.80	46.40
220	240	62.00	57.25	54.65	53.00	52.00	51.35	50.70	50.10	49.70
240	260	65.35	60.50	58.00	56.40	55.35	54.65	54.00	53.40	53.00
260	280	68.75	63.75	61.35	59.80	58.70	57.95	57.30	56.70	56.30
280	300	72.15	67.00	64.70	63.20	62.10	61.25	60.60	60.00	59.60

\$400

(Continued)

o Change)
 o Increase) Decision No.
 ** Eliminated)

87052

EFFECTIVE

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

Correction

SECTION 3--RATES (Continued)											
DISTANCE RATES IN DOLLARS PER VEHICLE FOR NEW VEHICLES (Concluded)											
ITEM	M I L E S		Number of Motor Vehicles **								
	But Not Over	Over	One	Two	Three	Four	Five	Six Or More	(1) Seven	(2) Eight	Nine(3) Or More
	300	325	76.35	71.15	68.85	67.35	66.25	65.40	64.75	64.15	63.75
	325	350	80.55	75.35	73.05	71.55	70.45	69.60	68.95	68.35	67.95
	350	375	84.75	79.55	77.25	75.75	74.65	73.80	73.15	72.55	72.15
	375	400	88.95	83.75	81.45	79.95	78.85	78.00	77.35	76.75	76.35
	400	425	93.15	87.95	85.65	84.15	83.05	82.20	81.55	80.95	80.55
	425	450	97.35	92.15	89.85	88.35	87.25	86.40	85.75	85.15	84.75
	450	475	101.55	96.35	94.05	92.55	91.45	90.60	89.95	89.35	88.95
	475	500	105.75	100.55	98.25	96.75	95.65	94.80	94.15	93.55	93.15
	500	525	109.95	104.75	102.45	100.95	99.85	99.00	98.35	97.80	97.35
	525	550	114.15	109.00	106.70	105.20	104.10	103.25	102.55	102.05	101.60
	550	575	118.35	113.25	110.95	109.45	108.35	107.50	106.80	106.30	105.85
	575	600	122.60	117.50	115.20	113.70	112.60	111.75	111.05	110.55	110.10
	600	625	126.80	121.75	119.45	117.95	116.85	116.00	115.30	114.80	114.35
	625	650	131.00	126.00	123.70	122.20	121.10	120.25	119.55	119.05	118.60
60400	650	675	135.20	130.25	127.95	126.45	125.35	124.50	123.80	123.30	122.85
	675	700	139.40	134.50	132.20	130.70	129.60	128.75	128.05	127.55	127.10
	700	725	143.60	138.75	136.45	134.95	133.85	133.00	132.30	131.80	131.35
	725	750	147.80	143.00	140.70	139.20	138.10	137.25	136.55	136.05	135.60
	750	775	152.00	147.25	144.95	143.45	142.35	141.50	140.80	140.30	139.85
	775	800	156.20	151.50	149.20	147.70	146.60	145.75	145.05	144.55	144.10
	For distances over 800 miles add for each 25 miles or fraction thereof:		4.20	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25
<p>¶(1) Rates apply only to loads of seven vehicles per unit of carrier's equipment. Vehicles in excess of a load of seven vehicles per unit of carrier's equipment, or in excess of multiples of loads of seven vehicles per unit of carrier's equipment, shall be rated at the rates for such number of vehicles.</p> <p>¶(2) Rates apply only to loads of eight vehicles per unit of carrier's equipment. Vehicles in excess of a load of eight vehicles per unit of carrier's equipment, or in excess of multiples of loads of eight vehicles per unit of carrier's equipment, shall be rated at the rates for such number of vehicles.</p> <p>¶(3) Rates apply only to loads of nine or more vehicles per unit of carrier's equipment. Vehicles in excess of a load of nine or more vehicles per unit of carrier's equipment, or in excess of multiples of loads of nine or more vehicles per unit of carrier's equipment, shall be rated at the rates for such number of vehicles.</p>											
¶ Change) ¶ Increase) ** Eliminated)		Decision No.		87052							
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

SECTION 3--RATES (Continued)										ITEM
POINT-TO-POINT RATES IN DOLLARS PER VEHICLE(1) FOR NEW VEHICLES										
§ Number of Motor Vehicles **										
	<u>One</u>	<u>Two</u>	<u>Three</u>	<u>Four</u>	<u>Five</u>	<u>Six Or More</u>	<u>(2) Seven</u>	<u>(3) Eight</u>	<u>(4) Nine Or More</u>	
Between Los Angeles Territory and San Francisco Territory	93.15	87.95	85.65	84.15	83.05	82.20	81.55	80.95	80.55	
<p>(1) If charges accruing under rates in this item, applied on shipments from, to or between points intermediate between the Los Angeles and San Francisco Territories via routes shown in Section 4 are lower than charges accruing under the Distance Rates in Item 400 on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one mile on either side of the highway and at all points located within the extended area of mileage basing points through which the highway route passes.</p> <p>§(2) Rates apply only to loads of seven vehicles per unit of carrier's equipment. Vehicles in excess of a load of seven vehicles per unit of carrier's equipment, or in excess of multiples of loads of seven vehicles per unit of carrier's equipment, shall be rated at the rates for such number of vehicles.</p> <p>§(3) Rates apply only to loads of eight vehicles per unit of carrier's equipment. Vehicles in excess of a load of eight vehicles per unit of carrier's equipment, or in excess of multiples of loads of eight vehicles per unit of carrier's equipment, shall be rated at the rates for such number of vehicles.</p> <p>§(4) Rates apply only to loads of nine or more vehicles per unit of carrier's equipment. Vehicles in excess of a load of nine or more vehicles per unit of carrier's equipment, or in excess of multiples of loads of nine or more vehicles per unit of carrier's equipment, shall be rated at the rates for such number of vehicles.</p>										60410
<p>§ Change) ◊ Increase) Decision No. ** Eliminated)</p> <p style="text-align: center;">87052</p>										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

ITEM	SECTION 3--RATES (Continued)								
	DISTANCE RATES IN DOLLARS PER VEHICLE FOR USED VEHICLES								
	M I L E S		Number of Motor Vehicles **						
Over	But Not Over	One	Two	Three	Four	Five	Six Or More	Seven (1) Or More	
	0	5	19.40	16.10	13.95	11.65	11.15	10.75	10.10
	5	10	20.40	16.95	14.80	12.60	12.05	11.60	10.95
	10	15	21.45	17.80	15.65	13.60	12.95	12.45	11.80
	15	20	22.50	18.70	16.55	14.60	13.90	13.35	12.70
	20	25	23.55	19.60	17.45	15.60	14.85	14.25	13.60
	25	30	24.60	20.50	18.35	16.60	15.80	15.15	14.50
	30	35	25.70	21.40	19.25	17.60	16.75	16.05	15.40
	35	40	26.80	22.30	20.15	18.60	17.70	16.95	16.30
	40	45	27.90	23.25	21.05	19.65	18.65	17.90	12.25
	45	50	29.00	24.20	22.00	20.70	19.65	18.85	18.20
	50	60	31.10	26.30	24.10	22.75	21.75	20.95	20.30
60420	60	70	33.20	28.40	26.20	24.85	23.85	23.05	22.40
	70	80	35.30	30.50	28.30	26.95	25.95	25.15	24.50
	80	90	37.40	32.60	30.40	29.05	28.05	27.25	26.60
	90	100	39.50	34.70	32.55	31.15	30.15	29.35	28.70
	100	110	41.50	36.70	34.55	33.15	32.15	31.35	30.70
	110	120	43.50	38.70	36.55	35.15	34.15	33.35	32.70
	120	130	45.50	40.70	38.55	37.15	36.15	35.35	34.70
	130	140	47.50	42.70	40.55	39.15	38.15	37.35	36.70
	140	150	49.50	44.70	42.55	41.20	40.15	39.35	38.70
	150	160	51.50	46.70	44.55	43.20	42.15	41.35	40.70
	160	170	53.50	48.70	46.55	45.20	44.15	43.35	42.70
	170	180	55.50	50.70	48.55	47.20	46.15	45.35	44.70
	180	190	57.50	52.70	50.55	49.20	48.15	47.35	46.70
	190	200	59.50	54.70	52.55	51.20	50.15	49.35	48.70
	200	220	63.50	58.70	56.55	55.20	54.15	53.35	52.70
	220	240	67.50	62.70	60.55	59.20	58.15	57.35	56.70
	240	260	71.50	66.70	64.60	63.20	62.20	61.40	60.75
	260	280	75.55	70.75	68.65	67.25	66.25	65.45	64.80
	280	300	79.60	74.80	72.70	71.30	70.30	69.50	68.85

(Continued)

o Change)
 o Increase) Decision No.
 ** Eliminated)

87052

EFFECTIVE

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

Correction

SECTION 3--RATES (Continued)									ITEM	
DISTANCE RATES IN DOLLARS PER VEHICLE FOR USED VEHICLES (Concluded)										
M I L E S		ø Number of Motor Vehicles **								
Over	But Not Over	One	Two	Three	Four	Five	Six Or More	(1) Seven Or More		
300	325	84.45	79.65	77.55	76.15	75.15	74.35	73.70		
325	350	89.30	84.50	82.40	81.00	80.00	79.20	78.55		
350	375	94.15	89.35	87.25	85.85	84.85	84.05	83.40		
375	400	99.00	94.20	92.10	90.70	89.70	88.90	88.25		
400	425	103.85	99.10	96.95	95.55	94.55	93.75	93.10		
425	450	108.75	104.00	101.85	100.45	99.45	98.65	98.00		
450	475	113.75	109.00	106.85	105.45	104.45	103.65	103.00		
475	500	118.75	114.00	111.85	110.45	109.45	108.65	108.00		
500	525	123.75	119.00	116.85	115.45	114.45	113.65	113.00		
525	550	128.75	124.00	121.85	120.45	119.45	118.65	118.00		
550	575	133.80	129.05	126.85	125.50	124.45	123.65	123.05	60420	
575	600	138.85	134.10	131.90	130.55	129.50	128.70	128.10		
600	625	143.85	139.10	136.90	135.55	134.50	133.70	133.10		
625	650	148.85	144.10	141.90	140.55	139.50	138.70	138.10		
650	675	153.85	149.10	146.90	145.55	144.50	143.70	143.10		
675	700	158.85	154.10	151.90	150.55	149.50	148.70	148.10		
700	725	163.85	159.10	156.90	155.55	154.50	153.70	153.10		
725	750	168.85	164.10	161.90	160.55	159.50	158.70	158.10		
750	775	173.85	169.10	166.90	165.55	164.50	163.70	163.10		
775	800	178.85	174.10	171.90	170.55	169.50	168.70	168.10		
For distances over 800 miles, add for each 25 miles or fraction thereof:		5.00	5.00	5.00	5.00	5.00	5.00	5.00		
ø(1) Rates apply only to loads of seven or more vehicles per unit of carrier's equipment. Vehicles in excess of a load of seven or more vehicles per unit of carrier's equipment, or in excess of loads of multiples of seven more vehicles per unit of carrier's equipment, shall be rated at the rates for such number of vehicles.										
ø Change) ø Increase) ** Eliminated)		Decision No.		87052						
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

ITEM SECTION 3--RATES (Continued)

POINT-TO-POINT RATES IN DOLLARS PER VEHICLE(1) FOR USED VEHICLES							
	§ Number of Motor Vehicles **						
	<u>One</u>	<u>Two</u>	<u>Three</u>	<u>Four</u>	<u>Five</u>	<u>Six Or More</u>	<u>Seven⁽²⁾ Or More</u>
Between Los Angeles Territory and San Francisco Territory	103.85	99.10	96.95	95.55	94.55	93.75	93.10

60430

(1) If charges accruing under rates in this item, applied on shipments from, to or between points intermediate between the Los Angeles and San Francisco Territories via routes shown in Section 4, are lower than charges accruing under the Distance Rates in Item 420 on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one mile on either side of the highway and at all points located within the extended area of mileage basing points through which the highway route passes.

(2) Rates apply only to loads of seven or more vehicles per unit of carrier's equipment. Vehicles in excess of a load of seven or more vehicles per unit of carrier's equipment, or in excess of loads of multiples of seven or more vehicles per unit of carrier's equipment, shall be rated at the rates for such number of vehicles.

§ Change)
 ° Increase) Decision No.
 ** Eliminated)

87052

EFFECTIVE

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

Correction

SECTION 3--RATES (Continued)

ITEM

DISTANCE RATES IN DOLLARS PER VEHICLE
 FOR WRECKED VEHICLES

M I L E S		¢ Number of Motor Vehicles **		
Over	But Not Over	One	Two	Three Or More
0	5	19.85	16.40	14.60
5	10	21.35	17.85	16.05
10	15	22.90	19.30	17.50
15	20	24.45	20.75	18.95
20	25	26.00	22.20	20.45
25	30	27.50	23.70	21.95
30	35	29.00	25.25	23.45
35	40	30.50	26.80	24.95
40	45	32.05	28.35	26.50
45	50	33.60	29.90	28.05
50	60	36.20	32.15	30.10
60	70	38.80	34.40	32.15
70	80	41.40	36.70	34.20
80	90	44.00	39.00	36.25
90	100	46.65	41.30	38.35
100	110	49.25	43.55	40.40
110	120	51.85	45.80	42.45
120	130	54.45	48.10	44.50
130	140	57.05	50.40	46.60
140	150	59.70	52.70	48.70
150	160	62.25	55.05	50.85
160	170	64.80	57.40	53.00
170	180	67.35	59.75	55.15
180	190	69.90	62.10	57.30
190	200	72.45	64.45	59.45
200	220	77.55	69.15	63.80
220	240	82.65	73.90	68.15
240	260	87.80	78.65	72.50
260	280	92.95	83.40	76.85
280	300	98.10	88.15	81.25

80440

(Continued)

¢ Change)
 ¢ Increase) Decision No.
 ** Eliminated)

87052

EFFECTIVE

Correction

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

ITEM	SECTION 3--RATES (Continued)				
	DISTANCE RATES IN DOLLARS PER VEHICLE FOR WRECKED VEHICLES (Concluded)				
	M I L E S		¢.Number of Motor Vehicles**		
	But Not Over	One	Two	Three Or More	
60440	Over				
	300	325	105.05	94.40	87.05
	325	350	112.00	100.65	92.90
	350	375	118.95	106.90	98.75
	375	400	125.95	113.15	104.60
	400	425	132.95	119.40	110.45
	425	450	139.95	125.65	116.30
	450	475	147.25	132.30	122.45
	475	500	154.55	138.95	128.60
	500	525	161.85	145.60	134.75
	525	550	169.15	152.25	140.90
	550	575	176.50	158.90	147.10
	575	600	183.85	165.60	153.30
	600	625	191.15	172.25	159.45
	625	650	198.45	178.90	165.60
	650	675	205.75	185.55	171.75
	675	700	213.05	192.20	177.90
	700	725	220.35	198.85	184.05
	725	750	227.65	205.50	190.20
	750	775	234.95	212.15	196.35
775	800	242.25	218.80	202.50	
For distances over 800 miles, add for each 25 miles or fraction thereof:		7.30	6.65	6.15	

¢ Change)
 ¢ Increase) Decision No.
 ** Eliminated)

87052

EFFECTIVE

Correction

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

SECTION 3--RATES (Concluded)

ITEM

POINT-TO-POINT RATES IN DOLLARS PER VEHICLE (1)
 FOR WRECKED VEHICLES

	Number of Motor Vehicles **		
	One	Two	Three Or More
Between Los Angeles Territory and San Francisco Territory	132.95	119.40	110.45

80450

(1) If charges accruing under rates in this item applied on shipments from, to or between points intermediate between the Los Angeles and San Francisco Territories via routes shown in Section 4 are lower than charges accruing under the Distance Rates in Item 440 on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one mile on either side of the highway and at all points located within the extended area of mileage basing points through which the highway route passes.

o Change)
 o Increase) Decision No.
 ** Eliminated)

87052

EFFECTIVE

Correction

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