## Decision No. 87410 JUN 1 1977

# 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 of cement and related products statewide as provided in Minimum Rate Tariff 10 and the revisions or reissues thereof.

) Case No. 5440 )Petition for Modification No. 101 ) (Filed October 6, 1976) ) Order Setting Hearing 93 ) (Filed June 5, 1974)

<u>Richard W. Smith</u>, Attorney at Law, and H. W. Hughes, for California Trucking Association, petitioner. <u>Michael V. Thomas</u> and <u>Ray S. Bruton</u>, for Miles & Sons Trucking Service; <u>Allen L. Cole</u>, for Max Binswanger Trucking; <u>Lawrence B. Holsman Jr.</u>, for Northern Redwood Transport; <u>Henry Fikse</u>, Attorney at Law, for Fikse Bros., Inc.; <u>Frank R. Golzen</u>, Attorney at Law, for Universal Transport System; <u>Les Calkins</u> for Les Calkins Trucking; <u>Stanley A. Ziganti</u>, for CAP Transport, Inc.; <u>Earl Hudson</u>, for Hudson Trucking; and <u>Jose Tedesco</u>, for T.T.T. Inc.; respondents.

James M. Gallagher, for The Flintkote Co., Calaveras Cenent Division; Don G. Austin, for Monolith Portland Cement; Jim S. McGahey and Christopher Cutler, for Kaiser Cement; T. W. Anderson, for General Portland Inc.; William T. Barklie, for California Portland Cement Co.; William Mitze, for Riverside Cement Co.; E. J. Bertana and Mike Mallin, for Lone Star Industries; George B. Shannon, for Southwestern Portland Cement Co.; and M. J. Nicolaus by Elmer R. Steege, for Western Motor Tariff Bureau; interested parties.

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Robert E. Walker and George H. Morrison, for the Commission staff.

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

Minimum Rate Tariff 10 (MRT 10) contains rates and rules governing the transportation of cement and related commodities, in bulk and in packages, within California by highway carriers. In Petition 101 the California Trucking Association (CTA) seeks a cost offset increase of approximately 5 percent in MRT 10 rates. Order Setting Hearing 93 (OSH 93) was consolidated with Petition 101 for hearing to determine whether the constructive mileages set forth in the Commission's Distance Table 8 (DT 8) should be adopted for computing distance rates in MRT 10.

Public hearing was held at San Francisco on January 6, 1977 at which time both matters were submitted subject to the receipt of late-filed staff Exhibit 9 and reply thereto by CTA which have been received. There is no protest.

IRT 10 cement rates were last revised on July 19, 1975 pursuant to Decision No. 84655 dated July 8, 1975. The current level of rates reflect labor costs in effect as of July 1, 1975, equipment cost updated to 1975, and fuel costs effective through April 1974. The CTA submitted a copy of the Teamster labor agreements for northern and southern California which indicate that as of May and July, 1976 the cement carriers' wage costs were materially increased. In addition, the carriers have incurred substantive increases in various allied payroll expenses.

The CTA introduced a study pertaining to the increased cost of transporting cement for the year 1976. The cost study further updates the 1975 historical cost data underlying the existing level of MRT 10 rates to reflect the 1976 costs of operations. A comparison of the historical 1975 hourly labor cost data with CTA's 1976 updated cost data follows:

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#### TABLE I

		ern Territ	ory		rn Terr	ritory
Cost Factors	July 1 <u>1975</u>	May 16 <u>1976</u>	<u>%</u>	Ju] <u>1975</u>	Ly 1 1976	80
Base Hourly Wage Holidays - Funeral Leave Premium Earnings Vacation Compensation Insurance Payroll Taxes Health, Welfare & Pension	\$ 6.910 .283 .760 .372 .346 .473 1.035	\$ 7.410 .303 .815 .399 .455 .572 1.106(1)	7.24 7.07 7.24 7.26 31.50 20.93 6.85	.175 .620 .218 .353	.235 .467	7.80 32.29 20.98
Total Direct Labor	10.179	11.060	3.66	8.703	9.512	9.30
(1) Effective .	June 1, 1	.976.				

Under present labor agreements cement carriers in the northern and southern territories will incur increases in their direct hourly labor costs of approximately 88 cents and 31 cents, respectively. The 1976 increase in direct labor cost was next incorporated into the 1975 basic cost data underlying MRT 10 rates. The resulting total updated costs were then computed by CTA employing the established wage (cost) offset procedure for adjusting indirect expenses (<u>Decision No. 76353</u> 70 CPUC 277). Under this method indirect expenses are increased proportionately with direct costs. The resulting percentage increases in the total MRT 10 revised cost data were then employed as the basis for CTA's cost offset rate proposal. A comparison of the present and proposed bulk cement rates follows:

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### TABLE 2

Comparison	of Present	and Proposed
<u>MRT 10</u>	Bulk Cement	t Rates

Mileage	Rat	es (In Cents	Per 100 F	ounds)
But Not		n Territory		m Territory
<u>Over</u> Over	Present	Proposed %	Present	Proposed %
5 10 20 25 45 50 50 55 95 100 145 150 190 200 240 250 290 300	13-1/4 15 20-1/2 22-1/4 31-3/4 42 49-1/2 57-1/2 64	13-1/2 1.9 $15-1/4 1.0$ $20-3/4 1.2$ $22-1/2 1.0$ $33-1/4 4.7$ $44 4.8$ $51-3/4 4.5$ $60-1/4 4.8$ $67 4.7$	9-1/4 11-1/4 18-1/4 24-1/4 26 36 44-1/2 52-3/4 59-1/2	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$
380 400 400 500	79-1/2 94-1/2	83-1/4 4.7 99-1/4 5.0	74 89-1/2	78-1/2 6.1 94-3/4 5.9

The proposed cost offset rate increase for distances up to 60 miles within the northern territory have been held to 1/4 cent per 100 pounds in order to maintain existing competitive relationships between the various northern cement mills and to mitigate the threat of proprietary competition for the short-haul movement of cement.

The CTA recommends that the constructive mileages contained in the Commission's DT 8 be adopted as the basis for computing distance cement rates named in MRT 10. According to CTA when the freight bills of cement carriers are rerated under the provisions of the recently published DT 8 the otherwise applicable freight charges were reduced by approximately 1 to 2 percent. With the proposed adoption of DT 8, and the suggested increase in northern territory rates held to a maximum of 1/4 cent for distances up to 60 miles, and reductions or no increases in rates proposed for several other northern territory cement rates, CTA states that the overall impact of its cost offset rate increase will amount to no more than 4 percent and not 6 percent as originally indicated in Petition 101.

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CTA submitted financial data pertaining to the status of eight representative carriers earning 50 percent or more of its revenues (45 percent for one large cement carrier) from the hauling of cement under the provisions of MRT 10. The 1975 results of operations for the selected cement carriers reflect an overall operating ratio of 97.0 percent. For the first three quarters of 1976 the same carriers experienced an overall operating ratio of 99.2 percent.

The CTA also measured the impact of the 1976 wage increase upon the operating results of the selected cement carriers. Its calculations together with an estimate of the effects of a 4 percent cost offset increase in MRT 10 rates are summarized in Table 3:

#### TABLE 3

## Impact of 1976 Wage Increases Upon the Operating Results of Eight Selected Cement Carriers (Year 1975 Utilized As Datum Plane)

<b>D</b> A.	Actuai	
	<ol> <li>Operating Revenues</li> <li>Operating Expenses</li> <li>Operating Ratio</li> </ol>	\$9,131,324 8,858,960 97.0%
в.	Modification	
	4. Provision for Labor Increase (4.87%)	\$ 431,431
c.	As Modified for Labor Cost Increase	
	<ol> <li>Operating Revenues</li> <li>Operating Expenses</li> <li>Operating Ratio</li> </ol>	\$9,131,324 9,290,391 101.7%
D.	As Modified for Cost and Revenue Increase	
	<ol> <li>Operating Revenue (\$9,131,324 x .04)</li> <li>Operating Expenses</li> <li>Operating Ratio</li> </ol>	\$9,496,577 9,290,391 97.8%

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The staff recommends cost offset increases in MRT 10 rates as determined by the direct wage offset procedure. Under this method only direct labor cost increases are offset. A comparison of the additional annual revenue anticipated by CTA's rate proposal with the like revenue adjustment proposed by the staff is:

#### TABLE 4

#### Estimated Increased Revenues Under Petition 101

	Current MRT 10	Average	Increase In
	Estimated 1975	Percentage	Annual
	Annual Revenues	<u>Increase</u>	<u>Revenues</u>
Petitioner	\$25,359,946	5%	\$1,267,997
Staff	25,359,946	4	1,014,398
Difference	Petitioner vs. Staff		253,599

From a review of CTA's rate proposal the staff has determined that the overall sought increase amounts to 5 percent and not 4 percent as indicated by CTA. Under the staff's suggested direct wage offset procedure the average percentage increase in MRT 10 rates amounts to 4 percent. The rates suggested by the staff also contemplate the adoption of DT 3 for determining distance rates under the provisions of MRT 10.

Further Regulatory Review

The Commission has announced its intention to carry out a thorough, systematic review of California trucking regulation by means of orders 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 (Case No. 10278).

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The applicant proposes a cost offset rate increase that when applied imposes a varying percentage increase depending upon the trip mileage. From Table 2 it can be seen that for the northern territory an increase of 1 percent is proposed for a trip of 20-25 miles whereas an increase of 5 percent is proposed for one of 400-500 miles. Ordinarily, per mile expenses are less for a longer haul. There has been nothing produced in this record that shows per mile expense is higher for longer trips. If we were to apply the rate increase in the manner the applicant proposes, without full cost justification, there would be the very real possibility that shippers in outlying areas would unreasonably be subject to higher rates not because of cost of service factors, but simply because there is less proprietary competition to such areas.

We are directing that northern territory MRT 10 rates be increased by the percentages proposed by the applicant up to the distance of 55-60 miles. For distances over 55-60 miles the applicant proposes a much steeper increase for the northern territory. We do not wish to distort truckload rates for longer northern territory distances by ordering MRT 10 rates for longer distances increased disproportionately to short-haul rates. If MRT 10 were to be repeatedly offset with larger increases being placed on long-haul rates, the pancaking effect of such offsets could distort rates out of proportion to costs for service to long-haul points. For distances over 55 to 60 miles we will order a 1 percent increase. If carriers find that for longer hauls MRT 10 rates are inadequate they may either charge more or, if they are common carriers, file a higher tariff. If MRT 10 rates require adjustment because the cost of service per mile varies with the length of haul, they should be adjusted only after a full investigation. We understand that generally most MRT 10 carriage is over relatively short distances and

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that most MRT 10 revenue would be generated by such trips. We find it is not in the public interest for shippers in outlying northern territory locations to be arbitrarily subject to needlessly higher transportation costs resulting from distortive increases in MRT 10. If the applicant desires to present an alternative proposal to respread the offset increase for the northern territory, based on a relationship of cost per mile to mileage, it can petition for the reopening of this proceeding for reconsideration; or it can present such a proposal in the next filed petition to offset MRT 10.

The proposed offset increase is distributed proportionally for the southern territory, so the problems discussed above that arise with respect to the northern territory are not an issue for that portion of MRT 10.

### Findings

1. The minimum rates named in MRT 10 were last revised on July 19, 1975 pursuant to Decision No. 84655 dated July 8, 1975 (Petition 95).

2. The cement carriers operating under the provisions of MRT 10 have incurred increases in wage costs and allied payroll expenses effective generally as of May 1 and July 1, 1976. Such labor cost increases are not reflected in the current level of MRT 10 rates.

3. Petitioner seeks an overall cost offset rate increase of approximately 5 percent which will generate additional annual revenues of about \$1,267,997.

4. The Commission staff recommends an average cost offset rate increase of approximately 4 percent which will produce additional annual revenues amounting to some \$1,014,398.

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5. The 4 percent cost offset rate increase proposed by the staff has been shown to be justified except for northern territory bulk cement rates for distances beyond 60 miles where an increase of 1 percent has been shown to be justified.

6. Petitioner's proposed overall cost offset rate increase of 5 percent has not been shown to be justified.

7. We are not sympathetic to offset procedures, as we have stated in several recent decisions; however, we cannot fail to recognize that carriers are faced with increased costs of doing business. Accordingly and reluctantly, we will adjust the minimum rates pending the possible adoption and implementation of a plan for reregulation of the trucking industry.

8. 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 transportation of cement under the provisions of MRT 10.

9. The constructive mileages named in DT 8, when applied in conjunction with MRT 10, will result in just, reasonable, and nondiscriminatory minimum rates for transportation governed by the tariff.

## Conclusions

1. Petition 101 should be granted to the extent provided in the order herein and MRT 10 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.

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3. With the adoption of the constructive mileages named in DT 8 the OSH 93 phase of this consolidated proceeding should be discontinued.

## O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 10 (Appendix A of Decision No. 44633, as amended) is further amended by incorporating therein, to become effective <u>July 2</u>, 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 to Decision No. 44633, as amended, are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered herein.

3. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff 10 are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 10 rates.

4. Common carriers maintaining rates on the same level as Minimum Rate Tariff 10 rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 10 are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 10 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 10 are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 10 rates.

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

7. Tariff publications resulting in increases 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 July 2, 1977; as to increases which are authorized but not required, the authority shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions may be made effective not earlier than the fifth day after the effective date of this order, and may be made effective 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 minimum rate tariff pages incorporated in this order.

8. Common carriers, in establishing and maintaining the rates authorized by this order, are 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 rates published under this authority shall make reference to the prior orders authorizing longand short-haul departures and to this order.

9. Common carriers need not file with this Commission a distance table for the transportation of cement and related commodities but may instead publish in their tariffs the following provision to be made applicable only to distance rates for the transportation of said commodities:

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"Distances to be used in connections with distance rates named herein shall be determined in accordance with Distance Table 8 issued by the Public Utilities Commission of the State of California."

10. In all other respects, Decision No. 44633, as amended, shall remain in full force and effect.

11. To the extent not granted herein, Petition 101 is denied and the OSH 93 phase of this consolidated proceeding is discontinued.

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

Dated atS	in Francisco	California,	this let
day or JUNE,	1977.		

Commissioners

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#### APPENDIX A

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## LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 10

TWENTIETH		REVISED	PAGE	4
EIGHTH		REVISED	PAGE	6A
SECOND	۰.	REVISED	PAGE	6-в
THIRD		REVISED	PAGE	7-A
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TENTH		REVISED	PAGE	12-B
SECOND		REVISED	PAGE	12-C

(END OF APPENDIX A)

MINIMUM RATE TARIFF 10

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SECTION 1RULES	117
DEFINITIONS (Items 10 and 11)	
CARRIER means a radial highway common Carrier, a highway contract carrier or a coment contract carrier, as defined in the Highway Carriers' Act.	
COMMISSION means the Public Utilities Commission of the State of California.	
COMMON CARRIER means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.	
DEBTOR means the person obligated to pay freight charges to the carrier, whether consignor, consignee or other party.	
øDISTANCE TABLE means Distance Table 8.	
MOTOR VEHICLE means any motor truck, tractor or other self-propelled highway vehicle used for transportation of property over the public highways, and any trailer, semitrailer, dolly or other vehicle drawn thereby.	
OVERLYING CARRIER (principal carrier) means a carrier which contracts with a shipper to provide transportation service for the latter, but which carrier in turn employs another carrier, known as the underlying carrier (independent-contractor subhauler), to perform that service.	
PALLETIZED SHIPMENT means a shipment tendered to and transported by the carrier on pallets.	
PALLETS means (a) pallets, metal or wooden, shipping, including inside spaces or supports for palletized loads; (b) pallets, platforms or skids, for lift trucks, iron, steel or wood, separate or combined, with fixed bodies or enclosures or with standing ends, sides, stakes or standards, loose or in packages; or without bodies, enclosures, standing ends, sides, stakes or standards, loose or in packages; or (c) pallets for lift trucks, paperboard, pulpboard or fibreboard.	
POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent; except that (a) all locations within a radius of 50 feet from a single point, and (b) all locations on the property of a single consignee within a radius of 300 feet from a single point will be considered as one point of destination.	
POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for trans- portation; except that (a) all locations within a radius of 50 feet from a single point, and (b) all locations on the property of a single consignor within a radius of 300 feet from a single point will be considered as one point of origin.	
(Continued in Item 11)	
ø Change, Decision No. S'7410	<u>_</u>
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EIGHTH REVISED PAGE....6-A CANCELS SEVENTH REVISED PAGE....6-A

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MINIMUM RATE TARIEF 10

	SECTION 1RULES (Continued)	IT
	ACCESSORIAL SERVICES	
to be perf provided, ( (a) ( (b) ( The c service re	For Driver, Helper, or Other Employee per Man 0560 0280 For Unit of Equipment shall apply whenever the accessorial or incidental quires its use, or whenever the unit of equipment is inactivated by reason of or helper being ongaged in such service.	510
	DIVERTED SHIPMENTS	
assessed u	es upon shipments diverted at request of consignor or consignee shall be oon the basis of the charge established for the constructive mileage applicable int or points where diversion occurs, subject to Items 50 and 100.	11
than one v	SHIPMENTS TRANSPORTED IN MULTIPLE LOTS (Items 115 and 116), a carrier is unable to pick up an entire shipmont at one time, or when more chicle, or connected train of vehicles, are used to pick up the entire ship- following provisions shall apply in addition to other applicable rules and	
2.	The entire shipment shall be available to the carrier for immediate transportation at the time of the first pickup. A single shipping document for the entire shipment tendered shall be issued prior to or at the time of the first pickup. An additional shipping document shall be issued for each pickup and shall give reference to the single shipping document and shall be attached thereto and become a part thereof.	
4.		11
	b. If rated under the provisions of Items 150 and 160 (paragraph (b)) of this tariff, the entire shipment shall be picked up by the carrier within:	
	(1) a period of two days computed from 12:01 a.m. of the date on which the initial pickup commences, excluding Saturdays, Sundays and legal holidays, when the highway carrier's trailer equipment is placed for loading by the consignor without the presence of carrier personnel or motive equipment.	
	<ul> <li>(2) a 24-hour period computed from 12:01 a.m. of the date on which the initial pickup commences, when the shipment is loaded other than under the conditions specified in subparagraph (1) above.</li> </ul>	
	(Continued in Item 116)	
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	inge ) Decision No.	

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		SECTION 1RULES (Continued)	
furn a ca char	ish a pacit ges: A su stor by t (a) (b) Any proj	FURNISHING OF TRANSFER STORAGE FACILITIES ipt of written request from the consignor or consignee, the carrier may ind/or transport to construction job sites, transfer storage facilities with y not exceeding 4,500 cubic feet, subject to the following conditions and itable site shall be provided without cost to the following conditions and itable site shall be provided without cost to the carrier for the transfer age facility with ready access accomodating the type of equipment operated he carrier; and carrier must be provided 24-hour access for unloading. The transfer storage facility, when placed at a job site, will for the duration of such job, be considered part of consignee's storage facilities and withdrawing or transferring cement from the transfer storage facilities will be the responsibility of the consignee. The rates provided in this tariff do not include carrier operation of such facility. If carrier provides personnel to operate such transfer facilities, charges provided in Item 100 must be assessed; and Any fuel required to operate transfer facilities must be furnished by consignee. cement remaining in the transfer storage facility at completion of ect must be disposed of by the consignee.	
(3)	to t	use of a carrier furnished transfer storage facility will be limited he temporary storage of cement transported subject to the rates pro- d in Section 2 of this tariff.	
(4)		following charges shall be paid by the party requesting the services ided in this item:	
	ø(a)	For transporting, establishing and removing each transfer storage facility, an hourly charge of $0$ , $0$ , $0$ , $0$ , $0$ , $0$ , $0$ , $0$ ,	
	(ኦ)	Applies only to carrier furnished transfer storage facilities:	
		<ol> <li>For each week, or fraction thereof, beginning with the first delivery of cement to the facility or the date on which the carrier is instructed in the consignee's written request to place the transfer facility at the job site, whichever is first, and ending with delivery of the last load, or the date on which carrier is in- structed by the consignee to remove storage facility, whichever is later, a charge of \$135.00; and</li> </ol>	
		<ol> <li>For each calendar day in which cement is physically transferred from the storage facility, a charge of \$5.00 per day.</li> </ol>	
	ø(c)	A charge of $0$ \$16.35 shall be made for the service of securing each permit, and a charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.	
	/ Char	age ) Decision No. S7410	
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		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFO	ORN I

MINIMUM RATE TARIFF 10

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SECTION 1RULES (Continued)	ITE
SPLIT DELIVERY	
Shipments may consist of several component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, subject to the following conditions and additional charges:	
1. The composite shipment shall consist of not to exceed three component parts.	
2. Except as provided in Item 180, charges shall be paid by the consigner when there is more than one consignee.	
3. At the time of or prior to the tender of the composite shipment, the carrier shall have been furnished with written instructions showing the name of each consignee, the point or points of destination, and the kind and quantity of property in each component part.	
4. The charge for the transportation of the composite shipment shall be the charge applicable for transportation of a single shipment of like kind and quantity of property, computed by applying the applicable mileage rate from point of origin to point of final destination via each individual destination. (See Exceptions 1 and 2.)	
EXCEPTION 1In 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:	ø1:
(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 metropolitan zones.	
EXCEPTION 2In the event that a carrier is instructed by the consignor to effect delivery to a destination or destinations in a manner which results in a distance greater than the distance determined under the provisions of Paragraph 4, the applicable through rate shall be based on the distance computed from origin to final destination via each individual destination in the order of delivery designated by the consignor. Instructions from the consignor must be in writing and shall be issued at or prior to the time of shipment.	
$\emptyset$ 5. In addition to the charge applicable for transportation of a single shipment of like kind and quantity of property, computed as set forth in Paragraph 4, an additional charge of $\emptyset$ \$7.20 shall be made for each of the component parts comprising the composite shipment.	
¢ Change ) Decision No. ¢ Increase ) Decision No. S7210	
effective	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFOR SAN FRANCISCO, CALIFOR	

MINIMUM RATE TARIFF 10

SECOND REVISED PAGE .... 8-B CANCELS

FIRST REVISED PAGE.....8-B SECTION 1--RULES (Continued) TTTM COLLECT ON DELIVERY (C.O.D.) SHIPMENTS (Concluded) (Items 140, 141 and 142) 10. If, in any particular case, exemption or deviation from any of the requirements herein deemed necessary by the carrier concerned, the Commission will consider the application of such carrier for such exemption or deviation when accompanied by a full statement of the conditions existing and the reasons why such exemption or deviation is considered necessary. 11. A carrier not electing to undertake transportation of C.O.D. shipments shall be deemed to have given notice of such election by not filing the bond provided for herein for carriers handling such shipments. The charges for collecting and remitting the amount of C.O.D. bills collected 12. on C.O.D shipments shall be as follows: Charge for collecting When the amount and romitting collected is will be Not Over \$ 20.00------\$ 0.85 Över 20.00 not over \$ 25.00-----0.90 25.00 not over 40.00 not over Over 40.00------1.00 over 50.00-----1.10 50.00 not over 60.00-----Over 1.40 60.00 not over 80.00-----Over 1.45 Over 80.00 not over 100.00-----1.50 102.50-----Ovar 100.00 not over 0142 1.85 Ovor 102.50 not over 105.00------1.90 105.00 not over 110.00-----2.00 Over 110.00 not over 120.00------Over 2.05 120.00 not over Over 140.00-----2.15 140.00 not over 150.00------Over 2.20 160.00-----150.00 not over Over 2.35 180.00-----160.00 not over Over 2.40 2.45 Over 180.00 not over 200.00-----250.00-----200.00 not over Over 2.75 Over 250.00 not over 300.00-----3.15 Over 300.00 not over 350.00-----3.55 Over 350.00 not over 400.00-----3.95 Over 400.00 not over 450,00------4.40 500.00-----Over 450.00 not over 4.80 Over 500.00 not over 5.20 Over 550.00 not over 600.00-----5.60 Over 600.00 not over 650.00-----6.00 Over 650.00 not over 700.00-----6.40 Over 700.00 not over 750.00-----750.00 not over 6.85 800.00-----Over 7.25 800.00 not over Over 850.00-----7.65 Over 850.00 not over 300-00-----8.05 Över 900.00 not over 950.00-----------8.45 950.00 not over 1,000.00-----Over 8.15 Over \$1,000.00 at rate of \$8.85 per \$1,000.00 Increase, Decision No. 874102 EFFECTIVE ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. Correction -8-B-

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SECTION 1RULES (Concluded)	11
Accessorial services not included in Common Carrier Rates	
When a common carrier rate is applied in lieu of or in combination with rates pro- vided in this tariff, and the common carrier rate does not include accessorial services as performed by carrier, the following charges shall be made for such services:	
<ol> <li>For unloading of shipments, in packages, at a point of destination to which the common carrier rate applies, 2 3/4 cents per 100 pounds.</li> </ol>	
<ol> <li>For accessorial services for which charges are provided in this tariff, the additional charge or charges so provided.</li> </ol>	0
3. For other accessorial services for which charges are not otherwise provided in this tariff, the charges set forth in Item 100.	
ISSUANCE OF SHIPPING DOCUMENTS	
A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation. Except with re- spect to intercarrier transactions and as hereinafter provided, only one shipping document shall be issued for each shipment transported and the carrier shall not ap- portion, prorate, or otherwise divide the freight charges between or among the consigner, consignee(s), or any other parties. For accessorial service not included in the rate for actual transportation, the carrier shall furnish a shipping document to the consignor or consignee who requested or ordered such accessorial service. The shipping document shall show the following information:	
<ul> <li>(a) Hame of shipper.</li> <li>(b) Hame of consignee.</li> <li>(c) Point of origin.</li> <li>(d) Point of destination.</li> <li>(e) Description of the shipment.</li> <li>(f) Weight of the shipment (or other factor or unit of measurement upon which charges are based).</li> <li>(g) Rate and charge assessed.</li> <li>(h) Whether point of origin and/or point of destination is located at railhead and such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.</li> </ul>	7
The form of shipping document in Section 3 will be suitable and proper.	
A copy of each shipping document, freight bill, accessorial service document, weigh- master's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the car- rier is required to issue, receive or obtain by this tariff for any transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.	
UNITS OF MEASUREMENT TO BE OBSERVED	
Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.	1
ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES	
Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected whenever such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum trans- portation rate serves as an offset.	1
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MINIMUM RATE TARIFF 10

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80       284       314       300       320       694       72       724       724       724       734       795       734       934       100       32       334       340       420       844       844       110       125       334       440       460       460       904       924<	75 80 294 33 320 320 694 994 92 80 85 294 33 320 340 72 725 90 95 324 334 340 360 744 755 90 95 324 37 400 420 844 844 100 135 34 37 400 420 844 844 101 115 324 38 420 440 87 88 110 115 354 384 440 460 904 924 924 115 120 364 40 460 460 924 924 120 125 384 414 480 500 954 98 125 130 254 424 500 (Add to the rate for 500 miles, 06 cents per 100 points in bulk. (2) Rates apply on shipments in packages. • Incenare ) recision No. S7410	ļ	0.54	0.54	£90	200	A2.2			
00       144       300       320       094       504         01       304       331       320       340       72       724         90       304       334       340       360       744       734         95       314       344       360       380       774       784         95       314       344       360       380       774       784         100       32       354       380       400       804       814         100       32       354       380       400       804       814         110       344       38       420       844       844         110       344       38       420       84       844         110       344       38       420       86       924       934         120       364       40       460       904       914       94         120       364       414       480       500       925       94         125       385       414       480       500       955       98         130       254       424       500        (Add to the rate	30       35       29%       33       320       340       72       725         85       90       30%       33%       340       360       745       755         90       95       31%       344       360       360       745       755         95       31%       344       360       360       745       755         95       31%       344       360       400       80%       814         100       125       35%       38%       400       420       84%       84%         105       115       31%       38%       420       440       87       88         115       120       36%       40       460       460       90%       91%       94%         125       130       134%       38       420       440       80       92%       94%         125       130       134%       41%       480       500       95%       98       98         125       130       135       40%       41%       500        (Add to the rate for 500 miles, of cents per 100 pounds for each 25 miles or fraction thereof)         (1)       Rates apply on ship	020			300					
90       304       354       340       360       744       754         95       314       344       360       380       774       784         100       32       354       380       400       804       814         105       34       37       400       420       844       844         110       344       38       420       844       844         110       344       38       420       860       97       88         115       354       384       440       460       97       88         120       364       40       460       904       914         120       364       40       460       460       924       944         120       364       40       460       460       924       944         125       385       414       480       500       925       98         130       3944       432       500        (Add to the rate for       500 miles, of cents         140       41       444       5        (Add to the rot)          145       414       45	85       90       304       354       360       360       360       744       754         90       95       314       344       360       380       774       784         95       100       32       354       380       400       804       814         100       155       34       37       400       420       844       844         100       155       354       38       420       440       87       88         115       120       364       40       460       460       904       914         115       120       364       40       460       460       904       914         120       125       384       414       480       500       954       914         120       125       384       414       480       500       954       98         121       133       404       434       500        (Add to the rate for 500 miles, of cents per 100 pounds for each 25 miles or fraction thereof)         (1)       Rates apply on shipments in bulk.       S'7410       S'7410       S'7410	1.		695	320					
95       314       344       360       380       774       784         100       32       354       380       400       804       814         100       32       354       380       400       804       814         110       344       38       420       440       87       88         110       344       38       420       440       87       88         125       354       384       440       460       904       914         120       364       40       460       904       914         120       364       40       460       904       914         120       364       40       460       904       925       945         125       385       414       480       500       955       98         130       354       424       500        (Add to the rate for         140       41       445       500        (Add to the rate for         145       414       45       500        (Add to the rot for         each 25 miles or       fraction thereof)       fraction thereof) <t< td=""><td>90       95       314       345       360       380       774       785         95       100       32       354       380       400       804       814         200       115       34       37       400       420       844       844         205       110       344       38       420       440       87       88         110       115       255       384       440       460       480       97       88         115       120       364       40       460       460       904       914         120       125       384       414       480       500       925       945         120       125       384       414       480       500       955       98         121       130       133       404       434       500        100 miles, 60 cents         135       404       434       500        100 pounds for       each 25 miles or         135       414       45      </td><td>1</td><td></td><td>745</td><td></td><td>340</td><td></td><td></td><td></td><td></td></t<>	90       95       314       345       360       380       774       785         95       100       32       354       380       400       804       814         200       115       34       37       400       420       844       844         205       110       344       38       420       440       87       88         110       115       255       384       440       460       480       97       88         115       120       364       40       460       460       904       914         120       125       384       414       480       500       925       945         120       125       384       414       480       500       955       98         121       130       133       404       434       500        100 miles, 60 cents         135       404       434       500        100 pounds for       each 25 miles or         135       414       45	1		745		340				
105       34       37       400       420       844       844         110       344       38       420       440       87       88         115       354       384       440       460       904       914         120       364       40       460       904       914         120       364       40       460       460       924       914         120       364       40       460       460       925       944         125       385       414       480       500       925       944         130       394       424       500        (Add to the rate for       500 miles, of cents         135       404       434       500        (Add to the rate for       500 miles, of cents         140       41       444        500 miles, of cents       per 100 pounds for         145       414       45        Fraction thereof)         es apply on shipments in bulk.         State of the secon fraction thereof	100       155       34       37       400       420       84       944         105       110       344       38       420       440       97       88         110       115       354       384       440       460       97       88         115       120       364       40       460       480       924       914         115       120       364       40       460       480       924       914         120       125       384       414       480       500       954       98         125       120       344       432       500        (Add to the rate for 500 miles, of cents per 100 pounds for each 25 miles or fraction thereof)         135       140       41       444       500        (Add to the rate for 500 miles or fraction thereof)         (1)       Rates apply on shipments in bulk.        S7410        S7410	1		774		360		314		
105       34       37       400       420       84%       84%         110       34%       38       420       440       87       88         115       35%       38%       440       460       90%       91%         120       36%       40       460       460       90%       91%         120       36%       40       460       460       92%       91%         120       36%       41%       480       500       92%       94%         125       38%       41%       480       500       95%       98         130       39%       42%       500        (Add to the rate for         140       41       44%       500        (Add to the rate for         140       41       44%       500        (Add to the rate for         145       41%       45       500        (Add to the rate for         145       41%       45       500        (Add to the rate for         145       41%       45       500        (Add to the rate for         145       41%       45       50	100       155       34       37       400       420       84       944         105       110       344       38       420       440       97       88         110       115       354       384       440       460       97       88         115       120       364       40       460       480       924       914         115       120       364       40       460       480       924       914         120       125       384       414       480       500       954       98         125       120       344       432       500        (Add to the rate for 500 miles, of cents per 100 pounds for each 25 miles or fraction thereof)         135       140       41       444       500        (Add to the rate for 500 miles or fraction thereof)         (1)       Rates apply on shipments in bulk.        S7410        S7410	1	871	804	400	380	35k	32	100	95
115       25½       38½       440       460       90½       91½         120       36½       40       460       460       90½       91½         125       38½       41½       480       500       95½       98         130       29½       42½       500        (Add to the rate for         135       40½       43½       500        (Add to the rate for         140       41       44½       500        (Add to the rate for         145       41½       45       500        (Add to the rate for         145       41½       45       500        (Add to the rate for         145       41½       45       500        (Add to the rate for         145       41½       45       500        (Add to the rate for         145       41½       45       500        (Add to the rate for         145       41½       45       500        (Add to the rate for         146       41½       45       500        (Add to the rate for         147       415       500	110       115       25k       38k       440       460       460       90k       91k         120       125       38k       41k       480       500       95k       98         120       125       38k       41k       480       500       95k       98         120       135       404       437       500        (Add to the rate for 500 miles, 06 cents per 100 pounds for each 25 miles or fraction thereof)         140       145       41k       445       500        (Add to the rate for 500 miles, 06 cents per 100 pounds for each 25 miles or fraction thereof)         (1)       Rates apply on shipments in bulk.       (2)       Rates apply on shipments in packages.       S7410				420	400	37	34	105	100
120     364     40     460     480     924     945       125     384     414     480     500     955     98       130     394     424     500      (Add to the rate for 500 miles, 06 cents per 100 pounds for each 25 miles or fraction thereof)       415     415     45      fraction thereof)	115       120       364       40       460       480       524       544         120       125       385       414       480       500       955       98         125       130       354       424       500        (Add to the rate for 500 miles, of cents per 100 pounds for each 25 miles or fraction thereof)         140       145       414       445       500        (Add to the rate for 500 miles, of cents per 100 pounds for each 25 miles or fraction thereof)         (1)       Rates apply on shipments in bulk.       (2)       Rates apply on shipments in packages.       S7410	1								
125       384       414       480       500       954       98         130       394       424       500        (Add to the rate for 500 miles, of cents per 100 pounds for each 25 miles or fraction thereof)         140       41       444       45        (Add to the rate for 500 miles, of cents per 100 pounds for each 25 miles or fraction thereof)         es apply on shipments in bulk.	120     125     384     414     480     500     954     98       125     130     135     404     433     500      (Add to the rate for 500 miles, o6 cents per 100 pounds for each 25 miles or fraction thereof)       140     145     414     444     500      500 miles, o6 cents per 100 pounds for each 25 miles or fraction thereof)       (1)     Rates apply on shipments in bulk.      (1)     Rates apply on shipments in packages.       (2)     Rates apply on shipments in packages.     S7410									
130     29%     42%       135     40%     43%       140     41     44%       145     41%     45   es apply on shipmonts in bulk. (Add to the rate for 500 miles, of cents per 100 pounds for each 25 miles or fraction thereof)	125     130     135     404     424       135     140     41     434     500        140     145     414     445     500        140     145     414     445     500        140     145     414     445     500        140     145     414     445     500        140     145     414     445      500 miles, of cents per 100 pounds for each 25 miles or fraction thereof)       (1)     Rates apply on shipments in bulk.       (Add to the rate for second 25 miles or fraction thereof)       (2)     Rates apply on shipments in packages.      S7210		24-3			1				
135       404       432       500        (Add to the rate for 500 miles, 06 cents per 100 pounds for each 25 miles or fraction thereof)         145       414       445       fraction thereof)         es apply on shipments in bulk.        (Add to the rate for 500 miles, 06 cents per 100 pounds for each 25 miles or fraction thereof)	130       135       404       434       500        (Add to the rate for 500 miles, of cents per 100 pounds for each 25 miles or fraction thereof)         140       145       415       45        (Add to the rate for 500 miles, of cents per 100 pounds for each 25 miles or fraction thereof)         (1)       Rates apply on shipments in bulk.        (Add to the rate for 500 miles, of cents per 100 pounds for each 25 miles or fraction thereof)         (2)       Rates apply on shipments in packages.        S7410		98	955	500	480				
140     41     444       145     414     500 miles, 06 cents       145     414     45       145     414     500 miles, 06 cents       145     414     45       145     414     500 miles, 06 cents       145     414     45       145     414     500 miles, 06 cents       145     414     45       145     414     500 miles, 06 cents       145     145     145 <td>135     140     41     444       140     165     415     45       140     165     415     45       140     165     415     45       141     444     45     90 miles, 06 cents       140     165     415     45       140     165     415     45       141     444     45       142     500 miles, 06 cents       143     145       144     45       145     45       146     415       147     45       148     145       149     45       149     145</td> <td></td> <td>rate for</td> <td>Add to the re</td> <td></td> <td>500</td> <td></td> <td></td> <td></td> <td></td>	135     140     41     444       140     165     415     45       140     165     415     45       140     165     415     45       141     444     45     90 miles, 06 cents       140     165     415     45       140     165     415     45       141     444     45       142     500 miles, 06 cents       143     145       144     45       145     45       146     415       147     45       148     145       149     45       149     145		rate for	Add to the re		500				
	(2) Rates apply on shipments in packages. c Increase () Decision No. S7410		of cents ds for s or	500 miles, 06 per 100 pounds each 25 miles			445	41	1,40	135
	o No charan ) rectanda No. 87410			<u> </u>		- <del>  </del>				
o charles ) recipion No. 87410	EFFECTIVE					\$7410		Decision No.		
				FECTIVE	EF					<u> </u>

## MINIMUM RATE TARIFE 10

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TENTH REVISED PAGE....12-B CANCELS NINTH REVISED PAGE....12-B

	SOUTHERN TE	RRITORY RATES	
MI	LES	RAT	ES
Over	But Not Over	(1)Bulk	(2) Sack
0	3	9	104
3	5	94	10%
5 10	10 15	94 104	114
15	20	114	124
20	25	114	135
25	30	125	14
30	35	13	143
35 40	40 45	15k 175	17 19
45	50	19	21
50	60	205	224
60	70	22	24
70	80	234	255
80	90	251:	274
90	100	274	285
100	110	29	304
110	120	31	324
120 130	130 140	33 344	344 364
140	150	36%	38
150	160	384	394
160	170	40%	415
170 180	180 190	42¥ 445	43 444
190	200	474	474
200	220	49%	494
220	240	534	534
240	260	56	56
260	280	59	59%
280	300	62	625
300 320	320 340	65 68	65h
340	360	71	685 715
360	380	74	745
380	400	77	775
400	420	814	814
420	440	844	844
440 460	460 480	87% 90%	874 904
480	500	93 <sup>1</sup> x	93h
500		(Add to the rate for 500 per 100 pounds for each tion thereof)	
	ly on shipments in bulk.		
(2) Rates app	ly on shipments in packa	ges.	
<pre>o Increase ) o No change )</pre>	Decision No.	\$7410	·····
		eff	ective

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MINIMUM	RATE	TARIFF	10

SECOND REVISED PAGE.....12-C CANCELS FIRST REVISED PAGE.....12-C

	SECTION 2DISTANCE RATES IN CENTS PER UNIT SH	Own	ITEM	
	Item cancoled. Rates for distance exceeding 300 miles are set forth in Items 205 and 210.		215	
	Pallets, Second Hand (Used), viz.: (Subject Notes 1 and 2) Returning after being used in the transportation	RATE (In Conts Per Pallet)		
	of a palletized cement shipment, or returning in exchange for pallets used in the transportation of a palletized cement shipment, to the consignor of the cement shipment, or			
(d)	(b) Shipped for use, or in exchange for pallets to be used, to the consignor of a palletized cement shipment.		<ul><li>&gt;220</li></ul>	
	NOTE 1The provisions of this item apply only in ction with pallets used in the transportation of t subject to rates in Southern Territory.	21		
	NOTE 2The provisions of this item apply only the empty pallets are transported by the same or utilized in the transportation of the cement ent.			
	Increase, Decision No. S7410	·		
	,			
		EFFECTIVE		
	ISSUED BY THE PUBLIC UTILITIES COMMI	SSION OF THE STATE OF CALI SAN FRANCISCO, CALI	FORNIA, FORNIA	
Correcti	-12-C-			

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