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~~ORIGINAL~~

Decision No. 87527 June 28, 1977

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 any and all commodities statewide including, but not limited to, those rates which are provided in Minimum Rate Tariff 2 and the revisions or reissues thereof.

Case No. 5432, OSH 879
(Filed February 18, 1976)

In the Matter of the Investigation for the purpose of considering and determining minimum vehicle unit rates for transportation of general commodities statewide as provided in Minimum Rate Tariff 15 and the revisions or reissues thereof.

Case No. 7783, OSH 132
(Filed February 18, 1976)

Case No. 7857
Petition for Modification
No. 151
(Filed November 24, 1976)

Case No. 5437
Petition for Modification
No. 291
(Filed November 30, 1976)

And Related Matters.

Application No. 52634 and
Special Deviation Docket
Application No. SDD-367
(Supplemental Order Setting
Hearing and Consolidating
Proceedings Decision No. 86978
Filed February 15, 1977)

(For List of Appearances see Appendix A.)

O P I N I O N

Minimum Rate Tariff 2 (MRT 2) names distance class and commodity rates for the highway transportation of bulk salt. The Commission's Transportation Division staff has prepared cost and rate studies relative to the establishment of vehicle unit rates in MRT 15 for the transportation of salt and other commodities, in bulk, when transported in dump truck equipment.^{1/} OSH 879 (Case No. 5432) and OSH 132 (Case No. 7783) were issued for the receipt of evidence pertaining to the staff's cost and rate proposals.

In Petition 151 (Case No. 7857) the California Trucking Association (CTA) seeks clarification of the agricultural commodity rates named in MRT 14-A for bulk shipments of crude salt (feed grade). By Petition 291 (Case No. 5437) the California Dump Truck Owners Association (CDTOA) seeks the establishment of rates in MRT 7-A for bulk salt in dump truck equipment based on the staff's cost and rate proposals.

Petitions 151 and 291 were consolidated with OSH 879 and OSH 132 for public hearing held before Examiner Gagnon at Los Angeles on December 14 and 15, 1976. On the latter date further adjourned hearings were scheduled at Fresno for February 1 and 2, 1977 (later reset to March 17, 1977). By Supplemental Order Setting Hearing and Consolidating Proceedings (Decision No. 86978 dated February 15, 1977) the interim deviation authorities granted Tom Utsuki Trucking, Inc. (Decision No. 78799 dated June 15, 1971 in Application No. 52634) and West Coast Warehouse Corporation

^{1/} Dump truck equipment means: End dump truck with or without transfer facilities; transfer type end dump pull trailer; semi-transfer end dump or any combination of the above.

(Special Deviation Docket Application No. SDD-367 dated September 10, 1975) were consolidated for hearing with the other matters involved in this proceeding. All consolidated matters were submitted for decision on March 17, 1977.

C.5432 - OSH 879
C.7783 - OSH 132

Minimum distance commodity rates applicable to bulk shipments of salt from southern California points of origin to destinations within 110 miles of point of origin are named in Item 728.5 of MRT 2. For other movements of bulk salt distance class rates apply. The staff contends that the present rates are not responsive to the transportation requirements of shippers and highway carriers of bulk salt, especially in the Los Angeles and Orange County areas.

Antecedents. Prior to April 24, 1971 the transportation of bulk salt within Los Angeles and Orange Counties was subject to the minimum hourly rates contained in Section 5 of the then effective MRT 5 (Los Angeles Drayage Area). The local hourly rates were subsequently modified and restated in MRT 15.^{2/} The territorial application of the hourly rates as restated in MRT 15 were substantially reduced and no rates were provided for transportation in dump truck equipment.

With the cancellation of MRT 5 on March 23, 1971 the shipments of bulk salt in dump truck equipment within Los Angeles and Orange Counties were made subject to the distance class rates

^{2/} MRT 5 canceled by Decision No. 78264 dated February 2, 1971 in Case No. 6322 et al. Rehearing denied by Decision No. 78472 dated March 23, 1971.

named in MRT 2. The staff explains that both shippers and carriers of bulk salt desired to continue the transportation of salt on an hourly basis and several carriers filed applications seeking authority to deviate from the then effective MRT 2 distance rates.^{3/} The sought deviation authorities were granted pending Commission action relative to a request for the re-establishment of the hourly rates formerly published in MRT 5.^{4/} On May 2, 1972 the Commission issued OSH 700 to consider establishment of distance commodity rates for salt, in bulk, from origins within Central Los Angeles Metropolitan Zone Group and Los Angeles-Long Beach Harbor Metropolitan Zone Group to destinations within 110 constructive miles from points of origin. By Decision No. 82426 dated February 5, 1974 the distance commodity rates for bulk salt currently set forth in Item 728.5 of MRT 2 were established.

^{3/} Bulk Freightways, Application No. 52546, Decision No. 78630 dated May 4, 1971.

West Coast Warehouse, Application No. 52579, Decision No. 78649 dated May 4, 1971.

Wood, Lloyd Hendrick, Application No. 52686, Decision No. 78876 dated June 29, 1971.

Tom Utsuki, Application No. 52634, Decision No. 78799 dated June 15, 1971.

^{4/} By Decision No. 79451 dated December 14, 1971 in Case No. 7783 (Petition 41) the request to re-establish the MRT 5 hourly rates was denied.

Staff Cost Data. The staff's estimated costs for transporting bulk salt and other general commodities, in bulk, in transfer end dump equipment are set forth in Exhibit 1. The cost data were stated in a format that would permit their consideration in the development of yearly, monthly, weekly, and hourly vehicle unit rates. At present there are only a limited number of carriers transporting bulk salt. Of the 12 carriers contacted, 5 carriers utilize end dump truck equipment, 6 carriers use pneumatics and 1 uses hopper trailers unloaded by gravity. The operations of all 5 carriers employing transfer end dump equipment were studied by the staff.

Equipment and Running Costs. The typical dump truck equipment presently used to haul bulk salt is a three-axle diesel transfer end dump truck with or without transfer type end dump trailer, and a two-axle diesel tractor with semi-transfer end dump trailer, with or without a transfer type end dump trailer. This equipment is capable of transporting 25 tons of bulk salt. Due to the corrosive nature of salt, stainless steel or aluminum dump boxes are used in lieu of conventional steel boxes common to most dump truck operations.

Vehicle investment costs employed by the staff reflect equipment purchased generally between the period 1970-1974 depreciated over a 10-year service life. Running costs per mile were developed from the carrier records. Fuel cost per gallon reflected in the staff cost study is based on a weighted average of bulk and pump prices paid as of February 1975 and March 1976. Maintenance and repair costs include an additive for painting and cleaning of equipment to retard the corrosive action of salt.

Labor Costs. The cost study reflects union hourly wage rates for drivers effective as of April 1, 1976. Other allied payroll expense items are predicated upon the average experience of all carriers studied by the staff.

Indirect and Gross Revenue Expenses. From a review of carrier records, the nature of the transportation services involved, prior staff dump truck and vehicle unit cost studies, and in consideration of the needs of reasonably efficient operations, the staff determined that indirect expense ratios of 12 percent (yearly rate basis) and 13 percent (monthly rate basis) would be appropriate. Gross revenue expense items which are reflected on a percentage of gross revenue basis include:

| | |
|---|--------------|
| 1. Transportation Rate Fund Fee | 0.33% |
| 2. Highway Carrier's Uniform Business License Tax | 0.10% |
| 3. Insurance | <u>2.70%</u> |
| Total | 3.13% |

Full Cost. The total estimated vehicle unit cost data developed by the staff are summarized in Table 1. Similar cost data were also computed for the movement of bulk commodities other than salt in like dump truck equipment.

TABLE 1

Staff's Estimated Total Vehicle Unit Costs (Equipment-Driver)
And Vehicle Running Costs per Mile for Transportation of Bulk Salt

| <u>Yearly or Monthly Basis</u> | <u>Rate Base</u> | <u>3-axle Truck</u> | <u>2-axle Truck & Semi</u> | <u>5-axle Truck Transfer</u> | <u>5-axle Doubles</u> |
|--|----------------------|---|--|----------------------------------|---------------------------|
| <u>1. Vehicle Unit Cost - Equipment & Driver</u> | | | | | |
| <u>Yearly</u> | | | | | |
| Total Vehicle Unit | A | \$2,559.62 | \$2,536.30 | \$2,680.23 | \$2,656.91 |
| Cost Per Month | B | 2,445.60 | 2,422.28 | 2,515.24 | 2,541.92 |
| Vehicle Running Cost per Mile | | \$0.228 | \$0.228 | \$0.282 | \$0.282 |
| <u>Monthly</u> | | | | | |
| Total Vehicle Unit | A | \$2,680.32 | \$2,650.25 | \$2,827.54 | \$2,797.47 |
| Cost Per Month | B | 2,565.29 | 2,535.22 | 2,711.52 | 2,681.45 |
| Vehicle Running Cost Per Mile | | \$0.230 | \$0.230 | \$0.285 | \$0.285 |
| <u>2. Trailing Equipment Only</u> | | | | | |
| | | <u>1-axle Semi End Dump Trailer</u> | <u>2-axle Transfer Trailer</u> | | |
| Total Equipment | (1) | \$77.21 | \$ 91.09 | | |
| Cost Per Month | (2) | 99.54 | 117.43 | | |
| Vehicle Running Costs | (1) | \$0.028 | \$0.044 | | |
| Per Mile | (2) | 0.028 | 0.044 | | |
| | (1) | Yearly Basis | | | |
| | (2) | Monthly Basis | | | |

Staff Rate Proposal. Salt is produced in California by solar evaporation of sea water or terrestrial brines or mined from salt beds in dry lakes. Undried salt and kiln-dried salt are the two types of salt transported in bulk. Each type of salt comes in different grades. The major grades are stack run, extra coarse, medium coarse, and fine. Salt is a high density, low value commodity. The density of salt ranges from 65-82 pounds per cubic foot for undried salt and 55-85 pounds per cubic foot for kiln salt. The major uses of salt are: (1) Water softening, (2) an aid in the extraction of oil from oil wells, (3) food processing, (4) de-icing roads, (5) animal feed, and (6) chemical manufacturing.

Proposed Rates. The staff rate study indicates that the MRT 2 distance rates for the transportation of salt, in bulk, in dump truck equipment within Los Angeles and Orange Counties are not responsive to the needs of the industry. The field study further revealed that only one carrier transports bulk salt in dump truck equipment in the San Francisco Bay Area. There are two major shippers of salt in the San Francisco Bay Area and it was determined that the MRT 2 class rates are responsive to their needs. Except for salt, in bulk, no other commodities were found moving in dump truck equipment other than those for which rates are currently provided in MRTs 7-A, 17-A, and 20. The staff proposes that the Commission establish minimum vehicle unit rates on a yearly, monthly, and weekly basis statewide for the transportation of salt, in bulk, and also for other commodities, in bulk, in dump truck equipment. Hourly vehicle unit rates are not suggested for the transportation of commodities, in bulk, in dump truck equipment within the San Francisco Bay Area (Rate Basis "F"). The staff would retain the present commodity and class rates for salt in MRT 2. Two territories are proposed for hourly rates: (1) Los Angeles Metropolitan Area (consisting of Metropolitan Zones 201-262) for other than salt and (2) Los Angeles and Orange Counties for transportation of salt, in bulk. The rates were developed in a form consistent with the structure of MRT 15 and subject to all of the applicable tariff rules. At the hearing the staff amended its rate proposal so that the charges resulting under its suggested rates would be subject to the current surcharges named in MRT 15.^{5/}

^{5/} The staff's specific rate proposal is set forth in Appendix B of Exhibit 2 and Exhibit 4 (Supplement to Exhibit 1).

Discussion. The MRT 15 vehicle unit rates were established for the type of equipment to be utilized and not for the specific commodities transported. This concept afforded for-hire carriers an opportunity to compete with so-called proprietary equipment rental services. The California Manufacturers Association and Spreckels Sugar Division (Amstar Corporation) contend that to now establish vehicle unit commodity rates in MRT 15 would be contrary to the original intent of the tariff and tend to discourage shippers from employing the for-hire carrier equipment rental services otherwise available under the provision of MRT 15. It is recommended that if vehicle unit rates for transfer end dump equipment are to be established in MRT 15 they not be restricted to specified commodities.

The several types of vehicular equipment operated by for-hire carriers are usually designed to meet the specific transportation characteristics of certain commodities or groups of commodities. The resulting transportation equipment costs attendant to the several types of equipment are reflected in the level of vehicle unit rates prescribed in MRT 15. Bulk salt is the only known commodity currently being transported in stainless steel or aluminum transfer end dump equipment. The two separate scales of rates proposed by the staff for movements of bulk salt or other unknown commodities, in bulk, in transfer end dump equipment, are predicated upon the transportation costs for bulk salt. No useful purpose would now be served by publishing vehicle unit commodity rates in MRT 15 for transfer end dump equipment.

The staff concurs with the alternative suggestion that its proposed bulk salt scale of rates be adopted for transfer end dump equipment without restriction as to the commodity transported. With this modification the staff further argues that its proposed second scale of vehicle unit rates for bulk commodities, other than

salt, should not be established in MRT 15. Finally, the staff suggests that the modified vehicle unit rates it now proposes be adopted apply only in connection with stainless steel or aluminum transfer end dump equipment.

Position of Respondents. Certain respondent carriers of bulk salt are opposed to the adoption of the staff's MRT 15 rate proposal. They contend that the existing MRT 2 distance rates are appropriate. However, these same carriers currently hold authority to deviate from the existing minimum rate provisions they now maintain are suitable. The outstanding deviation authorities generally grant the assessment of hourly rates prescribed in a format similar to the vehicle unit rates contained in MRT 15. One of the carriers leading the opposition to the staff's rate proposal currently assesses charges substantially higher than those resulting under its outstanding deviation authority. Of course, charges higher than those resulting under the staff's rate proposal may also be assessed.

It is also contended that the level of the staff's proposed vehicle unit rates is understated because the underlying cost data reflect average historical equipment costs for only the years 1970-1974. The respondent carriers presented several exhibits which showed updated costs for transfer end dump equipment to be considerably higher than the like cost reflected in the staff study. This deficiency in the staff's cost development is due largely to the time frame within which the study was conducted.

The historical equipment cost currently reflected in the present level of MRT 15 is for the year 1975 (Decision No. 84363 dated April 22, 1975 in Case No. 7783). An increase of approximately 2 percent in the staff's proposed basic transfer end dump equipment rates would be required in order to project the staff's 1970-1974 historical equipment cost data forward to include updated equipment costs. This adjustment in the staff rate proposal is not opposed by the staff.

Petition 151 (Case No. 7857)

The minimum rates for the highway transportation of agricultural commodities, in bulk, are named in MRT 14-A. Distance commodity rates are provided in the tariff for various kinds of animal or poultry feed as described in List 3 of Item 520. Mineral mixtures, including crude salt (feed grade), are listed as animal or poultry feed. Note 4 of Item 520 provides that in connection with mineral mixtures containing crude salt (feed grade), the shipper must place a notation on the bill of lading or shipping documents stating that the crude salt (feed grade) is to be used only for animal or poultry feed. If the shipper fails or declines to make such a notation in writing, Item 520 states that the provisions of the item do not apply.

It is CTA's understanding that a recent oral opinion expressed by the staff reflects the view that MRT 14-A rates apply to the transportation of bulk salt regardless of whether such salt is to be used for feed purposes. The CTA holds that such interpretation conflicts with the rather precise language of Note 4 in the tariff Item 520. Application of the MRT 14-A rates for crude salt (feed grade) to be used for purposes other than animal feed would not only negate the existing distance class and commodity bulk salt rates named in MRT 2 but would effectively nullify the MRT 15 vehicle unit rate proposal of the staff. Moreover, it would unduly expand the scope of application of the agricultural commodity rates contained in MRT 14-A.

It is well founded that the use to which a commodity is put does not necessarily describe such commodity for transportation ratemaking purposes. However, it is equally well founded that how a commodity is described and advertised for marketing and sales purposes also describes such commodity for the application of rates. Accordingly, products described and advertised for sales purposes as animal or poultry feed, including mineral mixtures

containing crude salt (feed grade) for which minimum agricultural commodity rates are provided in MRT 14-A, are not necessarily the same products as the bulk salt described and advertised for sales purposes in markets other than for animal or poultry feed. The staff's informal correspondence referred to in CTA's Exhibit 6, advising that the application of MRT 14-A rates to shipments of crude salt (feed grade) must be in complete compliance with the preliminary requirements of Note 4 of Item 520 of the tariff, is correct. Under the circumstances, the specific relief sought in CTA's Petition 151 is moot and the matter should be dismissed as suggested by CTA.

Petition 291 (Case No. 5437)

Minimum rates for the transportation of property in dump truck equipment between points in California are named in MRT 7-A. Under the present provisions of the tariff the rates named therein do not apply to shipments of bulk salt. The CDTOA seeks the establishment of rates in MRT 7-A for shipments of bulk salt in transfer end dump truck equipment. It is proposed that a level of rates be established predicated upon the vehicle unit costs data set forth in staff's Exhibit 1.

Due to extenuating circumstances petitioner was not prepared to introduce the required cost and rate data in support of its rate proposal at the Fresno March 17, 1977 adjourned hearing. Petitioner requests it be accorded an opportunity to resubmit its rate proposal at a later date. The CDTOA may file its rate proposal whenever it is ready.

Applications Nos. 52634 and SDD-367

By interim order in Decision No. 78799 dated June 15, 1971, Tom Utsuki Trucking, Inc. was granted authority to transport bulk salt, in dump truck equipment, between points in Los Angeles and Orange Counties at hourly rates in lieu of the established MRT 2

distance rates. By subsequent interim orders the deviation authority was extended pending hearing or until further order of the Commission.

By Special Deviation Docket Application No. SDD-367, issued September 10, 1975, West Coast Warehouse Corporation was authorized to transport bulk salt in dump truck equipment at rates which differ from the established minimum rates. The order in SDD-367 directed that the matter be scheduled for public hearing and the authority granted was continued in effect until further order of the Commission.

At the original hearing held in Los Angeles on December 14, 1976 the staff proposed that outstanding deviation authorities, relative to the transportation of bulk salt in transfer end dump equipment, be canceled concurrently with the adoption of its MRT 15 rate proposal. At the further adjourned hearing in Fresno the Tom Utsuki Trucking, Inc. and West Coast Warehouse Corporation stressed the need for the continuation of their outstanding deviation authorities. In doing so, however, both applicants recognized that, in accordance with established Commission policy, such outstanding authorities should be extended for a limited period of time.

Applicants' motions for dismissal of the staff's rate proposal are not consistent with the concurrent efforts of applicants to have their outstanding MRT 2 deviation authorities extended. This is especially true when one of the applicants testified that it currently assesses charges higher than those resulting under its current deviation authority. Moreover, it is to be noted that the staff's proposed MRT 15 vehicle unit rates for movements in transfer end dump equipment are similar to the basis for charges resulting under the deviation authorities, whereas those named in MRT 2 are not.

The motions for dismissal of the staff's rate proposal have not been shown to be justified and should be denied. However, applicants' current outstanding deviation authorities should not be canceled at this time. Since transportation conditions may change, the extended authorities to deviate from the otherwise governing minimum rates should be made subject to an expiration date of approximately one year.

Findings

1. Minimum distance class and commodity rates governing the transportation of bulk salt in transfer end dump equipment are named in MRT 2.
2. The Commission staff has demonstrated that the distance class and commodity rates established in MRT 2 for shipments of bulk salt in transfer end dump equipment are not fully responsive to the transportation requirements of shippers and carriers.
3. The Commission staff has conducted full scale cost and rate studies relative to the highway transportation of bulk salt in transfer end dump equipment.
4. Historically MRT 15 vehicle unit rates were established for the specific units of equipment utilized and not the particular kind of commodities transported therein, even though such vehicle unit rates are predicated upon the cost of transporting the commodities generally transported in a given unit of equipment.
5. The Commission staff has developed vehicle unit rates for the transportation of bulk salt and commodities other than salt, in bulk, when transported in transfer end dump equipment.
6. The MRT 15 vehicle unit costs and rate data developed by the staff for the transportation of commodities other than bulk salt were proposed for tariff convenience only, reflect no known movement, and were not shown to be justified.

7. The proposed bulk salt rates are predicated upon the staff's cost study which was shown to reflect a reasonable estimate of the cost of transporting bulk salt in stainless steel or aluminum transfer end dump equipment within the time frame of the cost study.

8. In order to update the proposed bulk salt rates to reflect known increases in operating costs the staff recommends that charges resulting under its rate proposal be made subject to the current surcharges named in MRT 15. It was also demonstrated that the basic vehicle unit rates proposed by the staff should be increased by 2 percent so that the resulting rates will represent a more reasonable reflection of current historical equipment costs.

9. The proposed rates for bulk salt, when modified as previously found justified herein, will provide a just, reasonable, and nondiscriminatory level of minimum vehicle unit rates for the transportation of commodities, in bulk, in stainless steel or aluminum transfer end dump equipment.

10. The retention of the existing distance commodity rates named in MRT 2 have also been shown to be justified.

11. The MRT 14-A rates for animal or poultry feed apply to bulk shipments of mineral mixtures containing crude salt (feed grade) as described in List 3 of Item 520 of the tariff only when the shipper makes the proper notation on the bill of lading as specified in Note 4 of the aforementioned tariff item.

Conclusions

1. MRT 15 should be amended to provide vehicle unit rates for the transportation of commodities, in bulk, in stainless steel or aluminum transfer end dump equipment as provided by the order herein.

2. Petition 151 in Case No. 7857 and Petition 291 in Case No. 5437 should be dismissed.

3. The deviation authority granted by Decisions Nos. 78799 and 79708 in Application No. 52634, and the deviation authority granted by Special Deviation Docket (Application No. SDD-367) should not be canceled as proposed by the staff. Since transportation conditions may change, however, such outstanding deviations should be made subject to an expiration date of approximately one year.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 15 (Appendix B to Decision No. 65072, as amended) is further amended by incorporating therein, to become effective July 30, 1977, the revised pages attached hereto and listed in Appendix B also attached hereto, which revised 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. 65072, as amended, are hereby authorized to establish in their tariffs the amendments necessary to conform with the amendments ordered herein.

3. Tariff publications authorized to be made by common carriers as a result of the order herein may be made effective not earlier than July 30, 1977 and may be made effective on not less than ten 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.

4. 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 long- and short-haul departures and to this order.

5. To the extent not granted by this order all outstanding motions of record having been fully considered are denied.

6. Petitions for Modification Nos. 151 and 291 in Cases Nos. 7857 and 5437, respectively, are dismissed.

7. The deviation authority granted to Tom Utsuki Trucking, Inc., by Decision No. 78799 and Decision No. 79708 in Application No. 52634, shall expire as of May 31, 1978 unless sooner canceled, modified, or extended by further order of the Commission.

8. The deviation authority granted to West Coast Warehouse Corporation by Special Deviation Docket Application No. SDD-367 shall expire as of May 31, 1978 unless sooner canceled, modified, or extended by further order of the Commission.

9. In all other respects Decision No. 65072, as amended, Decisions Nos. 78799 and 79708 in Application No. 52634, and Special Deviation Docket Application No. SDD-367, respectively, shall remain in full force and effect.

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

Dated at San Francisco, California, this 28th day of JUNE, 1977.

Robert Batminal

President

William J. Lyons

Joseph L. Strang

Richard D. Howell

Commissioners

APPENDIX A

LIST OF APPEARANCES

Petitioners: Ronald C. Broberg, C. D. Gilbert, and H. W. Hughes, for California Trucking Association (Petition 151); and E. O. Blackman, for California Dump Truck Owners Association (Petition 291).

Applicants: Russell, Schureman, Fritze & Hancock, by R. Y. Schureman, Attorney at Law, for West Coast Warehouse Corporation (Application No. SDD-367); and Milton W. Flack, Attorney at Law, for Tom Utsuki Trucking, Inc. (Application No. 52634).

Respondents: Harold T. Laws, for S & H Truck Lines, Inc.; David P. Christianson, Attorney at Law, for Buck Freightways and MHC Trucking; Tamotsu Utsuki, for Utsuki Trucking, Inc.; Russell, Schureman, Fritze & Hancock, by R. Y. Schureman and Carl Fritze, Attorneys at Law, for West Coast Warehouse Corporation; Milton W. Flack, Attorney at Law, for Tom Utsuki Trucking, Inc.; and Roy L. Blake, for Blake Trucking, Inc.

Interested Parties: Thomas E. Carlton, Joseph H. Richardson, and Mel Nilimeier, for Morton Salt Co.; James R. Steele, for Leslie Salt Co.; Donald R. Swartwood, for Ocean Salt Co.; Ronald C. Broberg, C. D. Gilbert, and H. W. Hughes, for California Trucking Association; E. O. Blackman, for California Dump Truck Owners Association; James R. Foote and Julie Abbas, for Associated Independent Owner-Operators, Inc.; Keith E. Miller, for Miller Traffic Service, Inc.; P. A. Romano, for Traffic Associates; Asa Button, for Spreckels Sugar Division - Amstar Corporation; Jess J. Butcher, by T. E. Carlton, for California Manufacturers Association; Gerald M. Boyle, for Western Salt Company; Lee Alder, for California Grain and Feed Association; Glenn P. Bacigalupi, for A. L. Gilbert Co.; Arthur Robyn, for Superene Feed Supplements, Inc. and Cypress & Kingsburg; George J. Hollesen, for Penny Newman Grain Co.; and Frank A. Kiehle III, for Pacific Salt & Chemical Co.

Commission Staff: Raymond Toohy, John F. Specht, and Joel Anderson.

APPENDIX B

LIST OF REVISED PAGES TO
MINIMUM RATE TARIFF 15

| | | | |
|------------|---------|------|------|
| SUPPLEMENT | 21 | | |
| ELEVENTH | REVISED | PAGE | 2 |
| SEVENTH | REVISED | PAGE | 5 |
| THIRD | REVISED | PAGE | 5-A |
| SIXTH | REVISED | PAGE | 6 |
| FIFTH | REVISED | PAGE | 7 |
| THIRD | REVISED | PAGE | 8 |
| THIRD | REVISED | PAGE | 9 |
| NINETEENTH | REVISED | PAGE | 14 |
| SIXTEENTH | REVISED | PAGE | 16 |
| NINETEENTH | REVISED | PAGE | 18 |
| SIXTEENTH | REVISED | PAGE | 20 |
| TWENTIETH | REVISED | PAGE | 22 |
| FOURTH | REVISED | PAGE | 24 |
| ORIGINAL | | PAGE | 24-V |
| ORIGINAL | | PAGE | 24-W |
| SIXTH | REVISED | PAGE | 26 |
| EIGHTH | REVISED | PAGE | 27 |

(END OF APPENDIX B)

SPECIAL INCREASE SUPPLEMENT

SUPPLEMENT 21

(Cancels Supplements 19 and 20)

(Supplements 12 and 21 Contain All Changes)

TO

MINIMUM RATE TARIFF 15

NAMING

MINIMUM YEARLY, MONTHLY, WEEKLY AND HOURLY

VEHICLE UNIT RATES AND RULES

FOR THE

TRANSPORTATION OF PROPERTY OVER THE

PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AND

CEMENT CONTRACT CARRIERS

APPLICATION OF SURCHARGE

(See Page 2 of this Supplement)

Decision No. **87527**

EFFECTIVE

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

APPLICATION OF SURCHARGE

Except as otherwise provided, compute the amount of charges in accordance with the provisions of this tariff and increase the amount so computed as follows:

1. By \$1.25 per hour in:
 - (a) Item 120, Charges for Escort Service paragraph (a) only;
 - (b) Item 150, Charges for Layover and Subsistence paragraph (a) only;
 - (c) Items 452, 453, 454, 455 and 456, Hourly Vehicle Unit Rates;
 - (d) Item 457, Helper Rates;
 - (e) Item 460, Forklift Service Rates, charge for forklift operator only;
 - (f) Items 482, 483, 484, 485, 486 ^o and 495, Hourly Vehicle Rates;
 - (g) Item 487, Helper Rates;
 - (h) Item 490, Forklift Service Rates, charge for forklift operator only;
 - (i) Item 530, Rates for Premium By Hours and Excessive Hours;
 - (j) Item 540, Rates for Premium Pay Hours and Excessive Hours;
 - (k) Item 550, Charges for Helpers.
2. By \$210.00 per unit of carrier's equipment in:
 - (a) Items 200 and 210, Base Yearly Vehicle Unit Rates;
 - (b) Items 300 and 310, Base Monthly Vehicle Unit Rates.
3. By \$52.00 per unit of carrier's equipment in Items 400 and 410, Base Weekly Vehicle Unit Rates.
4. By \$10.00 per unit of carrier's equipment in Item 520, Daily Vehicle Unit Rates for Saturdays, Sundays and Holidays.
5. By one cent (1¢) per mile in:
 - (a) Item 120, Charges for Escort Service, paragraph (a) only;
 - (b) Items 500 and 510, Mileage Rates.

EXCEPTION: The charges shall not apply to excess trailing equipment.

THE END

◊ Change)
 * Addition) Decision No. **87527**
 ◊ Increase)

MINIMUM RATE TARIFF 15

ARRANGEMENT OF TARIFF

This is a loose-leaf tariff arranged as follows:

- SECTION 1--Rules
- SECTION 2--Yearly Vehicle Unit Rates
- SECTION 3--Monthly Vehicle Unit Rates
- SECTION 4--Weekly Vehicle Unit Rates
- SECTION 4-A--Hourly Vehicle Unit Rates (Metropolitan Los Angeles Area)
- SECTION 4-B--Hourly Vehicle Unit Rates (San Francisco Bay Area)
- *SECTION 4-C--Hourly Vehicle Unit Rates (Metropolitan Los Angeles Zone)
- SECTION 5--Mileage Rates and Other Accessorial Charges
- SECTION 6--Form of Document

| TABLE OF CONTENTS | ITEM Except As Shown (Inclusive) |
|--|--|
| Correction Number Checking Sheet----- | Page 1 |
| Form of Freight Bill----- | 600 |
| Rates----- | 200-560 |
| Rules: | |
| Application of Rates----- | 50-51 |
| Application of Tariff--Carriers----- | 20 |
| Application of Tariff--Commodities----- | 40 |
| Application of Tariff--Territorial----- | 30 |
| Collect on Delivery (C.O.D.) Shipments----- | 110-111 |
| Collection of Charges----- | 100 |
| Definition of Technical Terms----- | 10 |
| Escort Service, Charges for----- | 120 |
| Hazardous Materials----- | 115 |
| Hazardous Materials, Charges for Transporting----- | 170 |
| Layover and Subsistence, Charges for----- | 150 |
| Loss or Damage, Handling for Claims For----- | 55 |
| Mixed Shipments----- | 175 |
| Penalty Cargo, Charges for----- | 140-141 |
| Permit Shipments, Charges for----- | 130 |
| Rate Basis----- | 60 |
| Reference to Items and Other Tariffs----- | 80 |
| Territorial Descriptions----- | 180-190 |
| Units of Measurement to be Observed----- | 70 |
| Wine or Liquor, Charges for Transporting----- | 160 |
| Written Agreement----- | 90-91 |

Ø Change) Decision No. **87527**
 * Addition)

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 SAN FRANCISCO, CALIFORNIA.

| SECTION 1--RULES (Continued) | ITEM |
|--|------|
| <p style="text-align: center;">APPLICATION OF TARIFF--CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the Highway Carriers' Act, and apply for transportation of property by radial highway common carriers, highway contract carriers and cement carriers as defined in said Act.</p> | 20 |
| <p style="text-align: center;">APPLICATION OF TARIFF--TERRITORIAL</p> <p>This tariff applies between all points within the State of California.</p> | 30 |
| <p style="text-align: center;">APPLICATION OF TARIFF--COMMODITIES</p> <p>(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p> <p>This tariff applies for the transportation of all commodities except those for which rates are provided in Minimum Rate Tariffs 3-A, 4-B, 6-B, 7-A, 8-A, 10, 12-A, 13, 17-A, and 20. (See Note 1)</p> <p>NOTE 1.--The provisions of Section 4-A herein will not apply on shipments of Plywood (113620 and 113625), Lumber (112870, 112880 and 112890), Wooden Railroad Ties (113450) and Wooden Timbers (112940) when transported between points of origin and destination all of which are located within 150 constructive miles of Metropolitan Zone 229 as described in the Commission's Distance Table 8 computed in accordance with the method provided therein.</p> | 440 |
| <p style="text-align: center;">APPLICATION OF RATES (Items 50, 51 and 52)</p> <p>(a) This tariff applies only when, prior to the transportation of the property, the shipper enters into a written agreement with the carrier as provided in Items 90 and 91 and only when the property is transported by one carrier for one shipper. When such agreement is executed, rates otherwise provided in the Commission's Minimum Rate Tariffs will not apply.</p> <p>(b) The rates shall be governed by the Rate Bases as described in Item 60.</p> <p>(c) The rates herein, except those contained in Sections 4, Weekly Vehicle Unit Rates, and 4-A, 4-B and 4-C, Hourly Vehicle Rates, are limited to service performed within a radius of 250 air miles from the base of operations designated in the written agreement provisions of Items 90 and 91. Written agreements may not be combined nor construed so as to permit one-way operations in excess of 260 air miles.</p> <p>(d) The base yearly, monthly and weekly rates as set forth in Items 200 through 411 apply as follows:</p> <ol style="list-style-type: none"> (1) The yearly rates in Items 200, 210 and 211 apply when the shipper enters into a written agreement with the carrier for a period of one year or more. The rates set forth are one-twelfth of the annual charge. The rates do not include service performed on Saturdays, Sundays or holidays. For service performed on these days the additional charges provided in Item 520 are applicable. (2) The monthly rates in Items 300, 310 and 311 will apply for periods of 30 consecutive days. The rates do not include service performed on Saturdays, Sundays or holidays. For service performed on these days the additional charges provided in Item 520 are applicable. (3) The weekly rates in Items 400, 410 and 411 will apply for a period of 5 consecutive days excluding Saturdays, Sundays or holidays. The daily rates for Saturdays, Sundays and holidays as set forth in Item 520 may be combined with the weekly rates when the days of service are continuous. <p style="text-align: center;">(Continued in Item 51)</p> | 450 |
| <p>Change) Decision No. 87527 * Addition)</p> | |
| EFFECTIVE | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. Correction | |

| SECTION 1--RULES (Continued) | ITEM | | | | | | | | | | | | | | | |
|---|----------------|------------------------|--|------|--------------|--|---|---|-----------|---|----|------------------------|----|----|----------------------|----|
| <p style="text-align: center;">APPLICATION OF RATES (Continued) (Items 50, 51 and 52)</p> <p>§(c) Hourly rates in Sections 4-A, 4-B, and 4-C apply as follows:</p> <p>(1) DRIVER and EQUIPMENT: The number of hours of service shall be computed from the time the carrier's equipment leaves the carrier's established depot until the time carrier's equipment returns to carrier's established depot. When carrier's equipment is dispatched to first point of origin from other than carrier's established depot, the number of hours of service shall be computed from the time carrier's equipment arrives at first point of origin plus 15 minutes. When carrier's equipment does not return to carrier's established depot after unloading at last point of destination, hours of service shall be computed to the time carrier's equipment leaves last point of destination, plus 15 minutes.</p> <p>(2) HELPERS: The helper's hours of service for each service shall be computed from the time helper is engaged to perform loading, unloading, stringing operation or other related service or is required to ride carrier's vehicle, whichever is earlier, and ending at the time the loading, unloading, stringing or other related service is completed, or the helper is returned to the point at which he was engaged at start of service whichever is later.</p> <p>(4) When the service performed extends over more than one day and the equipment is not returned to carrier's terminal the period of time the driver and/or helper is off-duty shall not be included in the hours of service.</p> <p>(5) After the total time has been computed it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:</p> <table border="0" style="margin-left: 40px;"> <tr> <td colspan="2" style="text-align: center;"><u>MINUTES</u></td> <td></td> </tr> <tr> <td style="text-align: center;">Over</td> <td style="text-align: center;">But Not Over</td> <td></td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td style="text-align: right;">-----Omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">38</td> <td style="text-align: right;">-----Shall be 1/2 hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">60</td> <td style="text-align: right;">-----Shall be 1 hour</td> </tr> </table> <p>(6) There shall be a minimum charge of four hours service at the applicable rate, unless otherwise provided in specific items.</p> <p>(7) HEAVY OR BULKY FREIGHT--LOADING OR UNLOADING:</p> <p>(a) When freight in a single container, or freight secured to pallets, platforms or lift truck skids, or freight in any other authorized form of shipment (1) weighs 500 pounds or more per package or piece, or (2) if the greatest dimension exceeds 8 feet or the greatest and intermediate dimension each exceeds 4 feet, loading shall be performed by the consignor and unloading shall be performed by the consignee.</p> <p style="margin-left: 40px;">On request of consignor or consignee, the truck driver will assist the consignor or the consignee in loading or unloading.</p> <p>(b) The provisions of paragraph (a) will not apply if such freight weighing less than 500 pounds (1) exceeds 8 feet but does not exceed 22 feet in its greatest dimension and does not exceed 2 feet in its intermediate dimension, or (2) if it does not exceed 10 feet in its greatest dimension and does not exceed 5 feet in its intermediate dimension and does not exceed 1 foot in its least dimension.</p> <p style="text-align: center;">(Continued In Item 52)</p> | <u>MINUTES</u> | | | Over | But Not Over | | 0 | 8 | -----Omit | 8 | 38 | -----Shall be 1/2 hour | 38 | 60 | -----Shall be 1 hour | 51 |
| <u>MINUTES</u> | | | | | | | | | | | | | | | | |
| Over | But Not Over | | | | | | | | | | | | | | | |
| 0 | 8 | -----Omit | | | | | | | | | | | | | | |
| 8 | 38 | -----Shall be 1/2 hour | | | | | | | | | | | | | | |
| 38 | 60 | -----Shall be 1 hour | | | | | | | | | | | | | | |
| <p>Change) * Addition) Decision No. 87527</p> | | | | | | | | | | | | | | | | |
| EFFECTIVE | | | | | | | | | | | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | | | | | | | | | | | | | | | |

Correction

| SECTION 1--RULES (Continued) | ITEM |
|---|------|
| <p style="text-align: center;">APPLICATION OF RATES (Concluded) (Items 50, 51 and 52)</p> <p>#(f) The number of driver's hours of service for each day will be computed from the time at which carrier's driver commences either operating the motor vehicle or performing other related service, whichever is sooner, and ending at the time that carrier's driver either ceases operating the motor vehicle or performing other related service, whichever is later, subject to the special layover and subsistence provisions of Item 150.</p> <p>The number of helper's hours of service for each day shall be computed from the time helper is engaged to perform loading, unloading and other related service or required to ride carrier's vehicle, whichever is sooner, and ending at the time the loading or unloading service is completed, or the helper is returned to the point at which he was engaged at start of day, whichever is later.</p> <p>Included in each 8 hours service out of 9 consecutive hours will be two rest periods, not to exceed 15 minutes each. Time taken for lunch of one hour or less will not be included in hours of service performed.</p> <p>(g) The rates apply for the exclusive use of the equipment furnished.</p> <p>(h) In the event that a unit of equipment has become temporarily inoperable while engaged in transportation under this tariff, the carrier may substitute another unit of equipment at the rates agreed upon in the written agreement until such time as the original unit of equipment is operable.</p> <p>#(i) The rates in Items 200 through 411 and Items 520 through 540 include the service of the driver only. When the carrier furnishes help in addition to the driver, the additional charges as provided in Item 550 will be assessed.</p> <p>(j) Rates do not include weighmaster fees and bridge or ferry tolls. Such fees and tolls, when incurred by the carrier, shall be added to the transportation charges.</p> <p>(k) When in response to shipper's request carrier's equipment is painted, lettered or marked, or when special equipment or accessories e.g., forklifts, uni-forms, etc., are furnished by the carrier, in connection with transportation which is performed subject to the rates named in this tariff, a reasonable charge therefore shall be made by the carrier against the shipper. In no event shall the charge be less than the cost of the painting, lettering or marking or the costs applicable to the use of the special equipment or accessories.</p> <p>#(l) Rates in this tariff are subject to the articles shipped being released by the shipper at a valuation of not in excess of fifty cents per pound per article.</p> <p>* Paragraphs (f), (i) and (l) are not applicable to hourly rates in Sections 4-A, 4-B *and 4-C.</p> | 52 |
| <p style="text-align: center;">HANDLING OF CLAIMS FOR LOSS OR DAMAGE</p> <p>Claims for loss or damage shall be governed by the provisions of General Order No. 139.</p> | 55 |
| <p>o Change) Decision No. 87527 * Addition)</p> | |
| EFFECTIVE | |
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Correction

MINIMUM RATE TARIFF 15

| SECTION 1--RULES (Continued) | ITEM |
|--|------------|
| <p style="text-align: center;">RATE BASIS</p> <p>Rate Basis "A" applies when the base of operations as set forth in the written agreement is located within the Counties of Alameda, Contra Costa, Lake, Marin, Mendocino, Monterey, Napa, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Solano or Sonoma.</p> <p>Rate Basis "B" applies when the base of operations as set forth in the written agreement is located within one of the other counties in the State not named in Rate Basis "A".</p> <p>Rate Basis "C" applies when the base of operations as set forth in the written agreement is located within the Cities of Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont and service is performed wholly within the external boundaries of these cities.</p> <p>Rate Basis "D" applies when the base of operations as set forth in the written agreement is located within:</p> <ul style="list-style-type: none"> (a) The Metropolitan Los Angeles Zone consisting of Los Angeles and Orange Counties and service is performed wholly within the exterior boundaries of these counties; or (b) The San Diego Drayage Area, as defined in Minimum Rate Tariff 9-B, and service is performed wholly within the exterior boundaries of said drayage area. <p>Rate Basis "E" applies for transportation service performed wholly within the exterior boundaries of the Metropolitan Los Angeles Area, consisting of Metropolitan Zones 201 through 262 as described in Section 2-A of Distance Table 8.</p> <p>Rate Basis "F" applies for transportation service between all points and places in the Counties of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Napa and that portion of Sonoma County lying between the San Pablo Bay and California State Sign Route 37; also, that portion of Solano County lying south of the Napa-Solano County boundary line, commencing at the western end of Solano County where the Sonoma, Napa and Solano County Boundary lines mutually intersect; easterly along the Napa-Solano County Boundary line to its intersection with Interstate Highway 60; thence southerly along Interstate Highway 80 to Columbus Parkway; thence easterly and southerly along Columbus Parkway to Lake Herman Road; thence easterly along Lake Herman Road to California State Sign Route 21; thence due east along an imaginary line to Suisun Bay; thence due south along an imaginary line to the Solano-Contra Costa County Boundary line in Suisun Bay; thence westerly and along the Solano County boundary line to the point of beginning.</p> <p>*Rate Basis "G" applies for the transportation service performed wholly within the exterior boundaries of the Metropolitan Los Angeles Zone consisting of Los Angeles and Orange Counties.</p> | <p>660</p> |
| <p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>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.</p> | <p>70</p> |
| <p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p> | <p>80</p> |
| <p> ☞ Change) Decision No. 87527 * Addition) </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> | |

MINIMUM RATE TARIFF 15

| SECTION 1--RULES (Continued) | ITEM |
|---|------------|
| <p style="text-align: center;">WRITTEN AGREEMENT (Items 90 and 91)</p> <p>Prior to the transportation of the property, the shipper must enter into a written agreement with the carrier. This agreement shall show:</p> <ul style="list-style-type: none"> (a) Provisions agreeing to the rules of Minimum Rate Tariff 15 and to rates at a level no lower than those of said tariff. (b) A clause governing adjustment of the rates and charges in the event that the provisions of Minimum Rate Tariff 15 are changed. (c) Date transportation service is to commence. (d) Type of carrier's motor power equipment. (e) Type of trailer or semitrailer equipment, when applicable. (f) Identification of each piece of equipment either by license number or otherwise. (g) Lineal loading space of each unit of equipment in feet. ¶(h) Base of operations. (i) Base rate. (j) Rate per mile. + (k) Rate for accessorial equipment. (l) Duration of the written agreement. (m) Declared valuation. (n) The agreement shall be substantially the following form, and the original or copy thereof shall be retained and preserved by the carrier, at a location within the State of California, subject to Commission's inspection, for a period of not less than three years from the date of its issuance. <p>¶¶Not applicable to hourly rates in Sections 4-A, 4-B, *and 4-C.</p> <p>¶+Applicable only to hourly rates in Sections 4-A, 4-B, *and 4-C.</p> <p style="text-align: center;">(Continued in Item 91)</p> | <p>690</p> |
| <p>¶ Change) Decision No. 87527 * Addition)</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> | |

MINIMUM RATE TARIFF 15

| SECTION 1--RULES (Continued) | ITEM |
|---|------------|
| <p>WRITTEN AGREEMENT (Concluded) (Items 90 and 91)</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p style="text-align: right;">Date _____</p> <p>In accordance with the provisions of Minimum Rate Tariff 15, I hereby elect to have _____ transported (Identify Transaction)</p> <p>by _____ under rates and charges at a level (Name of Carrier)</p> <p>no lower than those of said tariff, subject to the following terms:</p> <p>Date transportation service is to commence _____</p> <p>Duration of agreement _____</p> <p>Base of Operations _____ (Street Address) _____ (City)</p> <p>Type of Carrier's Motor Power Equipment and Identification _____</p> <p>Type of Trailer or Semitrailer Equipment and Identification, when applicable _____</p> <p>_____</p> <p>Lineal Loading Space _____</p> <p>Base Rate</p> <p>Hourly: \$ _____</p> <p>Weekly: \$ _____</p> <p>Monthly: \$ _____</p> <p>Yearly: \$ _____ per calendar month.</p> <p>Rate Per Mile (In Cents) _____</p> <p>*The property transported under this agreement is released by the shipper at a valuation of not in excess of 50 cents per pound per article.</p> <p>In the event that a change is made in the minimum rates, the portion of the week or month prior to the effective date of the change will be prorated at the former rates and the remaining days in the week or month will be prorated at the new rates.</p> <p>Shipper _____ By _____ (Name in Full) (Name in Full)</p> <p>Confirmed:</p> <p>Carrier _____ By _____ (Name in Full)</p> <p>¶# Not applicable to hourly rates in Sections 4-A, 4-B * and 4-C.</p> </div> | <p>891</p> |
| <p>¶ Change) * Addition) Decision No. 87527</p> | |
| EFFECTIVE | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | |
| Correction | |

MINIMUM RATE TARIFF 15

| SECTION 2--YEARLY VEHICLE UNIT RATES | | ITEM |
|--|--|--|
| BASE YEARLY VEHICLE UNIT RATES Base rates in dollars per unit of carrier's equipment for each period between billing dates (see Item 100). Rates do not include a charge for miles operated. See Item 500 for Mileage Rates. (Subject to Notes 1, 2, 3, 4, 5 and 6) | | |
| TYPE OF CARRIER'S MOTOR POWER EQUIPMENT | (1) RATE BASIS | |
| | A | B |
| TRUCK WITHOUT TRAILER(2) Less than 9 feet(3)----- 9 feet but less than 12 feet(3)----- 12 feet and over, 2-axle(3) Flat or Van----- Van, insulated----- 12 feet and over, 3-axle(3) Flat or Van----- Van, insulated----- Flat or Van----- Van, insulated----- *End Dump (10)----- | 2520 (5) 2523 (5) 2560 (5) 2586 (5) 2698 (8) 2726 (8) 2826 (9) 2844 (9) 2814 | 2404 (6) 2407 (6) 2443 (6) 2470 (6) 2550 (7) (8) 2578 (7) (8) 2645 (7) (9) 2673 (7) (9) 2687 (7) |
| TRUCK WITH TRAILER(4): Gas Flat or Van----- Van, insulated----- Diesel Flat or Van----- Van, insulated----- *Transfer End Dump Trailer (10)----- | 2870 2917 2939 2996 2947 | 2719 (7) 2766 (7) 2801 (7) 2860 (7) 2820 (7) |
| (1) See Item 60. (2) Trucks not suitable for use with trailing equipment. (3) Lineal loading space. (4) Any combination of trucks and trailers, regardless of length. (5) An additional charges of \$1.40 per day shall be assessed in the event that a truck is loaded to exceed 10,500 pounds at any time during the day. (6) An additional charge of \$5.50 per day shall be assessed for each day that service is performed from to or between points located in Rate Basis "A". (7) An additional charge of \$7.65 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A". (8) Trucks having tare weight of 10,500 pounds or less. (9) Trucks having tare weight over 10,500 pounds. *(10) Limited to stainless steel or aluminum end dump equipment. NOTE 1.--Rates apply according to the type of carrier's motor power equipment furnished. NOTE 2.--Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations, add rates provided in Item 530. NOTE 3.--An additional charge of \$11.75 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate. NOTE 4.--In the event that furniture pads or skins are furnished, an additional monthly charge of \$2.50 per dozen shall be made. NOTE 5.--Rates do not include temperature control service. When such service is performed, add rates provided in Item 560. NOTE 6.--Rates for excess trailing equipment as provided in Items 210 and 211 may be used in combination with rates for trucks with trailers as provided herein. | | |
| § Change) Decision No. 87527 * Addition) | | |
| EFFECTIVE | | |
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| Correction | | |

MINIMUM RATE TARIFF 15

| SECTION 2--YEARLY VEHICLE UNIT RATES (Concluded) | | | | | | ITEM | |
|--|----------------------------------|----------------|---|------------|----------------|--------|-------------------------------|
| BASE YEARLY VEHICLE UNIT RATES (Concluded) (Items 210 and 211) Base rates in dollars per unit of carrier's equipment for each period between billing dates (see Item 100). Rates do not include a charge for miles operated. See Item 510 for Mileage Rates. (Subject to Notes 1, 2, 3, 4 and 5) | | | | | | | |
| Type of Trailing Equipment | Trailer or Semitrailer Length(1) | Rate Basis (2) | Type of Carrier's Motor Power Equipment | | | | Excess Trailing Equipment (5) |
| | | | Tractor-Gas | | Tractor-Diesel | | |
| | | | 2-axle (3) | 3-axle (4) | 2-axle | 3-axle | |
| Carrier Owned: | | | Rates (8) | | | Rates | |
| *Transfer End Dump Equipment (10) | | | | | | | |
| Semitrailer | Under 28 | A | | | 2789 | --- | 85 |
| | | B | | | 2663 | --- | 85 |
| Doubles | (7) | A | | | 2921 | --- | 185 |
| | | B | | | 2740 | --- | 185 |
| (1) Lineal loading space in feet. (2) See Item 60. (3) Tare weight of tractor 8,000 pounds or less. (4) Tare weight of tractor over 8,000 pounds. (5) Trailers or semitrailers furnished by carrier in excess of the number of vehicles or combination of vehicles operated as a single unit. Rates for semis, except for sets of doubles, do not include dollies or converter gears. Excess trailing equipment may not be operated in combination with other units of carrier's equipment as sets of doubles unless the basic monthly rate for use of motor power equipment together with doubles is assessed. (6) Converter gears, dollies and other auxiliary trailing equipment. (7) Set of doubles, two semis and dolly or semi and trailer, any lawful combination length. (8) Rate Basis "B" rates are subject to an additional charge of \$6.45 for each day that service is performed from, to or between points located in Rate Basis "A". (9) Hopper equipment is equipment capable of unloading only by gravity. *(10) Limited to stainless steel or aluminum end dump equipment. NOTE 1.--Rates apply according to the type of carrier's motor power equipment in combination with the trailing equipment as described. NOTE 2.--Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations, add rates provided in Item 530. NOTE 3.--An additional charge of \$11.75 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate. NOTE 4.--In the event that furniture pads or skins are furnished, an additional monthly charge of \$2.50 per dozen shall be made. NOTE 5.--Rates do not include temperature control service. When such service is performed, add rates provided in Item 560. | | | | | | | |
| ♂ Change) * Addition) Decision No. 87527 | | | | | | | |
| EFFECTIVE | | | | | | | |
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| Correction | | | | | | | |

6211

MINIMUM RATE TARIFF 15

| SECTION 3--MONTHLY VEHICLE UNIT RATES | | ITEM |
|---|----------------|--------------|
| BASE MONTHLY VEHICLE UNIT RATES Base rates in dollars per unit of carrier's equipment for thirty consecutive calendar days. Rates do not include a charge for miles operated. See Item 500 for Mileage Rates. (Subject to Notes 1, 2, 3, 4, 5 and 6) | | |
| TYPE OF CARRIER'S MOTOR POWER EQUIPMENT | (1) RATE BASIS | |
| | A | B |
| TRUCK WITHOUT TRAILER(2): | | |
| Less than 9 feet(3)----- | 2559 (5) | 2442 (6) |
| 9 feet but less than 12 feet(3)----- | 2563 (5) | 2446 (6) |
| 12 feet and over, 2-axle(3) | | |
| Flat or Van----- | 2610 (5) | 2493 (6) |
| Van, insulated----- | 2644 (5) | 2527 (6) |
| 12 feet and over, 3-axle(3) | | |
| Flat or Van----- | 2781 (8) | 2632 (7) (8) |
| Van, insulated----- | 2809 (8) | 2655 (7) (8) |
| Flat or Van----- | 2897 (9) | 2746 (7) (9) |
| Van, insulated----- | 2925 (9) | 2774 (7) (9) |
| *End Dump (10)----- | 2945 | 2820 (7) |
| TRUCK WITH TRAILER(4): | | |
| Gas | | |
| Flat or Van----- | 2980 | 2838 (7) |
| Van, insulated----- | 3035 | 2895 (7) |
| Diesel | | |
| Flat or Van----- | 3069 | 2929 (7) |
| Van, insulated----- | 3141 | 3002 (7) |
| *Transfer End Dump Trailer (10)----- | 3109 | 2981 (7) |
| (1) See Item 60. (2) Trucks not suitable for use with trailing equipment. (3) Lineal loading space. (4) Any combination of trucks and trailers regardless of length. (5) An additional charge of \$1.40 per day shall be assessed in the event that a truck is loaded to exceed 10,500 pounds at any time during the day. (6) An additional charge of \$5.50 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A". (7) An additional charge of \$7.15 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A". (8) Trucks having tare weight of 10,500 pounds or less. (9) Trucks having tare weight over 10,500 pounds. *(10) Limited to stainless steel or aluminum end dump equipment. NOTE 1.--Rates apply according to the type of carrier's motor power equipment furnished. NOTE 2.--Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations, add rates provided in Item 530. NOTE 3.--An additional charge of \$11.75 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate. NOTE 4.--In the event that furniture pads or skins are furnished, an additional monthly charge of \$2.50 per dozen shall be made. NOTE 5.--Rates do not include temperature control service. When such service is performed, add rates provided in Item 560. NOTE 6.--Rates for excess trailing equipment as provided in Items 310 and 311 may be used in combination with rates for trucks with trailers as provided herein. | | |
| (Change) * Addition) Decision No. 87527 | | §300 |
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Correction

| SECTION 3--MONTHLY VEHICLE UNIT RATES (Concluded) | | | | | | ITEM | |
|--|----------------------------------|----------------|---|------------|----------------|--------|-------------------------------|
| <p>BASE MONTHLY VEHICLE UNIT RATES (Concluded) (Items 310 and 311)</p> <p>Base rates in dollars per unit of carrier's equipment for thirty consecutive calendar days. Rates do not include a charge for miles operated. See Item 510 for Mileage Rates.</p> <p>(Subject to Notes 1, 2, 3, 4 and 5)</p> | | | | | | | |
| Type of Trailing Equipment | Trailer or Semitrailer Length(1) | Rate Basis (2) | Type of Carrier's Motor Power Equipment | | | | Excess Trailing Equipment (5) |
| | | | Tractor-Gas | | Tractor-Diesel | | |
| | | | 2-axle (3) | 3-axle (4) | 2-axle | 3-axle | |
| Carrier Owned: | | | Rates(8) | | | | Rates |
| *Transfer End Dump Equipment (10) | | | | | | | |
| Semitrailer | Under 28 | A | | | 2914 | --- | 109 |
| | | B | | | 2787 | --- | 109 |
| Doubles | (7) | A | | | 3075 | --- | 239 |
| | | B | | | 2890 | --- | 239 |
| <p>(1) Lineal loading space in feet.</p> <p>(2) See Item 60.</p> <p>(3) Tare weight of tractor 8,000 pounds or less.</p> <p>(4) Tare weight of tractor over 8,000 pounds.</p> <p>(5) Trailers or semitrailers furnished by carrier in excess of the number of vehicles or combination of vehicles operated as a single unit. Rates for semis, except for sets of doubles, do not include dollies or converter gears. Excess trailing equipment may not be operated in combination with other units of carrier's equipment as sets of doubles unless the basic monthly rate for use of motor power equipment together with doubles is assessed.</p> <p>(6) Converter gears, dollies and other auxiliary trailing equipment.</p> <p>(7) Set of doubles, two semis and dolly or semi and trailer, any lawful combination length.</p> <p>(8) Rate Basis "B" rates are subject to an additional charge of \$6.50 for each day that service is performed from, to or between points located in Rate Basis "A".</p> <p>(9) Hopper equipment is equipment capable of unloading only by gravity.</p> <p>* (10) Limited to stainless steel or aluminum end dump equipment.</p> <p>NOTE 1.--Rates apply according to the type of carrier's motor power equipment in combination with the trailing equipment as described.</p> <p>NOTE 2.--Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations, add rates provided in Item 530.</p> <p>NOTE 3.--An additional charge of \$11.75 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.</p> <p>NOTE 4.--In the event that furniture pads or skins are furnished, an additional monthly charge of \$2.50 per dozen shall be made.</p> <p>NOTE 5.--Rates do not include temperature control service. When such service is performed, add rates provided in Item 560.</p> | | | | | | | |
| <p>ø Change) * Addition) Decision No. 87527</p> | | | | | | | |
| EFFECTIVE | | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | | | | | | |
| Correction | | | | | | | |

MINIMUM RATE TARIFF 15

| SECTION 4--WEEKLY VEHICLE UNIT RATES | | ITEM |
|--|---|---|
| <p>BASE WEEKLY VEHICLE UNIT RATES</p> <p>Base rates in dollars per unit of carrier's equipment. Rates do not include a charge for miles operated. See Item 500 for Mileage Rates.</p> <p>(Subject to Notes 1, 2, 3, 4, 5 and 6)</p> | | |
| TYPE OF CARRIER'S MOTOR POWER EQUIPMENT | (1) RATE BASIS | |
| | C | D |
| <p>TRUCK WITHOUT TRAILER(2):</p> <p>Less than 8 feet(3)-----</p> <p>8 feet but less than 12 feet(3)-----</p> <p>12 feet and over, 2-axle(3)</p> <p>Flat or Van-----</p> <p>Van, insulated-----</p> <p>12 feet and over, 3-axle</p> <p>Flat or Van-----</p> <p>Van, insulated-----</p> <p>Flat or Van-----</p> <p>Van, insulated-----</p> <p>*End Dump (8)-----</p> <p>TRUCK WITH TRAILER(4):</p> <p>Gas</p> <p>Flat or Van-----</p> <p>Van, insulated-----</p> <p>Diiesel</p> <p>Flat or Van-----</p> <p>Van, insulated-----</p> <p>*Transfer End Dump Trailer (8)-----</p> | <p>696 (5)</p> <p>692 (5)</p> <p>705 (5)</p> <p>714 (5)</p> <p>752 (6)</p> <p>759 (6)</p> <p>783 (7)</p> <p>791 (7)</p> <p>811</p> <p>806</p> <p>821</p> <p>831</p> <p>851</p> <p>855</p> | <p>659</p> <p>660</p> <p>673</p> <p>682</p> <p>711 (6)</p> <p>717 (6)</p> <p>742 (7)</p> <p>750 (7)</p> <p>775</p> <p>767</p> <p>783</p> <p>793</p> <p>813</p> <p>820</p> |
| <p>(1) See Item 60.</p> <p>(2) Trucks not suitable for use with trailing equipment.</p> <p>(3) Lineal loading space.</p> <p>(4) Any combination of trucks and trailers, regardless of length.</p> <p>(5) An additional charge of \$1.40 per day shall be assessed in the event that a truck is loaded to exceed 10,500 pounds at any time during the day.</p> <p>(6) Trucks having tare weight of 10,500 pounds or less.</p> <p>(7) Trucks having tare weight over 10,500 pounds.</p> <p>*(8) Limited to stainless steel or aluminum end dump equipment.</p> <p>NOTE 1.--Rates apply according to the type of carrier's motor power equipment furnished.</p> <p>NOTE 2.--Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Basis "C" rates are further limited to service performed between the hours of 8:00 a.m. and 5:00 p.m. For operations in excess of these limitations, add rates provided in Item 540.</p> <p>NOTE 3.--An additional charge of \$3.25 per week shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.</p> <p>NOTE 4.--In the event that furniture pads or skins are furnished an additional weekly charge of 70 cents per dozen shall be made.</p> <p>NOTE 5.--Rates do not include temperature control service. When such service is performed, add rates provided in Item 560.</p> <p>NOTE 6.--Rates for excess trailing equipment as provided in Items 410 and 411 may be used in combination with rates for trucks with trailers as provided herein.</p> | | |
| <p>ø Change) * Addition) Decision No. 87527</p> | | |
| EFFECTIVE | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | |
| Correction | | |

ø400

MINIMUM RATE TARIFF 15

| SECTION 4--WEEKLY VEHICLE UNIT RATES (Concluded) | | | | | | | ITEM | |
|---|----------------------------------|----------------|---|------------|----------------|--------|--------|-------------------------------|
| BASE WEEKLY VEHICLE UNIT RATES (Concluded) (Items 410 and 411) Base rates in dollars per unit for carrier's equipment. Rates do not include a charge for miles operated. See Item 510 for Mileage Rates. (Subject to Notes 1, 2, 3, 4 and 5) | | | | | | | | |
| Type of Trailing Equipment | Trailer or Semitrailer Length(1) | Rate Basis (2) | Type of Carrier's Motor Power Equipment | | | | | Excess Trailing Equipment (5) |
| | | | Tractor-Gas | | Tractor-Diesel | | | |
| | | | 1-axle (3) | 2-axle (4) | 3-axle | 2-axle | 3-axle | |
| Carrier Owned: | | | Rates(8) | | | | Rates | |
| *Transfer End Dump Equipment (9) | | | | | | | | |
| Semitrailer | Under 28 | C | | | | 802 | --- | 31 |
| | | D | | | | 766 | --- | 31 |
| Doubles | (7) | C | | | | 846 | --- | 65 |
| | | D | | | | 811 | --- | 65 |
| (1) Lineal Loading space in feet. (2) See Item 60. (3) Tare weight of tractor 8,000 pounds or less. (4) Tare weight of tractor over 8,000 pounds. (5) Trailers or semitrailers furnished by carrier in excess of the number of vehicles or combination of vehicles operated as a single unit. Rates for semis, except for sets of doubles, do not include dollies or converter gears. Excess trailing equipment may not be operated in combination with other units of carrier's equipment as sets of doubles unless the basic weekly rate for use of motor-power equipment together with doubles is assessed. (6) Converter gears, dollies and other auxiliary trailing equipment. (7) Set of doubles, two semis and dolly or semi and trailer, any lawful combination length. (8) Hopper equipment is equipment capable of unloading only by gravity. * (9) Limited to stainless steel or aluminum end dump equipment. NOTE 1.--Rates apply according to the type of carrier's motor power equipment in combination with the trailing equipment as described. NOTE 2.--Except as otherwise provided, rates are limited to 8 hours' service out of 9 consecutive hours per day. Rate Base "C" rates are further limited to service performed between the hours of 8:00 a.m. and 5:00 p.m. For operations in excess of these limitations add rates provided in Item 540. NOTE 3.--An additional charge of \$3.25 per week shall be made for each unit of carrier's equipment that is equipped with a power-lift gate. NOTE 4.--In the event that furniture pads or skins are furnished an additional weekly charge of 70 cents per dozen shall be made. NOTE 5.--Rates do not include temperature control service. When such service is performed, add rates provided in Item 560. | | | | | | | 4411 | |
| † Change) * Addition) Decision No. 87527 | | | | | | | | |
| EFFECTIVE | | | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | | | | | | | |
| Correction | | | | | | | | |

*SECTION 4-C

HOURLY VEHICLE UNIT RATES

(Applicable only for transportation services performed wholly within Rate Basis C - Metropolitan Los Angeles Zone).

*Addition, Decision No. **87527**

EFFECTIVE

Correction

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

| SECTION 4-C--HOURLY VEHICLE UNIT RATES | | | | | | ITEM |
|---|------------|------|------|------|------------------------|---------------|
| <p>HOURLY VEHICLE UNIT RATES</p> <p>Rules:</p> <p>Rate Basis 1 applies when Rate Bases 2, 3 or 4 are not applicable. Rates are limited to 8 hours service out of 9 consecutive hours per day.</p> <p>Rate Basis 2 applies on Saturday and Sunday and for all hours in excess of 8 out of 9 consecutive hours on days other than those ratable under Rate Bases 3 or 4.</p> <p>Rate Basis 3 applies on holidays, as set forth in Item 10. Rates are limited to 8 hours service out of 9 consecutive hours per day; for all hours worked on Sunday when Sunday is 7th consecutive day worked.</p> <p>Rate Basis 4 applies for all hours in excess of 8 out of 9 consecutive hours on days ratable under Rate Basis 3 (Except on Sunday).</p> <p>Base rates in cents per hour per unit of carrier's equipment. Mileage rates in Items 500 and 510 as shown are to be added to rates provided in Columns 1, 2 3 and 4, respectively.</p> <p>(Subject to Notes 1, 2 and 3)</p> | | | | | | |
| Type of Carrier's Equipment (3) | RATE BASIS | | | | Excess Trailing Equip. | Mileage Rates |
| | 1 | 2 | 3 | 4 | | |
| TRUCK WITHOUT TRAILER | | | | | | |
| End Dump 3-Axle | 2090 | 2375 | 2890 | 3695 | | In Item 500 |
| TRUCK WITH TRAILER (1) | | | | | | |
| Transfer End Dump Trailer | 2210 | 2500 | 3025 | 3845 | | In Item 500 |
| TRACTOR, DIESEL: | | | | | | |
| 2-Axle with Transfer End Dump Semitrailer | 2065 | 2350 | 2865 | 3760 | 80 | In Item 500 |
| Doubles (2) | 2185 | 2475 | 3000 | 3820 | 175 | In Item 500 |
| <p>(1) Any combination of trucks and trailers, regardless of length.</p> <p>(2) Set of doubles, two semis and dolly or semi and trailer, any lawful length of end dump equipment.</p> <p>* (3) Limited to stainless steel or aluminum end dump equipment.</p> <p>NOTE 1--Rates apply according to the type of carrier's equipment furnished.</p> <p>NOTE 2--Rates for excess trailing equipment provided for tractor combinations may be used in combination with rates for trucks with trailers.</p> <p>NOTE 3--Rates in this item shall be subject to a minimum charge of three hours service at the applicable minimum rate.</p> | | | | | | |
| <p>* Addition)</p> <p>o Increase) Decision No. 87527</p> <p>o Reduction)</p> | | | | | | |
| EFFECTIVE | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | | | | | |
| Correction | | | | | | |

| SECTION 5--MILEAGE RATES AND OTHER ACCESSORIAL CHARGES | | ITFM |
|---|-----------|------|
| MILEAGE RATES (Subject to Notes 1 and 2) | | |
| TYPE OF CARRIER'S MOTOR POWER EQUIPMENT | RATES (1) | |
| TRUCK WITHOUT TRAILER: | | |
| Less than 9 feet (2)----- | 13 | |
| 9 feet but less than 12 feet (2)----- | 17½ | |
| 12 feet and over, 2-axle (2) | | |
| Flat or Van----- | 20½ | |
| Van, insulated----- | 22 | |
| 12 feet and over, 3-axle (2) | | |
| Flat or Van----- | 24 | |
| Van, insulated----- | 25 | |
| *End Dump (4)----- | 25 | |
| TRUCK WITH TRAILER (3): | | |
| Gas | | |
| Flat or Van----- | 32½ | |
| Van, insulated----- | 33½ | |
| Diesel | | |
| Flat or Van----- | 32½ | |
| Van, insulated----- | 33½ | |
| *Transfer End Dump Trailer (4)----- | 30½ | *500 |
| (1) Rates in cents per mile to be added to rates provided in Items 200, 300, 400, 452, 482 *and 495. (2) Lineal loading space. (3) Any combination of trucks and trailers, regardless of length. *(4) Limited to stainless steel or aluminum end dump equipment. NOTE 1.--Rates apply according to the type of carrier's motor power equipment furnished. NOTE 2.--The total miles operated will be determined by computing the number of speedometer miles registered during each day that service is performed, beginning at the point at which carrier's driver commences to operate vehicle at start of day and ending with speedometer miles registered at termination of driver's day. | | |
| * Addition, Decision No. 87527 | | |
| EFFECTIVE | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | |
| Correction | | |

| SECTION 5--MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued) | | | | | | | ITEM |
|---|----------------------------------|---|------------|--------|----------------|--------|------|
| MILEAGE RATES (Subject to Notes 1 and 2) | | | | | | | |
| Type of Trailer or Semitrailer Equipment | Trailer or Semitrailer Length(1) | Type of Carrier's Motor Power Equipment | | | | | |
| | | Tractor-Gas | | | Tractor-Diesel | | |
| | | 2-axle (2) | 2-axle (3) | 3-axle | 2-axle | 3-axle | |
| RATES(4) | | | | | | | |
| Carrier Owned: | | | | | | | |
| Flat----- | Under 28 | 27 | 29 | 30½ | 27½ | 28 | |
| Flat----- | 28 and Over | 28 | 30 | 31½ | 28 | 29 | |
| Flat----- | Doubles (5) | 32½ | 34½ | 36 | 32½ | 33½ | |
| Van----- | Under 28 | 27 | 29 | 31 | 27½ | 28 | |
| Van----- | 28 and Over | 28½ | 31 | 32 | 28½ | 29½ | |
| Van----- | Doubles (5) | 32½ | 34½ | 36 | 32½ | 33½ | |
| Van, insulated--- | Under 28 | 27½ | 30 | 31½ | 28 | 29 | |
| Van, insulated--- | 28 and Over | 29 | 31 | 32½ | 29 | 30 | |
| Van, insulated--- | Doubles (5) | 33½ | 35 | 37 | 33½ | 34½ | |
| Hopper Semitrailer- | Under 28 | 28½ | 30½ | 32 | 29 | 29½ | |
| Hopper----- | Doubles (5) | 35 | 37 | 39 | 35½ | 36 | |
| Pneumatic Semi-trailer-- | ----- | 28½ | 30½ | 32½ | 29 | 29½ | |
| Pneumatic----- | Doubles (5) | 35 | 37 | 39 | 35½ | 36 | |
| *Transfer End Dump Semitrailer(7) | Under 28 | | | | 25 | --- | #510 |
| *Transfer End Dump(7) | Doubles (5) | | | | 30½ | --- | |
| Shipper Owned----- | (6) | 24 | 26 | 27½ | 24½ | 25 | |
| (1) Lineal loading space in feet. (2) Tare weight of tractor 8,000 pounds or less. (3) Tare weight of tractor over 8,000 pounds. (4) Rates in cents per mile to be added to rates provided in Items 210, 310, 410, 453, 454, 455, 456, 483, 484, 485, 486 *and 495. (5) Set of doubles, any combination length. (6) Any combination length that may be operated as a single unit. *(7) Limited to stainless steel or aluminum end dump equipment. NOTE 1.--Rates apply according to the type of carrier's motor power equipment in combination with the trailing equipment as described. NOTE 2.--The total miles operated will be determined by computing the number of speedometer miles registered during each day that service is performed, beginning at the point at which carrier's driver commences to operate vehicle at start of day and ending with speedometer miles registered at termination of driver's day. | | | | | | | |
| # Change) Decision No. 87527 * Addition) | | | | | | | |
| EFFECTIVE | | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | | | | | | |
| Correction | | | | | | | |