

Decision No. 87800 AUG 30 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, in bulk, of }
agricultural products and related }
articles statewide as provided in }
Minimum Rate Tariff 14-A and the }
revisions or reissues thereof. }

Case No. 7857
Petition for Modification
No. 158
(Filed April 5, 1977;
amended July 15, 1977)

Richard W. Smith, Attorney at Law, Ron Broberg,
and H. W. Hughes, for California Trucking
Association, petitioner.
Morris Proctor, for Corcoran Motor Transport,
Inc., respondent.
Allen R. Crown, Attorney at Law, and Ralph O.
Hubbard, for California Farm Bureau
Federation; and Loughran & Hegarty, by
Edward J. Hegarty, Attorney at Law, and Wigle
and Larimore, by Donald A. Clegg, for Anderson
Clayton & Co., J. G. Boswell Company, Kingsburg
Cotton Oil, Producers Cotton Oil, and Ranchers
Cotton Oil; interested parties.
Charles F. Gerughty, for the Commission staff.

FINAL OPINION

Minimum Rate Tariff 14-A (MRT 14-A) contains rates and rules governing the transportation of bulk grain, rice, animal feed, oilseeds, hay, and related agricultural commodities. The rates and charges in MRT 14-A were last revised pursuant to Decision No. 86266 issued August 17, 1976 in Case No. 7857 (Petition 138). California

Trucking Association (CTA) alleges that since that date the cost of conducting motor carrier operations under the provisions of MRT 14-A has increased, requiring an increase in the minimum rates.

Interim Decision No. 87387 dated May 24, 1977, issued ex parte in this proceeding, authorized increases in the rates and charges set forth in MRT 14-A averaging 7 percent for all commodities other than oilseeds. Cotton oil producers^{1/} advised the Commission that they supported an interim surcharge not to exceed 4 percent as a reasonable increase to cover cost increases incurred by carriers for the transportation of oilseeds. Decision No. 87387 established a 4 percent increase in rates on oilseeds pending hearing.

CTA also proposed that an additional charge of one cent per 100 pounds be established for the use of specialized types of carriers' equipment designated as chain-floor trailers, high-cube end-dump trailers, pneumatic equipment, and walking-floor trailers on the basis that such equipment is more costly to operate than the flatbed or other trailers usually furnished. The Commission staff recommended that the proposed charge for specialized equipment be the subject of a public hearing. The interim order found that the proposed charge should not be adopted, but should be subject to review at a public hearing.

Petition 158 was amended on July 15, 1977 to make further substantive changes in the rates and charges for oilseeds.

1/ The cotton oil producers are:

Anderson Clayton & Co., Chowchilla.
J. G. Boswell Company, Corcoran.
Kingsburg Cotton Oil, Kingsburg.
Producers Cotton Oil, Fresno.
Ranchers Cotton Oil, Fresno.

Public hearing was held before Administrative Law Judge John Mallory at San Francisco on July 29 and August 1, 1977 and the petition was submitted. Petitioner and the cotton oil producers urge that a decision be issued before September 15, the onset of the annual ten-week cotton season in California, so that shippers and carriers of cottonseed will be apprised of the revised minimum rates before the season begins.

At the hearing, petitioner revised the proposals set forth in the amended petition to eliminate the proposal which would establish a minimum weight of 52,000 pounds in connection with cottonseed rates and to delete the proposal that flaxseed and safflower be subject to the higher rates and accessorial charges applicable to bulk grain. Remaining to be considered are the proposals that the interim 4 percent increase on oilseeds be raised to 7 percent, that a one-cent per 100-pound charge be established for the use of specialized equipment, and that a four-cent per 100-pound charge be established for loading cottonseed at gins.

Five cotton oil producers who purchase cottonseed from gins located in the San Joaquin Valley oppose the petition, as amended, with respect to the sought increased level of oilseed rates and the proposed four-cent charge for the loading of cottonseed at gins. The cotton oil producers pointed out that there is no quantification of the cost increase represented to have been incurred by carriers, so that no basis exists in the record for the specific increases sought in the petition. They also stated that, based on the 1,048,000 tons of cottonseed produced in 1976-77 crop year, the four-cent per 100-pound (80 cents per ton) loading charge would produce additional annual revenues in excess of \$800,000. In comparison, the additional 3 percent rate increase would result in additional carrier revenues of about \$100,000 per year.

California Farm Bureau Federation (Farm Bureau) did not oppose the interim relief granted, but stated that there is no basis in the record for further rate increases on oilseeds. The Farm Bureau took no position on the proposed loading charge. The Commission staff took no position with respect to the issues presented. Evidence was presented only by petitioner.

Oilseed Rate Increase

CTA presented evidence through a transportation analyst employed in its Division of Transport Economics. The witness adopted the verified statements attached to the petition which contained information in support of the rate increases sought therein. The witness presented Exhibits 158-1 through 158-5, which set forth selected data from the verified statement which are pertinent to oilseeds. Exhibit 158-1 contains a historical comparison of social security (FICA), federal unemployment, California unemployment taxes, and workers' compensation insurance rates. That exhibit shows that all categories of payroll taxes have increased.

Exhibit 158-2 contains abstracts of three labor agreements and compares current hourly costs under such agreements with the hourly labor costs in effect in 1976. Cross-examination disclosed that the only labor agreement to which carriers engaged in cottonseed hauling are subject is the California Agricultural and Horticultural Supplement Agreement to the Teamsters Union Master Labor Agreement. That contract provides for a total hourly labor cost (including provision for vacations, holidays, premium pay, workers' compensation insurance, payroll taxes, and health, welfare, and pensions) of \$9.502 effective May 16, 1976 and \$10.192 effective May 1, 1977; an increase in total labor cost of 69 cents per hour, or 7.26 percent.

The witness presented operating ratio data based on the operations of 13 carriers engaged in the transportation of oilseeds.^{2/} The record shows that only two of the 13 representative carriers are subject to the labor agreement. The balance of the carriers paid their employed drivers on a percentage-of-revenue basis approximating 25 percent of the transportation charge assessed. Two of the carriers employed no drivers; subhaulers were used exclusively to perform cottonseed transportation.

The composite 1976 operating ratio for the 13 representative carriers was 99.7 percent. The witness stated that such operating ratio indicated that carriers are in need of additional revenues from oilseed transportation. The record shows that because of the relative short period in which oilseeds are transported, the representative carriers also engaged extensively in other forms of transportation. We have consistently held that when financial results of operations are relied upon to support increases in minimum rates, the operations for which the rate increases are sought must constitute all or the predominant service performed by the carriers and reflected in the financial reports filed with the Commission. (Petition of Oilfield Haulers Conference (1964) 63 CPUC 415).

Exhibit 158-3 contains comparisons of the consumer price index, the wholesale price index for all commodities, the industrial wholesale price index (excluding fuels), the wholesale price indices for office and store machines, paper, and for truck tires and motor vehicle parts. In the most recent five-year period, prices measured in the indices have increased substantially.

Exhibit 158-4 compared the levels of distance rates for various commodities in effect on July 1, 1977 in the several Commission

^{2/} The operating revenues and expenses of the carriers are those set forth in their 1976 annual reports filed with the Commission. Such annual reports were incorporated into the record by reference.

minimum rate tariffs. That comparison shows that the rates on oilseeds are lower than the truckload class rates, and lower than the commodity rates on lumber, fresh fruits and vegetables, livestock, and bulk grain.

Discussion

The recent offset increases in MRT 14-A resulted from Commission approval of rate increases agreed to by the shippers and carriers engaged in transportation under that tariff. The record shows that the original staff cost study introduced in the 1967 proceeding in which oilseed transportation rates were initially established has not been periodically revised to provide current cost data.^{3/} Therefore, there is no cost datum plane from which to measure the precise changes in operating costs experienced by carriers engaged in the transportation of oilseeds since the last rate adjustment. It is quite clear that such carriers have experienced some measure of increased operating costs, but whether the cost increases are in full amount sought herein cannot be determined from the evidence presented.

Cotton oil producers indicated that minimum rates sufficient to produce operating profits for oilseed transportation services are desirable because the cotton oil producers rely upon the carriers to move the large quantity of oilseeds away from the gins within a limited period of time. On the other hand, the cotton oil producers

^{3/} The minimum rates on oilseeds were initially established by Decision No. 75044 dated December 3, 1968 in Case No. 5432 OSH dated May 5, 1967, et al. (unreported).

believe that they should be charged the lowest rates compatible with the maintenance of an adequate transportation system, citing Section 3661 of the Highway Carriers' Act.^{4/}

CTA stated that the Commission, in Decision No. 87387, found a 7 percent increase to be justified with respect to all services subject to MRT 14-A, except oilseeds. CTA argues that a 7 percent increase in all rates is needed to provide the current revenue requirements of carriers operating under that tariff, and that unless oilseeds bear that same increase, oilseed traffic would cause a burden on other traffic. That argument is not valid for the reasons that carriers engaged in oilseed traffic may not extensively engage in other traffic subject to MRT 14-A, and because the Commission in approving a general increase in MRT 14-A rates did not find that all commodities subject to the tariff must bear a uniform increase. In approving the rate increase for commodities other than oilseeds, we made no finding, implied or other, that we were determining the revenue increase necessary to provide profitable operations for carriers subject to MRT 14-A.

4/ Section 3661 reads as follows:

"It is the policy of the State to be pursued by the commission to establish such rates as will promote the freedom of movement by carriers of the products of agriculture, including livestock, at the lowest lawful rates compatible with the maintenance of adequate transportation service."

As indicated above, the evidence shows that several of the cost factors experienced by highway carriers engaged in oilseed transportation have increased since the rates for such transportation were last adjusted on a permanent basis, but no evidence has been presented which precisely measures the impact of such increases on total carrier operating costs. Absent such data, we cannot find that an increase greater than that initially agreed to by cotton oil producers and established on an interim basis is justified. Therefore, we find that the interim 4 percent increase in rates for oilseeds should be established as the permanent level of minimum rates for the forthcoming season.

All of the parties to this proceeding recognize that the time is ripe for the preparation of current cost and rate studies for the transportation services involved in this proceeding. Logically, our staff should prepare and present new studies. However, we expect that by the time that a new offset proceeding is necessary, we will have completed our investigations looking to the establishment of rules under which carriers will file tariffs containing the rates for these and all other transportation services. As carriers will initiate their own rates, our staff and the carrier associations will be relieved of the enormous burden of preparing detailed studies to support revisions in the minimum rate structure. If, however, our program does not mature as planned, we will expect that proponents of future adjustments in the minimum rates in MRT 14-A will supply substantially more complete data to support their requests than was presented herein.

Charge for Specialized Equipment

In Exhibit 158-5, CTA presented an analysis of the costs of acquiring specialized trailer equipment, such as walking floor, chain floor, high-cube end-dump, and pneumatic trailers. The costs of such equipment were compared with conventional units consisting of a set of grain hoppers. The average difference in cost between equipment types is approximately 1.2 cents per 100 pounds.

The cost data supplied by CTA justifies the maintenance of an additional charge of 1 cent per 100 pounds for the use of specialized trailers. That charge is reasonable.

Cottonseed Loading Charge

In Exhibit 158-6, CTA developed the costs of loading cottonseed at gin origins. The witness testified that cottonseed ordinarily is loaded by the carrier at the cotton gin from a bunker or from a slab. Bunker loading, constituting about 30 percent of the shipments, is by hand. The carrier's employee generally pitchforks the cottonseed into the carrier's equipment. Slab loading is performed by the carrier's employee with a farm tractor equipped with a scoop or blade. The oilseeds are loaded with the tractor onto a dragline conveyor, which, in turn, loads the cottonseed on the carrier's equipment. The farm tractors are owned by the carrier. Without the tractor, the carrier would be unable to load its equipment. The cost study in Exhibit 158-6 sets forth separate costs for the tractor and for the loading labor.

The cotton oil producers urge that the present minimum rates contain a provision for the use of a carrier-supplied tractor because

the original cost study entered into evidence in the proceeding in which oilseeds rates were first established contained a development of costs for such equipment. There appeared to be uncertainty whether the rates adopted in the initial oilseed proceeding were based on the staff cost study or were related to the going rates at that time. A review indicates the latter to be the case. Cotton oil producers stated that should the Commission determine that no provision is made in the oilseed minimum rates for the use of a carrier-owned tractor to load, the producers would have no objection to the establishment of a charge for the use of such equipment. However, the cotton oil producers oppose the inclusion of a labor component in the loading charge because labor costs assertedly are included in the services for which the minimum rates are designed. The cotton oil producers also oppose the application of the loading charge to bunker loading conditions for the same reason. We have analyzed the rate structure in MRT 14-A and in particular for oilseeds and conclude that the driver's labor is provided in the minimum rates in that tariff, whether or not the driver physically loads the equipment. Therefore, we find that the amendment of MRT 14-A to provide an accessorial charge of $1\frac{1}{2}$ cents per 100 pounds for the loading of cottonseed with tractor equipment furnished by the carrier will be reasonable and is justified.

Findings

1. The interim increase of 4 percent in the rates for the transportation of oilseeds established by Decision No. 87387 should be made permanent.

2. Item 195 should be established in MRT 14-A as proposed in the petition herein to provide an additional charge of 1 cent per 100 pounds for the use of designated specialized trailer equipment.

3. Item 600 of MRT 14-A should be amended to provide an accessorial charge of $1\frac{1}{2}$ cents per 100 pounds applicable when a tractor is supplied by the carrier for the loading of cottonseed.

4. The rates and accessorial charges described in the above findings will be reasonable and the increases resulting therefrom are justified. The rates and charges so established are the lowest lawful rates compatible with the maintenance of adequate transportation service.

5. To the extent that the provisions of MRT 14-A have been found heretofore to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Code, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for such carriers, to that same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient, and not justified by the actual rates of competing carriers or the costs of other means of transportation.

6. Where common carriers have been heretofore authorized to depart from the so-called long- and short-haul prohibition of former Article XII, Section 21 of the Constitution, and Section 460 of the Public Utilities Code, such outstanding authorities should be modified, as requested by petitioner, to depart from Section 461.5 of the Public Utilities Code.

Conclusions

1. MRT 14-A should be amended to reflect the rates and charges found reasonable above.

2. To the extent not granted by the order which follows, Petition 158 in Case No. 7857 should be denied.

3. The effective date of this order should be the date on which it is signed because the cotton harvesting season will begin about September 15, and shippers and carriers desire that the oilseed rates established herein become effective before that season starts.

FINAL ORDER

IT IS ORDERED that:

1. Minimum Rate Tariff 14-A (Appendix A to Decision No. 67397, as amended) is further amended by incorporating therein, to become effective September 17, 1977, the revised pages set forth in Appendix A attached hereto and by this reference made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent they are subject to Decision No. 67397, as amended, are 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 14-A are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 14-A rates.

4. Common carriers maintaining rates on the same level as Minimum Rate Tariff 14-A rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 14-A are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 14-A rates.

5. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 14-A are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 14-A rates.

6. Tariff publications required or authorized to be made by common carriers as a result of this order shall be filed not earlier than the effective date of this order and may be made effective not earlier than the fifth day after the effective date of this order, on not less than five days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than September 17, 1977, and as to tariff publications which are authorized but not required, the authority shall expire unless exercised within sixty days after the effective date of this order.

7. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

8. In all other respects Decision No. 67397, as amended, shall remain in full force and effect.

9. To the extent not granted herein Petition for Modification No. 158 is denied.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 30th
day of AUGUST, 1977.

President

William J. Quinn-Jones
Vernon L. Stinson
Richard P. Howell

Commissioners

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

Commissioner Claire T. Dedrick, being necessarily absent, did not participate in the disposition of this proceeding.

C. 7857 (Pet. 158)

APPENDIX A

LIST OF REVISED PAGES TO
MINIMUM RATE TARIFF 14-A

NINETEENTH	REVISED	PAGE	4
SIXTH	REVISED	PAGE	5
ELEVENTH	REVISED	PAGE	12
THIRD	REVISED	PAGE	12-A
TENTH	REVISED	PAGE	34

(END OF APPENDIX A)

SECTION 1--RULES OF GENERAL APPLICATION	ITLM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items 10 and 11)</p> <p>CARRIER means a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act.</p> <p>CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semitrailer, or any combination of such highway vehicles operated by the carrier.</p> <p>*CHAIN FLOOR TRAILERS means an open top, rear door trailer with a smooth floor, and power driven sprocket-mounted chains (right, left and center) extending the length of the trailer just above the floor. The chains have evenly spaced angular metal slats permanently affixed (ladder like in appearance) extending the width of the trailer. (This chain unit has the appearance of a conveyor, about 12 inches in height).</p> <p>COMMISSION means the Public Utilities Commission of the State of California.</p> <p>COMMON CARRIER RATE 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.</p> <p>CONSIGNEE means the person, firm or corporation shown on the shipping document as the party to whom the property is physically delivered by the carrier.</p> <p>CONSIGNOR means the person, firm or corporation shown on the shipping document as the party who physically delivers the property to the carrier for transportation.</p> <p>DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee, or other party.</p> <p>DISTANCE TABLE means Distance Table 8 issued by the Commission.</p> <p>*END DUMP TRAILER means any carrier's equipment which discharges its load by gravity through the back end of the equipment.</p> <p>GOVERNING CLASSIFICATION means National Motor Freight Classification NMF 100-D, including supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.</p> <p>HOLIDAYS mean New Year's Day (January 1), Washington's Birthday (the third Monday in February), Memorial Day (the last Monday in May), Fourth of July, Labor Day (the first Monday in September), Thanksgiving Day, the day after Thanksgiving, December 24 and Christmas Day (December 25). When a holiday falls on Sunday, the following Monday shall be considered as a holiday.</p> <p>IN BULK means not in bags, sacks, packages, or other containers, except bins, or except containers otherwise specified.</p> <p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>*PNEUMATIC EQUIPMENT means any carrier's equipment which discharges its load by pneumatic (induction of air used to speed gravitation) means that are an integral part of the carrier's equipment.</p> <p>POINT OF DESTINATION means the location at which property is delivered to the consignee or his agent. All points within a single storage yard or structure, or within a single plant or receiving area of one consignee, shall be considered as one point of destination. A plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p style="text-align: center;">(Continued in Item 11)</p>	
<p> # Change) Decision No. 87800 * Addition) </p>	
<p style="text-align: right;">EFFECTIVE 9/17/77</p>	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

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MINIMUM RATE TARIFF 14-A

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items 10 and 11)</p> <p>POINT OF ORIGIN means the location at which property is delivered by the consignor or his agent to the carrier for transportation. All locations at a single field or roadside stack, or within a single storage yard or storage structure, or within a single plant or shipping area of one consignor, shall be considered as one point of origin. A plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or throughfare. The point of origin of a field pickup shipment (see Item 180) shall be the point in a single field or farm site nearest the point of destination.</p> <p>POWER EQUIPMENT means any gasoline, diesel, electric or gas-driven equipment including electric powered cranes and lift truck equipment.</p> <p>RATE includes charge and, also, the ratings, minimum weight and rules governing, and the accessorial charges applying in connection therewith.</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.</p> <p>SHIPMENT means a quantity of property transported for one debtor and tendered by one consignor at one point of origin at one time for one consignee at one point of destination, for which a single shipping document has been issued.</p> <ol style="list-style-type: none"> 1. A shipment may be transported in two or more lots as provided in Items 140 and 141 (Multiple Lot Shipments). 2. A shipment may be picked up from more than one point of origin as provided in Items 150 and 151 (Split Pickup) or delivered to more than one point of destination as provided in Item 160 and 161 (Split Delivery). <p>TRAILER TRACK means a point at which property may be loaded into or unloaded from rail cars by the public generally.</p> <p>*WALKING FLOOR TRAILERS means a trailer equipped with a hydraulic mechanism that allows the floor to move rearward several inches as a unit, then returns with flooring planks sliding forward under the cargo in a sequential movement that results in one-way cargo movement to facilitate unloading.</p>	211
<p style="text-align: center;">APPLICATION OF TARIFF--CARRIERS</p> <ol style="list-style-type: none"> 1. Rates provided in this tariff are minimum rates for transportation by carriers as defined in Item 10. 2. When property in continuous through movement is transported by two or more such carriers, the rates provided herein shall be the minimum rates for the combined transportation. 3. This tariff does not apply to transportation services performed by independent-contractor subhaulers as defined in Item 10 when such transportation is performed for other carriers defined in the Public Utilities Act. This exception shall not be construed to exempt from the tariff provisions carriers for whom the independent-contractor subhaulers are performing transportation service. 	20
<p style="text-align: center;">APPLICATION OF TARIFF--TERRITORIAL</p> <p>The rates in this tariff apply for the transportation of shipments between all points within the State of California, except shipments between the Port of Sacramento on the one hand and adjacent plants of Farmer's Rice Growers Cooperative and Rice Growers Association of California on the other hand.</p>	30
<p>Change) Addition) Decision No. 87800</p>	
<p>EFFECTIVE 9/17/77</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

SECTION 1--RULES OF GENERAL APPLICATION (Continued)			ITEM																				
<p style="text-align: center;">ADDITIONAL CHARGES FOR SPLIT PICKUP OR SPLIT DELIVERY SHIPMENT</p> <table border="0"> <thead> <tr> <th colspan="2">Weight of Component Part (Pounds)</th> <th rowspan="2">Charge for Each Component Part (Cents)</th> </tr> <tr> <th>Over</th> <th>But Not Over</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>2,000-----</td> <td>870</td> </tr> <tr> <td>2,000</td> <td>4,000-----</td> <td>1005</td> </tr> <tr> <td>4,000</td> <td>10,000-----</td> <td>1140</td> </tr> <tr> <td>10,000</td> <td>20,000-----</td> <td>1275</td> </tr> <tr> <td>20,000</td> <td>-----</td> <td>1405</td> </tr> </tbody> </table>			Weight of Component Part (Pounds)		Charge for Each Component Part (Cents)	Over	But Not Over	0	2,000-----	870	2,000	4,000-----	1005	4,000	10,000-----	1140	10,000	20,000-----	1275	20,000	-----	1405	170
Weight of Component Part (Pounds)		Charge for Each Component Part (Cents)																					
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<p style="text-align: center;">FIELD PICKUP SHIPMENT (Items 180 and 181)</p> <p>1. Field pickup shipment means a quantity of property transported by one carrier for one debtor from a point in a single field or farm site.</p> <p>2. A "single field or farm site" is that area devoted to the production of grain, rice or seed, or to the production of hay or related commodities. In no event shall field or farm site exceed 1 section (640 acres).</p> <p>3. The point of origin of a field pickup shipment shall be the point in a single field or farm site nearest the point of destination.</p> <p>4. Additional charges for loading a field pickup shipment shall be assessed as follows:</p> <p>(a) For shipments subject to the rates provided in Items 300, 301 and 400, at the charges provided in said items. (See Exception)</p> <p style="padding-left: 40px;">EXCEPTION.--No charge shall be applicable to any shipment of baled hay, fodder or straw loaded from a single stack.</p> <p>(b) For shipments subject to the rates provided in Item 550 and in Section 6 *(except cottonseed), add 4 cents per 100 pounds to the rate otherwise applicable. (See Exception)</p> <p style="padding-left: 40px;">EXCEPTION.--No charge shall be applicable to any shipment moving from a permanent storage facility with a minimum storage capacity of 52,000 pounds. As used herein, permanent storage facility means a gin warehouse, silo, bin, tank or slab, permanently installed. It must be equipped with operable motorized loading facilities or with gravity loading devices.</p> <p>(1)5. A single shipping document for the entire field pickup shipment shall be issued prior to or at the time of the first pickup. Such shipping document shall show the name of the debtor, the name of the consignor, the name of the carrier, point of origin, point of destination, date, kind and estimated quantity of property to be transported.</p> <p style="text-align: center;">(Continued in Item 181)</p>			180																				
<p>(1) Paragraph 5 transferred from Second Revised Page 12-A.</p> <p>* Change) * Addition) Decision No. 87800</p>																							
EFFECTIVE 9/17/77																							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																							
Correction																							

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM				
<p style="text-align: center;">FIELD PICKUP SHIPMENT (Concluded) (Items 180 and 181)</p> <p>6. When written information as required in paragraph 5 of this item has not been received by the carrier prior to or at the time of the first pickup, the following provisions shall apply:</p> <p>(a) Written shipping instructions shall be furnished by the debtor to the carrier within a period of two calendar days (excluding Saturdays, Sundays and legal holidays) of the date on which the first lot is picked up. The written instructions shall confirm oral shipping instructions and shall describe the kind and quantity of property in the field pickup shipment.</p> <p>(b) Within a period of two calendar days (excluding Saturdays, Sundays and legal holidays) of the date on which it receives the written shipping instructions, the carrier shall issue to the debtor the single shipping document for the entire field pickup shipment as required by paragraph 5 of this item.</p> <p>7. A single freight bill for each field pickup shipment transported, stating the rate and charge, shall be issued no later than seven days from the date of the first pickup. Such freight bill shall show the point of origin, point of destination, the name of the debtor, the name of the consignor, the name of the carrier, date, description and weight of the property in each component part separately transported. A separate document may be issued for each component part, showing the point of origin, point of destination, date, description and weight of each component part so transported, and shall give reference to the single freight bill covering the entire field pickup shipment and shall be attached thereto and become a part thereof.</p> <p>8. (This paragraph is not applicable in connection with shipments transported at rates in Section 6.) One clean-up load, the last of not less than ten loads which are part of a field pickup shipment, may be transported at its actual weight utilizing the column of rates applicable to the prior loads, (1) provided that this component is not transported more than 35 constructive miles. The applicable rate shall be assessed against the actual weight of the commodity transported. (1) If the clean-up load is transported more than 35 constructive miles it shall be rated as a separate field pickup shipment at its actual weight.</p>	181				
<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>	185				
<p style="text-align: center;">SPECIALIZED EQUIPMENT</p> <p>The rates and charges in Distance or Territorial Commodity Rate Items 300, 301, 400, 550 and 600 shall be subject to an additional charge of one (1¢) cent per 100 pounds whenever the following types of carrier's equipment are required by consignor or consignee:</p> <table border="0" style="width: 100%; margin-left: 40px;"> <tr> <td style="width: 50%;">Chain Floor Trailers</td> <td style="width: 50%;">Pneumatic Equipment</td> </tr> <tr> <td>End Dump Trailers</td> <td>Walking Floor Trailers</td> </tr> </table> <p>The shipping documents must indicate the type of equipment required.</p>	Chain Floor Trailers	Pneumatic Equipment	End Dump Trailers	Walking Floor Trailers	* 188
Chain Floor Trailers	Pneumatic Equipment				
End Dump Trailers	Walking Floor Trailers				
<p>(1) Mileage restriction expires with December 31, 1977. (2) Paragraph 5 transferred to Eleventh Revised Page 12.</p> <p>* Addition) o Increase) Decision No. 87800</p>					
<p>EFFECTIVE 9/17/77</p>					
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>					

SECTION 6--DISTANCE COMMODITY RATES (Concluded) (In Cents Per 100 Pounds)						ITEM	
SEEDS, viz.: Cotton, Flax or Safflower.							
MILES		(2) RATES	MILES		(2) RATES	#600	
Over	But Not Over		Over	But Not Over			
0	3	9½	130	140	32		
3	5	10	140	150	33		
5	10	11	150	160	34		
10	15	11½	160	170	36		
15	20	12	170	180	37		
20	25	13	180	190	40		
25	30	14½	190	200	42		
30	35	16½	200	220	46		
35	40	17½	220	240	48		
40	45	18	240	260	51		
45	50	18½	260	280	53		
50	60	20½	280	300	57		
60	70	21½	300	325	61		
70	80	23	325	350	67		
80	90	24½	350	375	71		
90	100	25½	375	400	74		
100	110	26½	400	425	78		
110	120	28	425	450	82		
120	130	31	450	---	(1)		

(1) Add to rate for 450 miles, 3 cents per 100 pounds for each 25 miles or fraction thereof.

*o(2) Add to the rate for cottonseed 14 cents per 100 pounds when the cottonseed is loaded by the use of a tractor equipped with a blade or scoop, and such tractor is furnished by the carrier.

o Change)
 = Addition) Decision No. 87800
 o Increase)

END OF TARIFF

EFFECTIVE 9/17/77

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