

Decision No. 89597 OCT 31 1978**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation for)
 the purpose of considering and deter-)
 mining minimum rates for transporta-)
 tion of sand, rock, gravel, and related)
 items in bulk, in dump truck equip-)
 ment between points in California as)
 provided in Minimum Rate Tariff 7-A)
 and the revisions or reissues thereof.)

Case No. 5437
 Petition for Modification
 No. 298
 (Filed March 27, 1978;
 amended July 25, 1978)

Petition for Modification
 No. 299
 (Filed May 17, 1978)

Petition for Modification
 No. 300
 (Filed May 23, 1978;
 amended June 16, 1978)

Petition for Modification
 No. 301
 (Filed June 16, 1978)

Joel Anderson, C. D. Gilbert, and H. W. Hughes,
 for California Trucking Association; Graham &
 James, by David J. Marchant, Attorney at Law,
 and J. S. (Sam) Shafer, Jr., for California
 Carriers Association; and E. O. Blackman and
 James Martens, for California Dump Truck Owners
 Association; petitioners.

Daniel W. Baker, Attorney at Law, for Hildebrand &
 Son Trucking, Inc., protestant in Petition 299 and
 respondent in all petitions.

James R. Foote, for Associated Independent Owner-
 Operators, Inc.; E. J. Bertana, for Lone Star
 Industries; Brundage, Davis, Frommer & Jesinger,
 by Roger A. Carnagey, Attorney at Law, for
 Western Conference of Teamsters and California
 Teamsters Public Affairs Council; T. W. Anderson,
 for General Portland, Inc.; and Harry C. Phelan, Jr.,
 for California Asphalt Pavement Association;
 interested parties.

John F. Specht and Raymond Toohy, for the Commission
 staff.

O P I N I O N

These matters were consolidated for hearing, which was held before Administrative Law Judge Mallory at San Francisco on August 8, 9, and 10, 1978. The matters were submitted on August 10, 1978. Evidence was presented by each petitioner with respect to the relief sought in its petitions and by the Commission staff. A respondent carrier testified in opposition to California Carriers Association's (CCA) proposal in Petition 299.

Petitions 298 and 300 filed by California Trucking Association (CTA) and by California Dump Truck Owners Association (CDTOA), respectively, seek increases in the minimum rates for transportation of rock, sand, gravel, asphalt, earth, and other materials in bulk in dump truck equipment set forth in Minimum Rate Tariff 7-A (MRT 7-A).

Petitions 299 and 301, filed by CCA seek, respectively, a revision of Items 270 and 280 of MRT 7-A which provide additional charges for use of dump truck equipment of a type other than a tractor and two bottom dump trailers in train (bottom dump equipment), and an increase in the estimated weight in Item 190 applicable when no scales are available. CDTOA also requests in its Petition 300 that Item 190 be revised.

General Rate Increases

Cost evidence was presented by witnesses appearing for CTA (Exhibit 298-7) and the Commission staff (Exhibit 298-8). Both cost exhibits measure the changes in carriers' operating costs which have occurred since the rates were last adjusted pursuant to Decision No. 88177 dated November 29, 1977 in Case No. 5437 (Petition 293). The rates established as a result of that proceeding are predicated on cost data current as of July 1, 1977. Both cost studies adjust the cost data used as a basis for rate adjustments in Decision No. 88177 to reflect the following:

Labor costs are updated to reflect known contract and legislative mandated expense changes which are in effect as of May 1, 1978, as follows:

1. Labor and fringe benefit rates in effect on May 1, 1978.
2. FICA taxable income increased from \$16,500 to \$17,700 and the FICA rate increased from 5.85 percent to 6.05 percent.
3. FUI taxable income increased from \$4,200 to \$6,000.
4. SUI taxable income decreased from \$7,000 to \$6,000.
5. Compensation Insurance increased from 9.66 percent to 10.04 percent.

The vehicle unit costs are revised to reflect the average equipment investment costs for the years 1967 through 1976, based on Commission Data Bank reports.

Based upon the latest available fuel and oil cost information prepared by the Systems and Procedures Branch of the Commission's Transportation Division, fuel prices have not increased; therefore, the fuel and oil cost is not changed.

Witnesses for the Commission staff and CTA propose that the rates in MRT 7-A be adjusted in the same manner as in prior proceedings; that is, that the full costs set forth in their respective cost exhibits be expanded for carrier operating profit represented by a cost/rate ratio of 92 percent. Both CTA and the staff propose that the cost data of record be used as a basis for adjustment of rates for commodities for which no specific cost data have previously been developed (commodities described in Re MRT 7-A, 76 CPUC 12, at page 44 (OSH 213) and petroleum coke). CTA did not present the specific rates and charges proposed by it in exhibit form. The specific rate proposals of the staff are set forth in Exhibit 298-9. CDTOA adopted staff Exhibits 298-8 and 298-9 as its proposals in Petition 300.

The staff cost study uses the historical weighting factors and allocation methods initially adopted in connection with the establishment of MRT 7-A pursuant to Decision No. 82061, dated October 30, 1973 in Case No. 5437, OSH 213 (76 CPUC 12).^{1/} Different methods were adopted by CTA in developing its cost data, as more fully explained under the headings "Geographical Areas" and "Weighting Factors".

^{1/} Decision No. 82061 was the proceeding in which the last full-scale cost and rate studies were presented involving the commodities subject to MRT 7-A.

Geographical Areas

CTA proposes to redescribe the boundaries of Northern and Southern Territories by transferring the counties of Stanislaus, Merced, Mariposa, Madera, Fresno, Kings, and Tulare from Northern Territory to Southern Territory.^{2/} Different levels of hourly and tonnage rates are applicable in the two territories.

Northern Territory is divided into two regions for application of rates, the San Francisco Bay Area Region and the Northern Region.^{3/} CTA proposes to transfer the counties of Santa Cruz, San Benito, and Monterey from Northern Region to San Francisco Bay Area Region.

2/ The present descriptions of Southern and Northern Territories set forth in Item 160 of MRT 7-A are as follows:

Southern Territory means the counties of San Luis Obispo, Santa Barbara, Ventura, Los Angeles, Orange, San Diego, Imperial, Riverside, San Bernardino, Kern, Inyo, and Mono.

Northern Territory means all other counties of the state not included in Southern Territory.

3/ The present descriptions of the San Francisco Bay Area Region and the Northern Region as set forth in Item 380 of MRT 7-A are as follows:

San Francisco Bay Area Region consists of the City and County of San Francisco and the counties of Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and that portion of Sonoma County beginning at the junction of the Marin-Sonoma County line and Shoreline Highway (SSR 1); northerly along Shoreline Highway (SSR 1) to Petaluma Valley Ford Road; easterly along Petaluma Valley Ford Road to Roblar Road; easterly along Roblar Road to Stony Point Road; southeasterly along Stony Point Road to West

(Continued)

CTA offered evidence as summarized below in support of these requests. The staff cost studies presented in OSH 213 were predicated on wage scales set forth in labor agreements between the Associated General Contractors and the Teamster locals in California (AGC scale). The Commission adopted the staff studies as the cost datum plane on which the rates in MRT 7-A are based, but determined that the rock-and-sand wage agreements, which provide lower hourly wage rates, should be substituted for the higher AGC scale. The present descriptions of Northern and Southern Territories conform to the scope of the corresponding AGC scales. Under the rock-and-sand agreements the several different Teamster locals located in each territory have different levels of wages. Both CTA and the staff cost studies in this proceeding are predicated on the rock-and-sand scales. CTA's studies attempt to combine the underlying teamster wage contracts in a manner different from that adopted by the Commission in OSH 213. CTA presented Exhibits 298-1 through 298-4, which contain analyses of the cost factors which underlie the requested territory and region revisions. Exhibit 298-1 compares the weighted average wage rate per hour for 5-axle bottom dump units for Northern Territory with the wage rate for each of the key Teamster locals in that territory as follows:

3/ (Continued)

Railroad Avenue; northeasterly and easterly along West Railroad Avenue and East Railroad Avenue to Petaluma Hill Road; northerly along Petaluma Hill Road to Roberts Road; northeasterly along Roberts Road and Pressley Road to Sonoma Mountain Road; easterly along Sonoma Mountain Road to Warm Springs Road; southeasterly along Warm Springs Road to Arnold Drive; northeasterly along Arnold Drive to Sonoma Highway (SSR 12); northerly along Sonoma Highway (SSR 12) to Trinity Road; northeasterly along Trinity Road to the Sonoma County line; and southerly and northwesterly along the Sonoma County line to the point of beginning.

Northern Region consists of all of the counties in Northern Territory (See Item 160) except as provided in (a) above.

<u>Local</u>	<u>Contract Base Rate Per Hour As of 5/1/78</u>	<u>Weighted Average Base Rate Per Hour Exhibit 298-8 Table 1</u>	<u>Amount Weighted Average Rate Per Hour Over or Under Contract Base Rate</u>
137 (1)	\$ 7.895	\$8.481	+\$0.586
431 (2)	9.265	8.481	- 0.784
94 (3)	8.325	8.481	+ 0.156
386 (4)	9.540	8.481	- 1.059
890/912 (5)	10.330	8.481	- 1.849

- (1) Northernmost 13 counties (Marysville Local).
- (2) Madera and Fresno Counties.
- (3) Kings and Tulare Counties.
- (4) Stanislaus, Merced, and Mariposa Counties.
- (5) Santa Cruz and Monterey Counties.

According to CTA, the actual wages incurred by carriers subject to the Local 890/912 agreement exceed the average labor rate used in developing the minimum rate for Northern Territory by \$1.849 per hour. Similarly, the wage scales for Locals 137 and 94 are lower than the Northern Territory weighted average wage rate. These disparities between Teamster contract wage scales and the weighted average labor scales assertedly adversely affect carrier operations in the areas in which Locals 431, 386, and 890/912 wage contracts are applicable.

CTA presented the testimony of three respondent carriers that operate in the Fresno County area in support of its proposal that the Fresno and Madera Counties be deleted from Northern Territory and included in Southern Territory. Those carriers operate primarily as overlying carriers and perform the preponderance of their for-hire dump truck operations using the services of sub-haulers. According to the witnesses the higher hourly rates

applicable to service in the adjacent counties of Kern, San Luis Obispo, and Santa Barbara (Southern Territory) make it difficult to obtain subhaulers because such subhaulers prefer to work in areas in which they can obtain the greatest revenue. Shippers assertedly will not pay charges in excess of the minimum rates on large projects where subhaulers generally are used.

A witness appearing for a respondent carrier headquartered near Watsonville testified that the reverse situation occurs with respect to its operations. That carrier operates primarily with his own equipment and employs Teamster union drivers. The witness urged that because the pay scales of his employed drivers are higher than the weighted average labor rate underlying the minimum rates applicable to his area of operations, his company has difficulty in achieving adequate operating revenues.

CDTOA presented evidence in opposition to the above CTA proposals. It is the opinion of the members of that association that the present territorial application of hourly and tonnage rates should remain unchanged. The principal objection to the CTA proposals is that rate reductions would occur in certain regions. CDTOA presented Exhibit 298-10 which compares current hourly rates with rates under CTA's proposal and the staff's proposal for five-axle equipment. The comparison is as follows:

(Rates in cents per hour)

	<u>Current Rates</u>	<u>Staff Proposal</u>	<u>CTA Proposal</u>
Northern Region	2795	2969	2899
S.F. Bay Region	3141	3348	3364
Southern Region	3075	3253	3214
San Diego Region	3021	3210	3212

CDTOA pointed out that in the Northern Region CTA's proposal would be 70 cents per hour less than the staff proposal, and in the Southern Region CTA's proposal would result in a rate of 39 cents per hour less than the staff proposal. On the other hand, the San Francisco Bay Area Region rate under CTA's proposal would exceed the staff proposal by 39 cents per hour. CDTOA objects to the lesser Northern and Southern Region rates that would result from CTA's proposal.

The Commission staff, California Asphalt Plant Association (CAPA), and Associated Independent Owner-Operators, Inc. (AIOO) support the rate proposals set forth in the staff exhibits. AIOO and CAPA opposed the territorial revisions proposed by CTA, but offered no evidence on that issue.

Weighting Factors

In order to develop a single labor cost factor for each region and territory, the wages set forth in representative local agreements are weighted according to the relative amount of rock, sand, stone, and gravel produced in the counties in which the labor agreements are applicable. The weighting factors used in the staff cost study are the historical factors originally set forth in the OSH 213 datum plane study. The factors were developed from 1967 production data reproduced in publications of the California Department of Agriculture, Division of Mines and Geology.

CTA proposed that the weighting factors be changed to reflect more current production data for 1972. CTA's cost study was developed using such weighting factors. Only slight differences in total costs result from the use of the 1972 data, as shown in CTA's Exhibit 298-2. For example, that exhibit shows that the weighted average Northern Region base hourly wage would be reduced from \$8.481 to \$8.436, or 4.5 cents per hour.

CTA presented more current county production data for the year 1977; but those data, only recently received by CTA, were not aggregated in such a manner that they readily could be used for this proceeding.

Amendment of Items 270 and 280

Items 270 and 280 of MRT 7-A provide additives to be assessed when tonnage rates are applied and equipment other than five-axle bottom dumps are used to perform the transportation service. The tariff tonnage rates are predicated upon the lower operating costs of five-axle equipment. The additives reflect the added costs of operating less efficient types of equipment.

Those rules provide that the additives apply (a) when transportation is requested to be performed with a two- or three-axle truck without trailing equipment, and (b) when the unloading conditions require the use of truck-and-transfer trailer type of end-dump equipment, or any equipment of type other than five-axle bottom dump or two- or three-axle end-dump equipment.

CCA requests that the rules be amended to remove the discretionary application of the additives.^{5/} It is CCA's view that ✓

5/ For example, CCA proposes that Item 270 be amended as follows:

"(a) When the transportation service is accomplished by a dump truck with transfer type end dump pull trailer and/or by a dump truck with pup type pull trailer and when with the latter type of equipment the operator disconnects the trailer from the truck the rates in this section shall be increased as follows, subject to Item 200 of this tariff:
[rates omitted]

"(b) When the transportation service is performed by two-axle or three-axle dump trucks without trailing equipment the rates in this section shall be increased by the following percentages subject to Item 200 of this tariff:
[percentage increases omitted]

(Continued)

the present application of the additive rates depends upon the subjective interpretation of either the shipper, the carrier, or both as to whether the unloading condition at point of destination "requires" the use of a certain type of equipment or whether a "request" for such equipment is made. CCA asserts that uncertainties created by the existing rules make it virtually impossible to enforce the application of the additive charges.

CCA's president testified in support of the proposals in Petition 299. The witness furnished an example of transportation service performed by a for-hire carrier where other than five-axle bottom dump equipment was used, but the additives were not charged. CCA believes that numerous instances exist where less efficient equipment is used without additive charges being assessed because the tariff provisions are framed in such a way that a shipper may take advantage of a carrier that is willing to provide transportation services with equipment that is more costly to operate than bottom dump trailers. CCA contends that in such a situation the carrier does not receive adequate compensation for services rendered. CCA asks that application of the additive charges be conditioned on the actual use of specific types of equipment, rather than upon a "request" or a "requirement" for that use.

A dump truck carrier headquartered near Watsonville testified in opposition to the relief sought in Petition 299. That carrier uses truck and transfer trailer equipment to haul outbound loads of

5/ (Continued)

"(c) When the transportation service is performed by either four-axle or five-axle semi-end dump type equipment and/or three- or five-axle semi-bottom dump type equipment and/or a dump truck with pup-type pull trailer and when with the latter type of equipment the operator does not disconnect the trailer from the truck the rates in this section shall be increased as follows subject to Item 200 of this tariff:"
[rates omitted]

rock to a plant that cannot receive deliveries with other than end-dump equipment. The witness testified that the use of such equipment obviously is required by unloading conditions and, therefore, the additive is assessed. The carrier uses the same unit of equipment to perform return loads to several destinations where unloading conditions do not require the use of end-dump equipment. No additive is charged for such return loads. The carrier testified that if CCA's proposals are accepted, the carrier could not continue to make efficient use of its truck-and-transfer trailer equipment because shippers would not pay the additives on the return loads, and bottom dump equipment would have to be dispatched to handle such traffic. Thus, two units would be necessary where one unit can now perform the round-trip transportation service.

A witness for CDTOA testified in opposition to Petition 299. The witness stated that in outlying regions, where hauls are longer and unit costs are greater, some opportunities which now exist for backhauls would be removed if the petition is granted. According to the witness, the proposal was discussed at CDTOA rate committee meetings and the vote of that committee was to oppose the petition.

AIOO and CAPA support CCA proposals in Petition 299. AIOO believes that where round-trip operations described by the carrier exist, the more efficient service justifies the granting of a rate deviation, which relief assertedly can be promptly received from the Commission. In rebuttal, the carrier contends that the revenue from such round-trip transportation may not justify the time and expense of filing a formal application for a rate deviation.

Revision of Estimated Weights

CDTOA in its Petition 300 and CCA in its Petition 301 seek revision of the estimated weights contained in Item 190 of MRT 7-A.

Item 190 of MRT 7-A sets forth the estimated weight per shipment when the actual weight of the shipment is not known. The estimated weight for two- or three-axle truck with transfer-type pull trailer (subparagraph (c)) and for two- or three-axle tractor with semitrailer and pull-type trailer operating in train (subparagraph (g)) is 25.2 tons for commodities other than light-weight aggregates.

CCA requests that the estimated weight for the equipment and commodities described in the preceding paragraph be increased from 25.2 tons to 26.2 tons. The evidence in support of this request shows that it is based on the following circumstances. Decision No. 88177, dated November 29, 1977 in Case No. 5437 (Petition 293), established a new average payload to reflect the recent legislation increasing the maximum allowable weight for motor vehicle equipment. Based on the staff showing in the proceeding leading to that decision the estimated average payload for developing tonnage cost data was raised from 25.2 to 26.2 tons for the above-described equipment and commodities. Since the inception of MRT 7-A the estimated weight for those commodities has been maintained on the same level as the average payload used in the underlying cost studies. However, estimated weight was not raised concurrently with the change adopted on the underlying cost data.

CDTOA seeks to raise the estimated weight for shipments transported in two- or three-axle trucks with transfer and pull-type trailers from 25.2 to 25.7 tons for all commodities other than lightweight aggregates and from 18.0 to 18.5 tons for lightweight aggregates. It also seeks to raise the estimated weight for two- or three-axle tractor and semitrailer and pull-type trailers from 25.2 tons to 26.5 tons for commodities other than lightweight aggregates, and from 18 to 19.3 tons for lightweight aggregates.

The evidence presented in support of this request shows that increase in tare weights for the equipment in issue was 1.3 tons. Only a one-ton addition to the average weights was made for cost purposes because the evidence in the prior proceeding showed that the equipment then in use could transport, on the average, only one ton more than was formerly legally permissible. CDTOA's study of tare weights indicate that the legal maximum weight can be transported in many of the equipment units now in use in connection with commodities other than lightweight aggregates. No underlying data were furnished with respect to that study. CDTOA also believes its proposal should be adopted because shippers assertedly load more heavily when they are aware that no scales are available and estimated weights will be used.

CDTOA's witness testified that no tare weight analysis was made with respect to lightweight aggregates. The witness increased the estimated weights for those commodities by 1.3 tons, the authorized increase in maximum loads, even though the full weight-carrying capacity of the equipment is never achieved with respect to hauling of lightweight aggregates.

Discussion of the Staff's Studies

We will adopt the staff cost and rate studies for the offset rate revisions made in the order which follows.

The purpose of CTA's cost studies and rate proposals is to correct the asserted rate distortions resulting from the manner in which the staff cost data are aggregated. However, CTA's methods result in distortions as great as those of the staff's methods, as pointed out in the evidence of other parties. We will continue to use the staff's methods of cost finding until we have had opportunity to explore additional methods of cost and rate development suggested by the parties in their closing arguments but for which no supporting evidence was presented.

We recognize the seriousness of the operating problems described by the carrier witnesses. However, we believe we should have all reasonable alternatives presented us before a determination is made to revise the present geographical application of the hourly and mileage tonnage rates in MRT 7-A. We ask that parties to the next MRT 7-A offset proceeding, including our staff, present additional factual data and recommendations on this issue.

Rules Governing Additives

The question presented in Petition 299 is whether our objective should be to establish tariff rules which are unambiguous and enforceable, or whether those tariff rules should be framed so that they can be applied at the discretion of the tariff user.

If the tariff rule remains as it is, backhaul traffic will be protected. We must weigh the desirability of insuring that certain carriers operating in nonmetropolitan areas retain their backhauls against the asserted need to assure that carriers performing transportation in the larger metropolitan areas obtain sufficient revenues for the types of equipment they operate.

We have no doubt that the wording of the present tariff provisions permit shippers to obtain the use of the more costly types of equipments without paying the additives set forth in Items 280 and 290. The present wording of the tariff rules was adopted in Decision No. 84299, dated April 8, 1975, in Case No. 5437 (Petition 265 and OSH 213). The amendment was made "to define more precisely the circumstances under which higher rates are applicable for dump truck equipment other than a tractor and two bottom dump trailers in train." The record in that proceeding showed that payment of the additives was avoided because of the imprecise language of the tariff rule governing the application of those charges. Unless the tariff rules uniformly apply in all circumstances, there is an opportunity to avoid the payment and/or collection of the additives.

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C. 5437 Pet. 298 et al. - ai/dll (Alt. RDG)

The purpose of the additives is to ensure that carriers are adequately compensated for the transportation services requiring the use of the more costly types of equipment. On the other hand, when no work is available which requires the use of the more costly equipment the present rules allow the use of that equipment at the less profitable rates established for double bottom dump equipment at the discretion of the carrier. The present rules should be retained.

Estimated Weights

CDTOA's proposal in Petition 300 with respect to increasing estimated weights for five-axle equipment is not adequately supported. For example, CDTOA proposes to add 1.3 tons to the estimated weights for lightweight aggregates. The full weight-carrying capacity of a carrier's equipment is never achieved with respect to lightweight aggregates. Trailers used for hauling those commodities are modified with very high sideboards to increase the size of the units. The full bulk-carrying capacity of those vehicles is achieved long before the weight-carrying capacity is reached. It is obvious that the change in statutory maximum vehicle weights did not permit vehicles engaged in hauling lightweight aggregates to increase their average loads. Similarly, the proposal to increase average weights by the total increase in permissible maximum weights ignores evidence in prior proceedings that the full permissible increase could not be achieved. No study was presented in support of CDTOA's contention that such shipment weights are being or can be received.

On the other hand, CCA proposes in Petition 301 the same change in estimated weights as the change in average shipment weights adopted in Decision No. 88177. Decision No. 82061 (76 CPUC 12, at pages 39 and 40) found that estimated weights should conform to the average shipment weights underlying the cost developments. CCA's proposal is reasonable and will be adopted.

Findings

1. The minimum rates in MRT 7-A were last adjusted by Decision No. 88177 dated November 29, 1977.

3. Cost studies showing the effect of such increased operating costs were submitted by CTA and the Commission staff.

4. The staff cost study adjusts the cost data of record in prior proceedings to reflect the wage and fringe benefit costs, allied payroll expenses and taxes, and equipment costs generally in effect on May 1, 1978. The offset method employed is the wage (cost) offset method described in Re Minimum Rate Tariff 2 (1969) 70 CPUC 277.

5. The staff cost data employing the wage (cost) offset method, expanded for the use of a profit factor of 8 percent as set forth in the staff rate proposal in Exhibit 298-9, will result in just, reasonable, and nondiscriminatory minimum rates.

6. Revision of rules governing the application of the additives in Items 270 and 280 of MRT 7-A proposed in Petition 299, as amended by Exhibit 299-4, would result in less utilization of the more costly equipment and a loss of backhaul traffic.

7. Revision of the estimated weights in Item 190 as proposed in Petition 301 will result in reasonable and nondiscriminatory provisions to govern the application of the mileage/tonnage rates set forth in MRT 7-A. The proposal in Petition 300 insofar as it differs from the proposal in Petition 301 is not supported by the evidence.

8. The average increase in rates in MRT 7-A which will result from the following order is 6.0 percent. The revenues of carriers subject to that will be increased by approximately \$7,000,000 annually.

Conclusion

Petition 299 should be denied. Petitions 298, 300 and 301 should be granted to the extent provided in the order which follows.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 7-A (Appendix B to Decision No. 82061, as amended) is further amended by incorporating therein, to become effective thirty-two days after the date hereof, the revised pages contained in Appendix A, attached hereto and by this reference made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they also are subject to Decision No. 82061, as amended, are directed to establish in their tariffs the amendments necessary to conform with the further adjustments ordered by this decision.

3. Tariff publications required 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 made effective thirty-two days after the date hereof, on not less than five days' notice to the Commission and to the public.

4. Common carriers, in establishing and maintaining the amendments 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 amendments published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

5. In all other respects, Decision No. 82061, as amended, shall remain in full force and effect.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 31st day of OCTOBER, 1978.

Robert Bateman
President
William Gyron
Virginia L. Sturgeon
Charles W. Swale
Paul T. DeRish
Commissioners

APPENDIX A

LIST OF REVISED PAGES TO
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(END OF APPENDIX A)

SECTION 1--RULES (Continued)	ITEM		
<p style="text-align: center;">APPLICATION OF TARIFF--COMMODITIES</p> <p>When reference is made to this item, rates apply to the transportation of the following commodities:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>Coke, petroleum; Concrete, broken, asphaltic or hydraulic; Concrete, premixed, wet; Debris: From street or highway maintenance, including ice, mud, and slush; also debris from drainage or flood control construction and/or maintenance projects;</p> </td> <td style="width: 50%; vertical-align: top;"> <p>Fodder: Chopped green corn and sorghum grain plants, including heads, stalks, and leaves; Salt cake (crude sulphate of soda); Slurry (mixed sand, dust, crushed stone and/or gravel, wet);</p> </td> </tr> </table>	<p>Coke, petroleum; Concrete, broken, asphaltic or hydraulic; Concrete, premixed, wet; Debris: From street or highway maintenance, including ice, mud, and slush; also debris from drainage or flood control construction and/or maintenance projects;</p>	<p>Fodder: Chopped green corn and sorghum grain plants, including heads, stalks, and leaves; Salt cake (crude sulphate of soda); Slurry (mixed sand, dust, crushed stone and/or gravel, wet);</p>	60
<p>Coke, petroleum; Concrete, broken, asphaltic or hydraulic; Concrete, premixed, wet; Debris: From street or highway maintenance, including ice, mud, and slush; also debris from drainage or flood control construction and/or maintenance projects;</p>	<p>Fodder: Chopped green corn and sorghum grain plants, including heads, stalks, and leaves; Salt cake (crude sulphate of soda); Slurry (mixed sand, dust, crushed stone and/or gravel, wet);</p>		
<p>No change on this page, Decision No. 89597</p>			
EFFECTIVE			
<p>Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>			

ITEM	SECTION 1--RULES (Continued)												
70	<p style="text-align: center;">APPLICATION OF TARIFF--GENERAL</p> <p>Rates in this tariff do not apply to the transportation of:</p> <p>(a) Disaster Supplies, i.e., those commodities which are allocated to provide relief during a state of extreme emergency or state of disaster; and those commodities which are transported for a civil defense or disaster organization established and functioning in accordance with the California Disaster Act to ultimate point of storage or use prior to or during a state of disaster or state of extreme emergency.</p> <p>(b) Property of the United States or property transported under agreement whereby the United States contracted for the carrier's service.</p> <p>(c) Property for which rates are provided in Minimum Rate Tariffs 17-A or 20 when said property is transported under the provisions of such tariffs.</p> <p>(d) Property transported for a displaced person when the cost thereof is borne by a public entity as provided in Section 7262 of the Government Code.</p> <p>For rates for the transportation of commodities in dump truck equipment, other than as provided in this tariff, see Minimum Rate Tariffs 1-B, 2, 9-B, 17-A, 19, or 20, as the case may be.</p>												
80	<p style="text-align: center;">APPLICATION OF TARIFF--TERRITORIAL</p> <p>Rates in this tariff apply for transportation between all points within the State of California.</p>												
890	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>In addition to the charges under the rates in Sections 2, and 4, and when, through no fault of the carrier, the unloading and release of carrier's equipment at destination is delayed beyond the time allowances shown herein, the following accessorial charges shall be assessed:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: center;">A</th> <th style="text-align: center;">B</th> <th style="text-align: center;">C</th> </tr> </thead> <tbody> <tr> <td>Charge per unit of carrier's equipment for delay beyond the time allowance shown below. Charge applies for each six(6) minutes (one-tenth of an hour) or fraction thereof</td> <td style="text-align: center;">¢203</td> <td style="text-align: center;">¢203</td> <td style="text-align: center;">¢203</td> </tr> <tr> <td>Time allowance in minutes, per unit of carrier's equipment (See Note)</td> <td style="text-align: center;">30</td> <td style="text-align: center;">45</td> <td style="text-align: center;">30</td> </tr> </tbody> </table> <p>a. Applies when transportation is performed by truck without trailing equipment.</p> <p>b. Applies when transportation is performed by truck with transfer type trailer.</p> <p>c. Applies when transportation is performed by truck with other than transfer type pull trailers, tractors with semitrailers or tractors with semitrailers and pull trailers operating in train.</p> <p>NOTE:--In computing the time allowances under this rule, time shall commence when the carrier arrives at point of destination.</p>		A	B	C	Charge per unit of carrier's equipment for delay beyond the time allowance shown below. Charge applies for each six(6) minutes (one-tenth of an hour) or fraction thereof	¢203	¢203	¢203	Time allowance in minutes, per unit of carrier's equipment (See Note)	30	45	30
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<p>o Change) Decision No. 89597</p> <p>o Increase)</p>													
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Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.												

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Rates of common carriers by land published and filed with the Commission may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation, from the same point of origin to the same point of destination, than results from the application of the rates herein provided (Subject to Notes 1, 2, 3, 4 and 5).</p> <p>NOTE 1.--(Applies only in Northern Territory.) When the point of origin is on an industrial railroad connecting with a common carrier railroad, the common carrier rate shall be deemed to apply from the point of origin.</p> <p>NOTE 2.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.</p> <p>NOTE 3.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p>NOTE 4.--When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.</p> <p>NOTE 5.--In the event the common carrier rate which is used does not include loading and/or unloading services, a charge of 17½ cents per ton for loading and/or a charge of 17½ cents per ton for unloading shall be added to the applicable common carrier rate. No additional charge shall be applied for loading if the common carrier rate includes loading and no additional charge shall be applied for unloading if the common carrier rate includes unloading. Actuation by carrier's driver or employee of loading or unloading devices shall constitute loading or unloading service.</p>	0100
<p>o Increase, Decision No. 89597</p>	
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Correction

ITEM	SECTION 1--RULES (Continued)
210	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES (Subject to Notes 1, 2, 3, 4 and 5 of Item 100)</p> <p>When lower aggregate charges result, tonnage rates provided in this tariff may be used in combination with the published rates of common carriers by land filed with the Commission for the transportation of shipments of the same kind of property between the same points, subject to the following conditions:</p> <p>(a) When the point of origin is located beyond a railhead and the point of destination is located at a railhead, add to the common carrier rate applying from any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to point of destination the tonnage rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from the point of origin to any such team track or private railhead from which the common carrier rate used applies. (See Note 1)</p> <p>(b) When the point of origin is located at a railhead and the point of destination is located beyond a railhead, add to the common carrier rate applying from point of origin to any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, the tonnage rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from any such team track or private railhead to point of destination. (See Note 1)</p> <p>(c) When both the point of origin and the point of destination are located beyond railhead, add to the common carrier rate applying between any railheads, the tonnage rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from point of origin to any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, from which the common carrier rate used applies, plus the tonnage rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to which the common carrier rate used applies to point of destination. (See Note 1)</p> <p>NOTE 1.--(Applicable only within or from Northern Territory) (Exception to Note 5 of Item 100)--The additional charge for loading will not apply when the railhead from which a common carrier rate applies has a facility by which rail cars can be loaded by gravity directly from a unit of dump truck equipment. The additional charge for unloading will not apply when the railhead to which a common carrier rate applies has a facility by which a unit of dump truck equipment can be loaded by gravity directly from a rail car.</p>
120	<p style="text-align: center;">BRIDGE AND FERRY TOLLS</p> <p>Except as provided in Items 530 to 560 inclusive, and except on shipments transported under distance rates determined by the use of the Distance Table, the actual bridge or ferry tolls shall be added to the transportation charge when such facilities are used by the carrier.</p>
121	<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>
125	<p style="text-align: center;">CHARGE FOR TRACTOR AND DRIVER WITHOUT TRAILING EQUIPMENT</p> <p>Charges to be paid by a consignor, consignee or other person responsible for payment of freight charges (except an overlying carrier) to a carrier furnishing a tractor and driver without trailing equipment, but towing trailing equipment furnished by the debtor, consignee or consignor, shall be not less than 85 percent of the otherwise applicable charge. In assessing charges under the tonnage rates contained in Sections 2 and 3 of this tariff, the carrier furnishing the tractor and driver need not assess a charge for the amount of the unladen weight of the trailing equipment when under load, nor assess a charge for the empty return movement (See Exception).</p> <p>EXCEPTION.--The provisions of this item shall not apply when trailing equipment is furnished by any party other than the debtor, consignee or consignor, of the specific transportation charges involved (See Item 210).</p>
No change on this page, Decision No. 89597	
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Correction

SECTION 1--RULES (Continued)	ITEM						
<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENTS (Concluded)</p> <p>3. When accessorial charges are to be assessed under the provisions of Item 90 to any shipment, additional information shall be supplied as follows:</p> <table border="0"> <tr> <td>(1) Whether truck and transfer trailer combination.</td> <td>(3) Rate to be assessed.</td> </tr> <tr> <td>(2) Chargeable time.</td> <td>(4) Charges to be assessed.</td> </tr> <tr> <td></td> <td>(5) Signature of consignee or his agent.</td> </tr> </table> <p>4. In the event that transportation is performed by an underlying carrier, a Combined Shipping Order and Freight Bill (or other document) shall be issued by such underlying carrier to the overlying carrier. Such document must contain all of the above information except the following:</p> <ol style="list-style-type: none"> Name of debtor if other than consignor. Address of debtor if other than consignor. Rate and charges assessed. <p>Two or more copies of the document shall be presented by the underlying carrier to the overlying carrier within seven calendar days of the date transportation is performed, except that they shall be presented no later than three days after the last calendar day of the month (See Note 1).</p> <p>The information not required to be shown by the underlying carrier must be completed on two copies of a Combined Shipping Order and Freight Bill (or other document) by the overlying carrier prior to submission to the debtor for collection.</p> <p>NOTE 1.--When United States mail service is used, the postmark shall be deemed to be the time of presentation of the document.</p> <p>5. The form of shipping documents set forth in Section 5 shall be suitable and proper. However, other forms, including weight tickets, may be utilized provided that all the necessary information is supplied on or with such other forms and all other requirements of this item are completely fulfilled.</p> <p>6. Abbreviations or code numbers, letters, or other similar designations may be used to record information required to be shown on the shipping document provided that all abbreviations or codes are clearly defined on the document or on a separate explanatory sheet. If the definitions are on a separate explanatory sheet, a copy thereof shall be furnished to all parties receiving copies of documents on which said abbreviations and codes are used, and a copy shall be retained with the carrier's copy of the documents relating thereto in accordance with the provisions of paragraph 8. The term carrier as used herein includes both overlying and underlying carriers.</p> <p>7. A copy of each shipping document shall be furnished to the shipper. Also, a copy of each shipping document, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for any transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p>	(1) Whether truck and transfer trailer combination.	(3) Rate to be assessed.	(2) Chargeable time.	(4) Charges to be assessed.		(5) Signature of consignee or his agent.	170
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<p>89597</p> <p>No change on this page, Decision No.</p>							
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ITEM	SECTION 1--RULES (Continued)																																
180	<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>(a) 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 rate and charges in this tariff are stated for the type of shipment being rated.</p> <p>(b) Where rates in Section 4 are applicable, zone rates in cents per ton shall be quoted and assessed.</p> <p>(c) If there is no zone rate provided in Section 4, rates in Sections 2 or 3 shall be quoted and assessed.</p>																																
§190	<p style="text-align: center;">METHOD OF DETERMINING WEIGHT OF SHIPMENT</p> <p>Actual weight of the shipment shall be used when furnished by the consignor or when obtained by the carrier enroute at the direction and expense of the debtor and prior to discharge of any portion of the shipment transported.</p> <p>Otherwise charges for distance rates in Section 2 shall be computed upon the basis of the following estimated weights per shipment when loaded in the following types of dump truck equipment:</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Type of Dump Truck Equipment:</u></th> <th style="text-align: center;"><u>Estimated Weight</u> <u>Per Shipment</u> <u>(In Tons)</u></th> <th style="text-align: center;"><u>(1)</u></th> <th style="text-align: center;"><u>(2)</u></th> </tr> </thead> <tbody> <tr> <td>(a) 2-Axle Truck-----</td> <td></td> <td style="text-align: center;">10</td> <td style="text-align: center;">(3) 9</td> </tr> <tr> <td>(b) 3-Axle Truck-----</td> <td></td> <td style="text-align: center;">15</td> <td style="text-align: center;">(3) 11</td> </tr> <tr> <td>(c) 2 or 3-Axle Truck with Transfer Type Pull Trailer-----</td> <td></td> <td style="text-align: center;">25.2</td> <td style="text-align: center;">18</td> </tr> <tr> <td>(d) 2 or 3-Axle Truck with other than Transfer Type Pull Trailer-----</td> <td></td> <td style="text-align: center;">24</td> <td style="text-align: center;">18</td> </tr> <tr> <td>Δ(e) 2-Axle Tractor with Semitrailer-----</td> <td></td> <td style="text-align: center;">20</td> <td style="text-align: center;">15</td> </tr> <tr> <td>Δ(f) 3-Axle Tractor with Semitrailer-----</td> <td></td> <td style="text-align: center;">24</td> <td style="text-align: center;">18</td> </tr> <tr> <td>ø(g) 2 or 3-Axle Tractor with Semitrailer and Pull Type Trailer operating in train-----</td> <td></td> <td style="text-align: center;">ø26.2</td> <td style="text-align: center;">18</td> </tr> </tbody> </table> <p>(1) Commodities other than subject to (2). (2) Commodities for which rates are provided in Item 330. (3) Exception to Item 200.</p> <p>Otherwise charges for zone rates in Section 4 shall be computed upon the basis of the following estimated weights per cubic yard when loaded in the dump truck equipment:</p> <p>(a) In Southern Territory, 2800 pounds; (b) In Northern Territory: Sand, other than burnt shale sand, 2800 pounds; Commodities described in Item 50, 1200 pounds; Other commodities, 3000 pounds.</p>	<u>Type of Dump Truck Equipment:</u>	<u>Estimated Weight</u> <u>Per Shipment</u> <u>(In Tons)</u>	<u>(1)</u>	<u>(2)</u>	(a) 2-Axle Truck-----		10	(3) 9	(b) 3-Axle Truck-----		15	(3) 11	(c) 2 or 3-Axle Truck with Transfer Type Pull Trailer-----		25.2	18	(d) 2 or 3-Axle Truck with other than Transfer Type Pull Trailer-----		24	18	Δ(e) 2-Axle Tractor with Semitrailer-----		20	15	Δ(f) 3-Axle Tractor with Semitrailer-----		24	18	ø(g) 2 or 3-Axle Tractor with Semitrailer and Pull Type Trailer operating in train-----		ø26.2	18
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ø200	<p style="text-align: center;">MINIMUM CHARGE</p> <p>Except as otherwise provided, the minimum charge per shipment shall be the charge for transporting the following minimum weights at the applicable rate per number of axles per unit of equipment used in the transportation:</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;"><u>No. of Axles</u></th> <th style="text-align: center;"><u>Minimum Weight</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">10 tons</td> </tr> <tr> <td style="text-align: center;">3</td> <td style="text-align: center;">12 tons</td> </tr> <tr> <td style="text-align: center;">4</td> <td style="text-align: center;">23 tons</td> </tr> <tr> <td style="text-align: center;">5</td> <td style="text-align: center;">23 tons</td> </tr> </tbody> </table>	<u>No. of Axles</u>	<u>Minimum Weight</u>	2	10 tons	3	12 tons	4	23 tons	5	23 tons																						
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Correction

SECTION 2--DISTANCE RATES (Continued)	ITEM															
<p style="text-align: center;">APPLICATION OF DISTANCE RATES--GENERAL</p> <p>The distance rates in this section shall apply to all shipments, except as provided in Section 3 - Hourly Rates and Section 4 - Production Areas to Delivery Zones Rates and as indicated below:</p> <ol style="list-style-type: none"> In connection with transportation from Los Angeles County Production Areas 19-LL and 19-MM to points which are intermediate to Los Angeles County Delivery Zone 19703 and which lie along the route Soledad Canyon Road to State Sign Road 14 to Los Angeles County Delivery Zone 19703 or Soledad Canyon Road to Sand Canyon Road to Los Angeles County Delivery Zone 19703, the rates to be assessed under this section shall not exceed the rates in Section 4 of Minimum Rate Tariff 17-A. In connection with transportation from Orange County Production Area 30-Q to points which lie along Santiago Canyon Road or El Toro Road and which are intermediate to Orange County Delivery Zone 30026 or 30069, the rates to be assessed under this section shall not exceed the rates in Section 3 of Minimum Rate Tariff 17-A for like transportation from Orange County Production Area 30-Q to Delivery Zone 30026 or 30069 as the case may be. In connection with transportation of commodities as described in Item 30 of this tariff from a production area, as defined in Directory 1, to a point of destination 10 or more miles, by route of movement, beyond a system of delivery zones, as so defined in Minimum Rate Tariff 17-A the charge under the rates in this section shall not be less than that accruing under the rates in Minimum Rate Tariff 17-A for the transportation of a like shipment from the same point of origin along the same route of movement to a point of destination just under 10 miles from the system of delivery zones. 	250															
<p style="text-align: center;">ADDITIONAL CHARGE FOR SERVICE PERFORMED ON SATURDAYS, SUNDAYS AND HOLIDAYS</p> <p>When commodities for which rates are provided in this section, and specifically referred to herein, are picked up at point of origin and transported on Saturday, Sunday and/or the day legally observed as New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday immediately following Thanksgiving Day, Christmas Day, (1) Washington's Birthday, (1) Admission Day (subject to Note) and (2) Veteran's Day, rates provided therefor in this section shall be increased by the percent shown below:</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Rates in Item:</th> <th colspan="2" style="text-align: center; border-bottom: 1px solid black;">Northern Territory (See Item 160)</th> <th colspan="2" style="text-align: center; border-bottom: 1px solid black;">Southern Territory (See Item 160)</th> </tr> <tr> <th></th> <th style="text-align: center; border-bottom: 1px solid black;">Saturday</th> <th style="text-align: center; border-bottom: 1px solid black;">Sunday and Holiday</th> <th style="text-align: center; border-bottom: 1px solid black;">Saturday</th> <th style="text-align: center; border-bottom: 1px solid black;">Sunday and Holiday</th> </tr> </thead> <tbody> <tr> <td>290, 300, 310 and 320-----</td> <td style="text-align: center;">18%</td> <td style="text-align: center;">039%</td> <td style="text-align: center;">18%</td> <td style="text-align: center;">039%</td> </tr> </tbody> </table> <p>(1) Applies when point of origin is within Northern Territory. (2) Applies when point of origin is within Southern Territory.</p> <p>NOTE.--Will not apply on shipments of earth transported to or from a Public Works Construction Project. For purposes of applying provisions of this item, a Public Works Construction Project means a project embracing all fixed works constructed for public use or protection on which bids are let by or on behalf of the State, any county or municipal government, or any political subdivision or district thereof.</p>	Rates in Item:	Northern Territory (See Item 160)		Southern Territory (See Item 160)			Saturday	Sunday and Holiday	Saturday	Sunday and Holiday	290, 300, 310 and 320-----	18%	039%	18%	039%	260
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290, 300, 310 and 320-----	18%	039%	18%	039%												
<p style="text-align: center;">INTERTERRITORIAL MOVEMENTS</p> <p>When a shipment originates in one territory and terminates in another, the rates applicable in the originating territory will apply.</p>	265															
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Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.															

ITEM	SECTION 2--DISTANCE RATES (Continued)																																																											
	<p>APPLICATION OF RATES FOR USE OF EQUIPMENT OTHER THAN TRACTOR WITH BOTTOM DUMP DOUBLES IN TRAIN</p> <p>The provisions of this item do not apply to rates contained in Items 300, 330, 340 and 350.</p> <p>§(a) When the unloading condition at the point of destination requires the use of a dump truck with transfer type end dump pull trailer, the rates in this section shall be increased as follows, subject to a minimum weight of 24 tons transported in one unit of equipment at one time:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: center;">Rates in Cents Per Ton</th> </tr> <tr> <th></th> <th style="text-align: center;">Northern Territory (See Item 160)</th> <th style="text-align: center;">Southern Territory (See Item 160)</th> </tr> </thead> <tbody> <tr> <td>Commodities, other than Asphaltic Concrete and Cold Road Oil Mixture.....</td> <td style="text-align: center;">28</td> <td style="text-align: center;">30</td> </tr> </tbody> </table> <p>§(b) When transportation service is requested to be performed by two or three-axle truck without trailing equipment the rates in this section shall be increased by the following percentages: subject to the minimum charge of 12 tons transported in one truck at one time:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Miles</th> <th style="text-align: center;">But Not</th> <th style="text-align: center;">Percent Increase (1) (2)</th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">5</td> <td style="text-align: center;">80</td> </tr> <tr> <td style="text-align: center;">5</td> <td style="text-align: center;">35</td> <td style="text-align: center;">75</td> </tr> <tr> <td style="text-align: center;">35</td> <td style="text-align: center;">-</td> <td style="text-align: center;">70</td> </tr> </tbody> </table> <p>§(c) When the unloading condition at the point of destination requires the use of dump truck equipment other than described in paragraphs (a) and (b) above and other than tractors with bottom dump doubles in train, the rates in this section shall be increased, subject to a minimum weight of 23 tons transported in one unit of equipment at one time, as follows: (See Exception.)</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Miles</th> <th style="text-align: center;">But Not</th> <th style="text-align: center;">Rate in Cents</th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">Over</th> <th style="text-align: center;">Per Ton (2)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">5</td> <td style="text-align: center;">013</td> </tr> <tr> <td style="text-align: center;">5</td> <td style="text-align: center;">10</td> <td style="text-align: center;">012</td> </tr> <tr> <td style="text-align: center;">10</td> <td style="text-align: center;">15</td> <td style="text-align: center;">012</td> </tr> <tr> <td style="text-align: center;">15</td> <td style="text-align: center;">20</td> <td style="text-align: center;">011</td> </tr> <tr> <td style="text-align: center;">20</td> <td style="text-align: center;">30</td> <td style="text-align: center;">010</td> </tr> <tr> <td style="text-align: center;">30</td> <td style="text-align: center;">40</td> <td style="text-align: center;">0 9</td> </tr> <tr> <td style="text-align: center;">40</td> <td style="text-align: center;">50</td> <td style="text-align: center;">0 7</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">60</td> <td style="text-align: center;">0 6</td> </tr> <tr> <td style="text-align: center;">60</td> <td style="text-align: center;">70</td> <td style="text-align: center;">0 5</td> </tr> <tr> <td style="text-align: center;">70</td> <td style="text-align: center;">-</td> <td style="text-align: center;">0 4</td> </tr> </tbody> </table> <p>(1) In computing a rate based on a multiple or proportion of another rate, the following will govern in the disposition of fractions: Fractions of less than ¼ or .50 of a cent, omit. Fractions of ¼ or .50 of a cent or greater, increase to next whole figure.</p> <p>(2) Commodities, other than Asphaltic Concrete and Cold Road Oil Mixture.</p> <p>EXCEPTION: The minimum weight for shipment transported by a 2-axle tractor with semitrailer shall be 10 tons.</p>		Rates in Cents Per Ton		Northern Territory (See Item 160)	Southern Territory (See Item 160)	Commodities, other than Asphaltic Concrete and Cold Road Oil Mixture.....	28	30	Miles	But Not	Percent Increase (1) (2)	Over	Over		0	5	80	5	35	75	35	-	70	Miles	But Not	Rate in Cents	Over	Over	Per Ton (2)	0	5	013	5	10	012	10	15	012	15	20	011	20	30	010	30	40	0 9	40	50	0 7	50	60	0 6	60	70	0 5	70	-	0 4
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SECTION 2--DISTANCE RATES (Continued)	ITEM																																																									
<p>APPLICATION OF ASPHALTIC CONCRETE AND COLD ROAD OIL MIXTURE RATES FOR USE OF EQUIPMENT OTHER THAN TRACTOR WITH BOTTOM DUMP DOUBLES IN TRAIN</p> <p>The provisions of this item apply only to rates contained in Item 300.</p> <p>ø(a) When the unloading condition at the point of destination requires the use of dump truck with transfer type end dump pull trailer the rates in this section shall be increased, subject to a minimum weight of 24 tons transported in one unit of equipment at one time, as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: center;">Rate In Cents Per Ton Northern Territory (See Item 160)</th> <th style="text-align: center;">Southern Territory (See Item 160)</th> </tr> </thead> <tbody> <tr> <td>Asphaltic Concrete and Cold Road Oil Mixture.....</td> <td style="text-align: center;">48</td> <td style="text-align: center;">52</td> </tr> </tbody> </table> <p>(b) When transportation service is requested to be performed by two or three-axle truck without trailing equipment, the rates in this section shall be increased by the following percentages, subject to the minimum charge provided in Item 200 when transported in one truck at one time:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;"><u>Miles</u></th> <th style="text-align: center;"><u>But Not Over</u></th> <th style="text-align: center;"><u>Percent Increase (1)</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><u>Over</u></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">5</td> <td style="text-align: center;">80</td> </tr> <tr> <td style="text-align: center;">5</td> <td style="text-align: center;">35</td> <td style="text-align: center;">70</td> </tr> <tr> <td style="text-align: center;">35</td> <td style="text-align: center;">-</td> <td style="text-align: center;">60</td> </tr> </tbody> </table> <p>(c) When the unloading condition at the point of destination requires the use of dump truck equipment, other than described in paragraphs (a) and (b) above, and other than tractors with bottom dump doubles in train, the rates in this section shall be increased, subject to a minimum weight of 23 tons transported in one unit of equipment at one time, as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;"><u>Miles</u></th> <th style="text-align: center;"><u>But Not Over</u></th> <th style="text-align: center;"><u>Rate In Cents Per Ton</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><u>Over</u></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">5</td> <td style="text-align: center;">12</td> </tr> <tr> <td style="text-align: center;">5</td> <td style="text-align: center;">10</td> <td style="text-align: center;">13</td> </tr> <tr> <td style="text-align: center;">10</td> <td style="text-align: center;">15</td> <td style="text-align: center;">15</td> </tr> <tr> <td style="text-align: center;">15</td> <td style="text-align: center;">20</td> <td style="text-align: center;">16</td> </tr> <tr> <td style="text-align: center;">20</td> <td style="text-align: center;">30</td> <td style="text-align: center;">18</td> </tr> <tr> <td style="text-align: center;">30</td> <td style="text-align: center;">40</td> <td style="text-align: center;">20</td> </tr> <tr> <td style="text-align: center;">40</td> <td style="text-align: center;">50</td> <td style="text-align: center;">23</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">60</td> <td style="text-align: center;">26</td> </tr> <tr> <td style="text-align: center;">60</td> <td style="text-align: center;">70</td> <td style="text-align: center;">28</td> </tr> <tr> <td style="text-align: center;">70</td> <td style="text-align: center;">-</td> <td style="text-align: center;">35</td> </tr> </tbody> </table>			Rate In Cents Per Ton Northern Territory (See Item 160)	Southern Territory (See Item 160)	Asphaltic Concrete and Cold Road Oil Mixture.....	48	52	<u>Miles</u>	<u>But Not Over</u>	<u>Percent Increase (1)</u>	<u>Over</u>			0	5	80	5	35	70	35	-	60	<u>Miles</u>	<u>But Not Over</u>	<u>Rate In Cents Per Ton</u>	<u>Over</u>			0	5	12	5	10	13	10	15	15	15	20	16	20	30	18	30	40	20	40	50	23	50	60	26	60	70	28	70	-	35
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Correction																																																										

ø280

ITEM	SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton							
	COMMODITIES, as described in List A of Item 30, subject to Note 1.							
	MILES		RATES (1) (2) Minimum Weight 24 Tons		MILES		RATES (1) (2) Minimum Weight 24 Tons	
Over	But Not Over	(3) Northern Territory	(3) Southern Territory	Over	But Not Over	(3) Northern Territory	(3) Southern Territory	
	0	1	35	47	30	31	218	260
	1	2	42	54	31	32	224	266
	2	3	49	62	32	33	230	273
	3	4	55	70	33	34	235	279
	4	5	62	77	34	35	241	286
	5	6	68	85	35	36	247	292
	6	7	75	92	36	37	252	299
	7	8	82	100	37	38	258	305
	8	9	89	108	38	39	263	312
	9	10	95	116	39	40	269	318
	10	11	101	123	40	41	275	325
	11	12	107	130	41	42	280	331
	12	13	113	138	42	43	286	338
	13	14	120	145	43	44	291	344
	14	15	126	152	44	45	297	351
	15	16	132	160	45	46	303	357
0280	16	17	138	166	46	47	308	364
	17	18	144	173	47	48	314	370
	18	19	150	180	48	49	320	377
	19	20	156	187	49	50	325	383
	20	21	162	193	50	52	333	393
	21	22	167	200	52	54	344	405
	22	23	173	207	54	56	355	418
	23	24	179	214	56	58	366	430
	24	25	185	221	58	60	377	442
	25	26	190	227	60	63	391	458
	26	27	196	234	63	66	407	476
	27	28	202	240	66	69	423	495
	28	29	207	247	69	72	439	513
	29	30	213	253	72	75	455	532

(Continued)

(1) The minimum weight must be transported in one unit of dump truck equipment at one time.
 (2) Subject to Item 270.
 (3) See Item 160 for descriptions of Northern and Southern Territories.

NOTE 1.--Rates on decomposed granite alternate with the rates in Section 16 of Minimum Rate Tariff 17-A from Production Areas 19-EE, 19-Q, 19-QA, 19-QB, 19-R and 19-Z.

♦ Increase, Decision No. **89597**

EFFECTIVE

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

Correction

MINIMUM RATE TARIFF 7-A*

SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton				ITEM
COMMODITIES, as described in List A of Item 30, subject to Note 1.				
MILES		RATES		
Over	But Not Over	(1) (2) MINIMUM WEIGHT 24 TONS		
	Over	Northern Territory (See Item 160)	Southern Territory (See Item 160)	
75	80	477	557	
80	85	503	587	
85	90	529	617	
90	95	556	646	
95	100	582	676	
100	110	621	721	
110	120	673	780	
120	130	726	840	
130	140	778	900	
140	150	830	960	
150	160	881	1017	
160	170	931	1074	
170	180	981	1131	
180	190	1031	1187	
190	200	1081	1244	
200	210	1131	1300	
210	220	1181	1357	
220	230	1231	1414	
230	240	1281	1470	
240	250	1331	1527	
250	260	1381	1583	
260	270	1431	1640	
270	280	1481	1697	
280	290	1531	1753	
290	300	1581	1810	
(3)		054	061	

(Concluded)

- (1) The minimum weight must be transported in one unit of dump truck equipment at one time.
- (2) Subject to Item 270.
- (3) For each additional 10 miles or fraction thereof, add to the rate for 300 miles the amount shown opposite this reference.

NOTE 1.--Rates on decomposed granite alternate with the rates in Section 16 of Minimum Rate Tariff 17-A from Production Areas 19-EE, 19-Q, 19-QA, 19-QB, 19-R and 19-Z.

◊ Increase, except as noted }
 ○ No change } Decision No.

89597

EFFECTIVE

Correction

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

ITEM	SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton					
	MATERIAL, viz.:					
Asphaltic Concrete (commonly called "Hot Stuff"); Cold Road Oil Mixture (commonly called "Plant Mix"); Cold Liquid Asphalt in containers not exceeding 5 gallons capacity per container, when tendered for transportation with, and as a part of, a shipment of asphaltic concrete, and when the quantity so tendered does not exceed 15 gallons per shipment. (1) Minimum Weight 24 Tons.						
	MILES	(2) RATES				
		FROM: Points of Origin in:				
		MILES				
	But Not Over	Northern Territory (See Item 160)	Southern Territory (See Item 160)	But Not Over	Northern Territory (See Item 160)	Southern Territory (See Item 160)
6300	0 1	52	65	25 26	208	245
	1 2	59	72	26 27	213	252
	2 3	66	80	27 28	219	258
	3 4	72	88	28 29	225	264
	4 5	79	95	29 30	230	271
	5 6	85	103	30 31	236	278
	6 7	92	110	31 32	241	284
	7 8	99	118	32 33	247	291
	8 9	105	126	33 34	253	297
	9 10	112	133	34 35	258	304
	10 11	118	141	35 36	264	310
	11 12	124	148	36 37	269	317
	12 13	131	156	37 38	275	323
	13 14	137	163	38 39	281	330
	14 15	143	170	39 40	286	336
	15 16	149	177	40 41	292	343
	16 17	155	184	41 42	297	349
	17 18	161	191	42 43	303	356
	18 19	167	198	43 44	309	362
	19 20	173	205	44 45	314	369
	20 21	179	211	45 46	320	375
	21 22	184	218	46 47	325	382
	22 23	190	225	47 48	331	388
	23 24	196	232	48 49	337	395
	24 25	202	239	49 50	342	401
(Continued)						
(1) The minimum weight must be transported in one unit of dump truck equipment at one time. (2) Subject to Item 280.						
♦ Increase, Decision No. 89597						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

MINIMUM RATE TARIFF 7-A

SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton				ITEM
MATERIAL, viz.: Asphaltic Concrete (commonly called "Hot Stuff"); Cold Road Oil Mixture (commonly called "Plant Mix"); Cold Liquid Asphalt in containers not exceeding 5 gallons capacity per container, when tendered for transportation with, and as a part of, a shipment of asphaltic concrete, and when the quantity so tendered does not exceed 15 gallons per shipment. (1) Minimum Weight 24 Tons.				
MILES		(2) RATES		
		FROM: Points of Origin in:		
But Not Over	Over	Northern Territory (See Item 160)	Southern Territory (See Item 160)	
50	52	350	411	
52	54	361	424	
54	56	372	436	
56	58	383	449	
58	60	394	461	
60	63	408	477	
63	66	424	496	
66	69	441	514	
69	72	457	533	
72	75	474	552	
75	80	495	576	
80	85	521	606	
85	90	547	636	
90	95	574	666	
95	100	600	696	
100	110	639	740	
110	120	691	800	
120	130	744	860	
130	140	796	920	
140	150	848	980	
(3)		050	057	0300
(Concluded)				
(1) The minimum weight must be transported in one unit of dump truck equipment at one time. (2) Subject to Item 280. (3) For each additional 10 miles or fraction thereof, add to the rate for 150 miles the amount shown opposite this reference.				
<input type="radio"/> Increase, except as noted) <input type="radio"/> No Change)		Decision No. 89597		
EFFECTIVE				
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		

ITEM	SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton			
	COMMODITIES, viz.:			
	Earth, including dirt, loam, silt or soil, individually or in any combination. It also includes miscellaneous material such as stone, rock, tree stumps and broken concrete in combination with earth when such material does not exceed 50 percent of the total volume of the shipment.			
	MILES		RATES	
Over	But Not Over	FROM: Points of Origin in:		
		Northern Territory (See Item 160)	Southern Territory (See Item 160)	
		(1) (2) Minimum Weight 24 Tons	(1) (2) Minimum Weight 24 Tons	
	0	1	32	43
	1	2	39	51
	2	3	46	59
	3	4	52	67
	4	5	60	74
	5	6	66	83
	6	7	73	90
	7	8	80	98
	8	9	86	106
	9	10	94	114
	10	11	100	122
	11	12	107	130
	12	13	114	138
	13	14	120	145
0310	14	15	127	153
	15	16	133	161
	16	17	139	168
	17	18	145	175
	18	19	151	182
	19	20	158	189
	20	21	164	196
	21	22	170	203
	22	23	176	210
	23	24	182	217
	24	25	188	225
	25	26	194	231
	26	27	200	238
	27	28	206	245
	28	29	212	252
	29	30	218	259
	(3)			

(1) The minimum weight must be transported in one unit of dump truck equipment at one time.
 (2) Subject to Item 270.
 (3) For distances exceeding 30 miles the rates in Item 290 shall apply but shall not result in a lesser charge than results from the use of rates herein provided.

o Increase, Decision No. **89597**

EFFECTIVE

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

Correction

MINIMUM RATE TARIFF 7-A

SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton								ITEM
COMMODITIES, as described in Item 40.								
MILES		RATES		MILES		RATES		
Over	But Not Over	(1)(2) Minimum Weight 24 Tons		Over	But Not Over	(1)(2) Minimum Weight 24 Tons		
		(3) Northern Territory	(3) Southern Territory			(3) Northern Territory	(3) Southern Territory	
0	1	38	48	30	31	211	230	
1	2	45	55	31	32	215	236	
2	3	52	62	32	33	220	241	
3	4	58	70	33	34	225	246	
4	5	65	77	34	35	231	252	
5	6	71	83	35	36	236	258	
6	7	77	90	36	37	241	263	
7	8	83	96	37	38	247	269	
8	9	89	102	38	39	252	275	
9	10	95	109	39	40	257	280	
10	11	101	114	40	41	262	285	
11	12	107	120	41	42	268	292	
12	13	113	126	42	43	273	298	
13	14	119	132	43	44	278	304	
14	15	125	138	44	45	284	310	
15	16	130	144	45	46	289	316	
16	17	135	150	46	47	294	322	
17	18	141	156	47	48	299	328	0320
18	19	147	162	48	49	305	334	
19	20	152	168	49	50	311	340	
20	21	158	173	50	52	317	350	
21	22	163	180	52	54	326	360	
22	23	168	186	54	56	334	371	
23	24	174	192	56	58	343	381	
24	25	179	198	58	60	351	392	
25	26	184	203	60	63	362	405	
26	27	189	208	63	66	376	419	
27	28	195	213	66	69	389	434	
28	29	200	219	69	72	402	449	
29	30	205	224	72	75	416	464	

(Continued)

(1) The minimum weight must be transported in one unit of dump truck equipment at one time.
 (2) Subject to Item 270.
 (3) See Item 160 for descriptions of Northern and Southern Territories.

◊ Increase, Decision No. **89597**

EFFECTIVE

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

ITEM	SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton			
	COMMODITIES, as described in Item 40.			
	MILES		RATES	
	Over	But Not Over	(1) (2) MINIMUM WEIGHT 24 TONS	(3) Southern Territory
		(3) Northern Territory		
	75 80	439		488
	80 85	462		513
	85 90	486		539
	90 95	509		564
	95 100	532		590
	100 110	557		635
	110 120	600		680
	120 130	643		725
	130 140	687		770
	140 150	730		814
	150 160	775		865
	160 170	818		916
	170 180	861		967
	180 190	905		1017
	190 200	949		1068
0320	200 210	994		1117
	210 220	1038		1165
	220 230	1083		1214
	230 240	1127		1263
	240 250	1171		1312
	250 260	1216		1362
	260 270	1261		1411
	270 280	1306		1461
	280 290	1350		1511
	290 300	1395		1561
	(4)	041		046
(Concluded)				
(1) The minimum weight must be transported in one unit of dump truck equipment at one time. (2) Subject to Item 270. (3) See Item 160 for descriptions of Northern and Southern Territories. (4) For each additional 10 miles or fraction thereof, add to the rate for 300 miles the amount shown opposite this reference.				
◊ Increase, except as noted) Decision No. 89597 ◊ No Change)				
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton								ITEM
PETROLEUM COKE								
MILES		(4) RATES		MILES		(4) RATES		
Over	But Not Over	(1) (2) Minimum Weight 23 Tons		Over	But Not Over	(1) (2) Minimum Weight 23 Tons		
		(3) Northern Territory	(3) Southern Territory			(3) Northern Territory	(3) Southern Territory	
0	1	35	47	30	31	218	260	
1	2	42	54	31	32	224	266	
2	3	49	62	32	33	230	273	
3	4	55	70	33	34	235	279	
4	5	62	77	34	35	241	286	
5	6	68	85	35	36	247	292	
6	7	75	92	36	37	252	299	
7	8	82	100	37	38	258	305	
8	9	89	108	38	39	263	312	
9	10	95	116	39	40	269	318	
10	11	101	123	40	41	275	325	0325
11	12	107	130	41	42	280	331	
12	13	113	138	42	43	286	338	
13	14	120	145	43	44	291	344	
14	15	126	152	44	45	297	351	
15	16	132	160	45	46	303	357	
16	17	138	166	46	47	308	364	
17	18	144	173	47	48	314	370	
18	19	150	180	48	49	320	377	
19	20	156	187	49	50	325	383	
20	21	162	193	50	52	333	393	
21	22	167	200	52	54	344	405	
22	23	173	207	54	56	355	418	
23	24	179	214	56	58	366	430	
24	25	185	221	58	60	377	442	
25	26	190	227	60	63	391	458	
26	27	196	234	63	66	407	476	
27	28	202	240	66	69	423	495	
28	29	207	247	69	72	439	513	
29	30	213	253	72	75	455	532	
(Continued)								
(1) The minimum weight must be transported in one unit of dump truck equipment at one time. (2) Subject to Item 270. (3) See Item 160 for descriptions of Northern and Southern Territories. (4) These rates are not subject to the provisions of Item 260.								
♦ Increase, Decision No. 89597								
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								
Correction								

ITEM	SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton			
	PETROLEUM COKE			
	MILES		(4) RATES	
	Over	But Not Over	Northern Territory (See Item 160)	Southern Territory (See Item 160)
	75	80	477	557
	80	85	503	587
	85	90	529	617
	90	95	556	646
	95	100	582	676
	100	110	621	721
	110	120	673	780
	120	130	726	840
	130	140	778	900
	140	150	830	960
	150	160	881	1017
	160	170	931	1074
	170	180	981	1131
0325	180	190	1031	1187
	190	200	1081	1244
	200	210	1131	1300
	210	220	1181	1357
	220	230	1231	1414
	230	240	1281	1470
	240	250	1331	1527
	250	260	1381	1583
	260	270	1431	1640
	270	280	1481	1697
	280	290	1531	1753
	290	300	1581	1810
	(3)		054	061

(Concluded)

(1) The minimum weight must be transported in one unit of dump truck equipment at one time.
 (2) Subject to Item 270.
 (3) For each additional 10 miles or fraction thereof, add to the rate for 300 miles the amount shown opposite this reference.
 (4) These rates are not subject to the provisions of Item 260.

Increase, except as noted) Decision No. **89597**
 No Change

EFFECTIVE

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

MINIMUM RATE TARIFF 7-A

SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton										ITEM
MATERIAL, viz.:										
Lightweight Aggregates as described in Item 50.										
Between points in Northern Territory (See Item 160).										
MILES (1) But Not Over		Rates (2) (3) Minimum Weight (Per Unit of Carrier's Equipment)			MILES (1) But Not Over		Rates (2) (3) Minimum Weight (Per Unit of Carrier's Equipment)			ITEM
		8 Tons	13 Tons	18 Tons			8 Tons	13 Tons	18 Tons	
0	1	77	60	54	25	26	310	248	214	
1	2	89	70	62	26	27	316	254	218	
2	3	100	79	70	27	28	323	259	223	
3	4	111	89	78	28	29	330	265	228	
4	5	123	98	86	29	30	337	270	233	
5	6	132	107	93	30	31	344	276	238	
6	7	142	115	99	31	32	351	283	243	
7	8	151	124	106	32	33	359	290	249	
8	9	161	132	113	33	34	366	296	255	
9	10	171	141	120	34	35	374	303	260	
10	11	181	149	127	35	37	390	316	271	0330
11	12	191	157	134	37	39	407	329	283	
12	13	202	164	142	39	41	423	342	294	
13	14	212	172	149	41	43	440	355	306	
14	15	221	181	157	43	45	456	368	317	
15	16	231	187	163	45	50	499	402	347	
16	17	240	194	169	50	55	542	438	377	
17	18	249	200	175	55	60	585	473	407	
18	19	258	206	180	60	65	629	508	437	
19	20	267	213	185	65	70	672	543	467	
20	21	274	218	189	70	75	710	574	493	
21	22	281	224	195	75	80	748	604	520	
22	23	289	230	200	80	85	786	635	547	
23	24	296	236	205	85	90	824	666	574	
24	25	304	242	210	90	95	863	696	601	
					95	100	901	727	628	
					(4)		038	030	027	
(1) Miles are subject to Item 150. (2) Rates are subject to Item 220. (3) Rates are not subject to Item 90. (4) For each additional 5 miles or fraction thereof, add to the rate for 100 miles the amount shown opposite this reference.										
◊ Increase, except as noted) Decision No. 89597 ◊ No Change)										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

ITEM	SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton				
	MATERIAL, viz.:				
	Lightweight Aggregates as described in Item 30.				
	(1) SOUTHERN TERRITORY INTERPLANT DISTANCE RATES (See Item 160)				
MILES		Rates (2)			
Over	But Not Over	Minimum Weight			
		8 Tons (Per Shipment)	(3) 13 Tons	(3) 18 Tons	
	0	1	87	67	60
	1	2	101	79	70
	2	3	115	91	79
	3	4	129	102	89
	4	5	143	114	99
	5	6	154	126	108
	6	7	166	135	116
	7	8	177	145	124
	8	9	189	154	131
	9	10	201	164	139
	10	11	211	172	147
	11	12	222	180	154
340	12	13	232	188	162
	13	14	243	195	169
	14	15	254	203	176
	15	16	261	210	184
	16	17	269	217	189
	17	18	278	223	194
	18	19	286	229	200
	19	20	295	236	206
	20	21	303	242	211
	21	22	311	248	217
	22	23	319	254	222
	23	24	327	260	227
	24	25	336	266	232
	25	26	342	271	236
	26	27	349	278	241
	27	28	357	284	246
	28	29	364	290	251
	29	30	371	297	257
	30	31	379	304	263
	31	32	386	312	269
	32	33	393	320	276
	33	34	400	328	282
	34	35	408	336	288
(Continued)					
		Increase, Decision No. 89597			
EFFECTIVE					
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			

MINIMUM RATE TARIFF 7-A

SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton					ITEM
MATERIAL, viz.:					
Lightweight Aggregates as described in Item 50.					
(1) SOUTHERN TERRITORY INTERPLANT DISTANCE RATES (See Item 160)					
MILES		Rates (2)			0340
		Minimum Weight			
Over	But Not Over	8 Tons (Per Shipment)	(3) 13 Tons	(3) 18 Tons	
35	37	427	343	295	
37	39	446	363	312	
39	41	466	383	329	
41	43	485	402	346	
43	45	503	423	363	
45	50	544	443	380	
50	55	585	474	408	
55	60	627	506	436	
60	65	669	538	464	
65	70	711	570	492	
70	75	761	609	527	
75	80	810	650	562	
80	85	860	690	597	
85	90	909	731	632	
90	95	959	772	667	
95	100	1008	812	702	
	(4)	044	033	029	
(Concluded)					
(1) Rates in this item apply only as follows: (a) From a commercial producing plant to a railhead, hot plant, batching plant, sewage disposal plant, concrete article factory or a distributing yard, subject to paragraph (c), or (b) (Applies only for the transportation of cold road oil mix (otherwise known as "Plant Mix").) From a hot plant to a stockpile in a distributing yard, subject to paragraph (c). (c) The rates do not apply to any location at which grading, excavating, paving or construction activity is in progress. (2) Rates are subject to Item 220. (3) Except as otherwise provided in Item 220 and in connection with rates subject to minimum weight of eight (8) tons per shipment, the minimum weight must be transported in one unit of equipment at one time. (4) For each additional 5 miles or fraction thereof, add to the rate for 100 miles the amount shown opposite this reference.					
o Increase, except as noted) o No change) Decision No. 89597					
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					

ITEM	SECTION 2--DISTANCE RATES (Concluded) In Cents Per Ton							
	MILES Over		Rates (1) (2) (3) (4) Southern Territory		MILES But Not Over		Rates (1) (2) (3) (4) Northern Territory	
FODDER, viz.: Chopped green corn and sorghum grain plants, including heads, stalks and leaves, in bulk. Minimum weight 8 tons. Between points in territories as described in Item 160.	0	1	37	49	25	26	226	216
	1	2	46	56	26	27	231	222
	2	3	55	65	27	28	237	229
	3	4	64	72	28	29	242	235
	4	5	74	79	29	30	247	241
	5	6	82	86	30	31	253	248
	6	7	91	93	31	32	259	255
	7	8	99	99	32	33	265	262
	8	9	108	106	33	34	270	269
	9	10	116	113	34	35	277	276
	10	11	124	120	35	37	285	283
	11	12	131	126	37	39	293	290
	12	13	138	132	39	40	301	297
	13	14	146	139	40	41	309	305
	14	15	153	145	41	43	317	312
	15	16	161	151	43	45	326	321
	16	17	167	158	45	50	352	345
	17	18	174	165	50	55	378	369
	18	19	181	171	55	60	404	393
	19	20	188	178	60	65	429	417
	20	21	194	184	65	70	455	440
	21	22	201	190	70	75	483	463
	22	23	208	197	75	80	511	486
	23	24	214	203	80	85	539	508
24	25	221	210	85	90	567	531	
				90	95	595	553	
				95	100	623	576	
				100	(See Note)			
NOTE: Add to rate for 100 miles for each 5 miles or fraction thereof----- 24 30								
(1) Loading shall be performed by the shipper or consignee. (2) The minimum weight shall be transported in one unit of equipment at one time. (3) Actual weight of the shipment shall be used when furnished by the shipper or when obtained by the carrier at the shipper's direction and expense. Otherwise charges shall be computed upon the basis of the following estimated weights per cubic yard when loaded in the dump truck equipment: (a) In Southern Territory, 2800 pounds. (4) Rates are not subject to Item 90.								
◊ Increase, Decision No. 89597								
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								
Correction								

MINIMUM RATE TARIFF 7-A

SECTION 3--HOURLY RATES (Continued) In Cents Per Hour					ITEM	
COMMODITIES, as described in Items 30, 40 and 60						
Number of Axles Per Unit of Equipment	(1) C O L U M N	FROM: Points of Origin in				
		Northern Territory (See Items 160 and 380)		Southern Territory (See Items 160 and 380)		
		Northern Region	San Francisco Bay Area Region	Southern Region	San Diego Region	
2	M	2373	2700	2655	2576	0390
	O	3385	3929	3805	3731	
	P	2853	3282	3200	3123	
3	M	2777	3126	3017	2936	
	O	3800	4389	4172	4097	
	P	3293	3724	3564	3486	
4	M	2780	3161	3105	3055	
	O	3811	4437	4273	4252	
	P	3268	3765	3658	3622	
5 or more	M	2969	3348	3253	3210	
	O	4010	4624	4421	4407	
	P	3462	3953	3807	3777	
(1) See Item 410.						
<p>◊ Increase, Decision No. 89597</p>						
EFFECTIVE						
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				

ITEM	SECTION 3--HOURLY RATES (Continued) In Cents Per Hour								
	COMMODITY, viz.: Debris: From demolition of buildings and structures. For Application of Rates see Notes 1 and 2.								
	Level Capacity of Dump Truck Body In Cubic Yards (See Note 1)		Northern Territory (See Item 160)			Kern and San Luis Obispo Counties			Southern Territory (See Item 160) Except Kern and San Luis Obispo Counties
Over	But Not Over	(1) Columns			(1) Columns				
		M	O	P	M	O	P		
	0	6	2203	3259	2702	2093	2940	2535	1980
	6	7	2296	3307	2801	2172	3060	2615	2053
	7	8	2389	3415	2902	2250	3140	2694	2123
	8	9	2481	3524	3000	2329	3220	2772	2191
	9	10	2574	3632	3101	2408	3301	2851	2263
	10	11	2666	3739	3200	2486	3379	2931	2333
	11	12	2721	3796	3256	2541	3436	2987	2386
	12	13	2775	3853	3313	2597	3491	3046	2441
	13	14	2832	3909	3369	2654	3544	3103	2494
	14	15	2885	3966	3425	2709	3600	3161	2548
	15	16	2942	4018	3480	2764	3655	3217	2602
	16	17	2982	4067	3524	2807	3710	3264	2655
	17	18	3021	4111	3566	2849	3763	3310	2710
	18	19	3062	4156	3608	2892	3816	3359	2763
	19	20	3102	4198	3651	2933	3870	3406	2818
6400	20	21	3142	4243	3692	2977	3923	3453	2862
	21	22	3171	4273	3721	3012	3968	3492	2915
	22	23	3199	4300	3750	3048	4010	3531	2968
	23	24	3228	4330	3779	3083	4054	3572	3019
	24	25	3256	4358	3806	3120	4097	3611	3073
	25	26	3283	4386	3834	3155	4142	3651	3125
	26	(2)	o25	o25	o25	o26	o26	o26	o39
(1) See Item 410. (2) Add to the rate for 26 cubic yard capacity, the amount shown opposite this reference mark for each additional cubic yard or fraction thereof. NOTE 1.--Level capacity of dump truck body means the cubical content of the body (including the bodies of all trailers, or semitrailers in the unit of equipment) in cubic yards calculated by multiplying the inside length by the average inside width and the average inside height of the sides of the body, including temporary side boards and end boards, if such boards are used, with no allowance for the crown of the load or for low headboard or low tailgate. In the case of a dump truck body not constructed for use of a tailgate (such as the so-called "rock body"), the inside length shall be deemed to mean the average of the measurement along the top of the sides from the inside of the headboard to the point of the angle where the sides are diverted downward to meet the floor, and the measurement along the floor from the inside of the headboard to the end of the body. NOTE 2.--In Del Norte, Humboldt, Lassen, Modoc, Shasta, Siskiyou, Tehama and Trinity Counties, Subcolumn "P" rates shall also apply for all time, except that provided for in Subcolumn "O", during which one driver with one unit of equipment is engaged for service for one shipper in excess of 8 hours in any one shift.									
		o Increase, except as noted)		Decision No.		89597			
		o No change)							
EFFECTIVE									
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.									
Correction									

MINIMUM RATE TARIFF 7-A

SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)					ITEM	
COMMODITIES, viz.: Asphaltic Concrete; Cold Road Oil Mixture.						
Minimum Weight 6 Tons						
TO (1) San Diego County Delivery Zones	FROM (1) San Diego County Production Areas		TO (1) San Diego County Delivery Zones	FROM (1) San Diego County Production Areas		0480
	37-C	37-D		37-C	37-D	
29	194	291	59	164	77	
30	175	270	60	177	76	
31	155	250	61	200	95	
32	138	234	62	220	123	
33	122	217	63	211	146	
34	196	293	64	194	164	
35	208	293	65	175	190	
36	185	261	66	179	77	
37	135	230	67	192	192	
38	98	206	68	185	175	
39	86	184	69	214	143	
40	110	206	70	214	119	
41	127	223	71	190	94	
42	144	211	72	171	75	
43	161	206	73	87	135	
44	179	230	74	72	146	
45	223	263	75	66	161	
46	196	244	76	204	253	
47	164	213	77	208	271	
48	149	195	78	214	321	
49	164	204	79	236	340	
50	137	182	80	236	346	
51	146	182	81	233	330	
52	145	200	82	211	311	
53	131	216	83	237	332	
54	102	149	84	216	312	
55	121	163	85	194	291	
56	110	114	86	157	253	
57	127	94	87	173	265	
58	144	78	88	193	280	
			89	194	261	
(1) For descriptions of San Diego County Production Areas and Delivery Zones see Pages 77 to 83, inclusive.						
o Increase, Decision No. 89597						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

ITEM	SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)											
	MATERIAL, viz.: Asphaltic Concrete; Cold Road Oil Mixture.											
FROM ANTELOPE VALLEY PRODUCTION AREA A TO ANTELOPE VALLEY DELIVERY ZONES MINIMUM WEIGHT 8 TONS												
FOR ROUND-TRIP DELIVERY TIMES (in minutes) TO DETERMINE ZONE RATES ON THIS PAGE SEE ITEM 500												
	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate
	40	95	80	170	120	244	160	319	200	393	240	489
	41	98	81	172	121	246	161	321	201	395	241	491
	42	100	82	173	122	248	162	323	202	398	242	492
	43	102	83	175	123	250	163	325	203	400	243	493
	44	104	84	177	124	252	164	328	204	402	244	495
	45	106	85	179	125	254	165	330	205	404	245	496
	46	108	86	181	126	255	166	331	206	405	246	497
	47	109	87	183	127	257	167	332	207	406	247	498
	48	110	88	186	128	259	168	333	208	408	248	500
	49	112	89	188	129	261	169	335	209	410	249	501
	50	114	90	190	130	263	170	337	210	412	250	502
	51	117	91	192	131	265	171	339	211	413	251	504
	52	119	92	193	132	267	172	341	212	416	252	505
	53	121	93	195	133	269	173	343	213	418	253	507
	54	123	94	197	134	271	174	346	214	420	254	509
0490	55	124	95	198	135	272	175	347	215	421		
	56	125	96	199	136	273	176	349	216	423		
	57	127	97	200	137	276	177	351	217	425		
	58	129	98	202	138	278	178	352	218	427		
	59	131	99	205	139	280	179	354	219	429		
	60	134	100	207	140	282	180	356	220	431		
	61	135	101	208	141	284	181	357	221	432		
	62	137	102	211	142	286	182	359	222	435		
	63	139	103	213	143	288	183	361	223	437		
	64	140	104	215	144	290	184	364	224	438		
	65	142	105	216	145	292	185	366	225	440		
	66	144	106	218	146	294	186	368	226	441		
	67	146	107	220	147	296	187	370	227	443		
	68	148	108	223	148	298	188	372	228	445		
	69	151	109	224	149	300	189	374	229	447		
	70	152	110	225	150	301	190	375	230	448		
	71	154	111	227	151	302	191	376	231	451		
	72	156	112	229	152	304	192	378	232	453		
	73	158	113	231	153	305	193	381	233	455		
	74	159	114	233	154	307	194	383	234	457		
	75	161	115	235	155	310	195	385	235	459		
	76	163	116	237	156	312	196	387	236	461		
	77	165	117	240	157	314	197	388	237	463		
	78	167	118	242	158	316	198	390	238	464		
	79	169	119	243	159	317	199	391	239	465		
◊ Increase, Decision No. 89597												
EFFECTIVE												
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.												
Correction												

MINIMUM RATE TARIFF 7-A

SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
 IN CENTS PER TON (Continued)

Item 500

ROUND-TRIP DELIVERY TIMES
 In Minutes

FROM (1) ANTELOPE VALLEY PRODUCTION AREA A
 TO (1) ANTELOPE VALLEY DELIVERY ZONES

FOR RATES APPLICABLE TO ROUND-TRIP DELIVERY TIMES
 SHOWN BELOW, SEE ITEM 490

Zone	Minutes	Zone	Minutes	Zone	Minutes	Zone	Minutes	Zone	Minutes	Zone	Minutes
15-001	144	15-008	153	15-015	212	15-022	183	15-029	246	15-036	148
15-002	137	15-009	160	15-016	221	15-023	193	15-030	254	15-037	149
15-003	130	15-010	168	15-017	229	15-024	203	15-031	165	15-038	156
15-004	121	15-011	174	15-018	167	15-025	213	15-032	155	15-039	147
15-005	128	15-012	185	15-019	176	15-026	223	15-033	171	15-040	137
15-006	136	15-013	195	15-020	164	15-027	230	15-034	163	15-041	127
15-007	144	15-014	203	15-021	173	15-028	238	15-035	156	15-042	134
										15-043	125
										15-044	117
19-800	115	19-825	106	19-850	85	19-875	99	19-900	89	19-925	75
19-801	105	19-826	82	19-851	75	19-876	91	19-901	96	19-926	78
19-802	97	19-827	76	19-852	73	19-877	102	19-902	90	19-927	85
19-803	127	19-828	65	19-853	65	19-878	94	19-903	89	19-928	91
19-804	117	19-829	50	19-854	59	19-879	83	19-904	90	19-929	98
19-805	108	19-830	45	19-855	63	19-880	76	19-905	90	19-930	107
19-806	96	19-831	45	19-856	60	19-881	77	19-906	95	19-931	116
19-807	89	19-832	52	19-857	58	19-882	76	19-907	106	19-932	124
19-808	81	19-833	47	19-858	64	19-883	80	19-908	110	19-933	135
19-809	81	19-834	51	19-859	70	19-884	87	19-909	118	19-934	134
19-810	72	19-835	59	19-860	64	19-885	92	19-910	125	19-935	133
19-811	62	19-836	69	19-861	74	19-886	100	19-911	133	19-936	126
19-812	65	19-837	77	19-862	80	19-887	107	19-912	133	19-937	137
19-813	55	19-838	86	19-863	86	19-888	112	19-913	125	19-938	121
19-814	52	19-839	90	19-864	92	19-889	120	19-914	119	19-939	107
19-815	50	19-840	81	19-865	101	19-890	120	19-915	115	19-940	89
19-816	51	19-841	54	19-866	110	19-891	118	19-916	100	19-941	92
19-817	60	19-842	51	19-867	104	19-892	110	19-917	93	19-942	110
19-818	72	19-843	53	19-868	96	19-893	105	19-918	93	19-943	130
19-819	67	19-844	65	19-869	89	19-894	98	19-919	92	19-944	154
19-820	78	19-845	59	19-870	85	19-895	90	19-920	99	19-945	182
19-821	75	19-846	66	19-871	77	19-896	83	19-921	100	19-946	203
19-822	81	19-847	71	19-872	71	19-897	83	19-922	106	19-947	103
19-823	90	19-848	79	19-873	71	19-898	82	19-923	105	19-948	111
19-824	98	19-849	91	19-874	71	19-899	83	19-924	87		
36-500	176	36-502	137	36-504	115	36-506	136	36-508	161	36-510	174
36-501	160	36-503	121	36-505	128	36-507	147	36-509	171		

(1) For descriptions of Antelope Valley Production Area and Delivery Zones see Pages 53 to 74, inclusive.

No change on this page, Decision No.

89597

EFFECTIVE

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

Correction

ITEM	SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)									
	MATERIAL, viz.:		Stone, crushed, chips or waste; Stone, natural, blocks, pieces or slabs, rough quarried; Stone, natural, sawed, nor further finished.							
	Granite, decomposed;									
	Gravel;									
	Sand;									
	FROM ANTELOPE VALLEY PRODUCTION AREA A TO ANTELOPE VALLEY DELIVERY ZONES MINIMUM WEIGHT 8 TONS									
	FOR ROUND-TRIP DELIVERY TIMES (in minutes) TO DETERMINE ZONE RATES ON THIS PAGE SEE ITEM 520									
	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate
	30	69	70	129	110	189	150	250	190	311
	31	70	71	130	111	191	151	252	191	313
	32	72	72	133	112	193	152	254	192	315
	33	73	73	135	113	195	153	255	193	316
	34	74	74	137	114	197	154	257	194	317
	35	77	75	138	115	198	155	259	195	319
	36	78	76	139	116	199	156	260	196	320
	37	81	77	140	117	200	157	261	197	322
	38	82	78	142	118	202	158	263	198	324
	39	83	79	143	119	204	159	265	199	325
	40	84	80	144	120	206	160	266	200	326
	41	85	81	145	121	208	161	268	201	329
	42	87	82	147	122	209	162	269	202	330
	43	88	83	149	123	210	163	270	203	331
	44	89	84	151	124	211	164	271	204	332
0510	45	91	85	152	125	212	165	272	205	333
	46	93	86	154	126	213	166	273	206	334
	47	94	87	155	127	215	167	276	207	337
	48	95	88	156	128	216	168	278	208	339
	49	98	89	158	129	218	169	280	209	340
	50	99	90	159	130	219	170	281	210	341
	51	100	91	161	131	222	171	282	211	342
	52	102	92	163	132	224	172	284	212	345
	53	104	93	165	133	225	173	285	213	346
	54	106	94	167	134	227	174	287	214	347
	55	108	95	169	135	229	175	289	215	350
	56	109	96	170	136	230	176	290	216	352
	57	110	97	171	137	231	177	292	217	353
	58	111	98	172	138	232	178	294	218	354
	59	112	99	173	139	233	179	295	219	355
	60	113	100	174	140	235	180	296	220	356
	61	116	101	176	141	237	181	298	221	357
	62	118	102	178	142	240	182	300	222	359
	63	119	103	180	143	241	183	301	223	361
	64	121	104	181	144	242	184	302	224	363
	65	122	105	182	145	243	185	303	225	364
	66	123	106	183	146	244	186	304	226	366
	67	124	107	184	147	245	187	306	227	367
	68	125	108	186	148	246	188	308	228	369
	69	127	109	188	149	248	189	310	229	370
♦ Increase, Decision No. 89597										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

MINIMUM RATE TARIFF 7-A

SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
 IN CENTS PER TON (Continued)

Item 520

ROUND-TRIP DELIVERY TIMES
 in Minutes

FROM (1) ANTELOPE VALLEY PRODUCTION AREA A
 TO (1) ANTELOPE VALLEY DELIVERY ZONES

FOR RATES APPLICABLE TO ROUND-TRIP DELIVERY TIMES
 SHOWN BELOW, SEE ITEM 510

Zone	Minutes	Zone	Minutes	Zone	Minutes	Zone	Minutes	Zone	Minutes	Zone	Minutes
15-001	134	15-008	143	15-015	202	15-022	173	15-029	246	15-036	138
15-002	127	15-009	150	15-016	211	15-023	193	15-030	254	15-037	139
15-003	120	15-010	158	15-017	219	15-024	203	15-031	155	15-038	146
15-004	111	15-011	164	15-018	157	15-025	213	15-032	145	15-039	137
15-005	118	15-012	175	15-019	166	15-026	223	15-033	161	15-040	127
15-006	126	15-013	185	15-020	154	15-027	230	15-034	153	15-041	117
15-007	134	15-014	193	15-021	163	15-028	238	15-035	146	15-042	124
										15-043	115
										15-044	107
19-800	105	19-825	96	19-850	75	19-875	89	19-900	79	19-925	65
19-801	95	19-826	72	19-851	65	19-876	81	19-901	86	19-926	68
19-802	87	19-827	66	19-852	63	19-877	92	19-902	80	19-927	75
19-803	117	19-828	55	19-853	55	19-878	84	19-903	79	19-928	81
19-804	107	19-829	40	19-854	49	19-879	73	19-904	80	19-929	88
19-805	98	19-830	35	19-855	53	19-880	66	19-905	80	19-930	97
19-806	86	19-831	35	19-856	50	19-881	67	19-906	85	19-931	106
19-807	79	19-832	42	19-857	48	19-882	66	19-907	96	19-932	114
19-808	71	19-833	37	19-858	54	19-883	70	19-908	100	19-933	125
19-809	71	19-834	41	19-859	60	19-884	77	19-909	108	19-934	124
19-810	62	19-835	49	19-860	54	19-885	82	19-910	115	19-935	123
19-811	52	19-836	59	19-861	64	19-886	90	19-911	123	19-936	116
19-812	55	19-837	67	19-862	70	19-887	97	19-912	123	19-937	127
19-813	45	19-838	76	19-863	76	19-888	102	19-913	115	19-938	111
19-814	42	19-839	80	19-864	82	19-889	110	19-914	109	19-939	97
19-815	40	19-840	71	19-865	91	19-890	110	19-915	105	19-940	79
19-816	41	19-841	44	19-866	100	19-891	108	19-916	90	19-941	82
19-817	50	19-842	41	19-867	94	19-892	100	19-917	83	19-942	100
19-818	62	19-843	43	19-868	86	19-893	95	19-918	83	19-943	120
19-819	57	19-844	55	19-869	79	19-894	88	19-919	82	19-944	144
19-820	68	19-845	49	19-870	75	19-895	80	19-920	89	19-945	172
19-821	65	19-846	56	19-871	67	19-896	73	19-921	90	19-946	193
19-822	71	19-847	61	19-872	61	19-897	73	19-922	96	19-947	93
19-823	80	19-848	69	19-873	61	19-898	72	19-923	95	19-948	101
19-824	88	19-849	81	19-874	61	19-899	73	19-924	77		
36-500	166	36-502	127	36-504	105	36-506	126	36-508	151	36-510	164
36-501	150	36-503	111	36-505	118	36-507	137	36-509	161		

(1) For descriptions of Antelope Valley Production Area and Delivery Zones see
 Pages 53 to 74, inclusive.

No change on this page, Decision No.

89597

EFFECTIVE

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

Correction

ITEM	SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)		
	MATERIAL, viz.: Mixture, Cold Road Oil (See Notes 1 and 2)		
	TO (1) Alameda County Delivery Zones	RATES	
		FROM (1) Alameda County Production Area	
		Minimum Weight	
		18 Tons	24 Tons
0530	1	204	178
	2	197	173
	3	184	163
	4	177	154
	5	176	153
	6	173	150
	7	161	140
	8	157	136
	9	150	128
	10	133	115
	11	124	103
	13	236	202
		TO (2) San Mateo County Delivery Zones	
	2	178	157
	3	192	169
	4	208	178
	5	241	204
	6	266	227
	7	298	242
	TO (3) Santa Clara County Delivery Zones		
	1	178	157
	2	188	169
	3	197	159
	4	176	153
	5	152	132
	6	163	140
	7	163	140
	8	184	159
	10	246	208
NOTE 1.--Rates include bridge and ferry tolls. NOTE 2.--The minimum weight shall be transported in one unit of dump truck equipment at one time subject to Item 450. (1) For descriptions of Alameda County Production Area and Delivery Zones see Pages 46, 47 and 48. (2) For descriptions of San Mateo County Delivery Zones see Page 50. (3) For descriptions of Santa Clara County Delivery Zones see Page 51.			
o Increase, Decision No.		89597	
EFFECTIVE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			
Correction			

MINIMUM RATE TARIFF 7-A

SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)					ITEM
MATERIAL, viz.: Mixture, Cold Road Oil (See Notes 1 and 2)					
RATES					
FROM					
(1) Alameda County Production Areas					
TO (1) Alameda County Delivery Zones	B		C		
	Minimum Weight		Minimum Weight		
	18 Tons	24 Tons	18 Tons	24 Tons	
1	248	213	263	223	0540
2	236	206	250	211	
3	225	197	243	207	
4	220	193	236	202	
5	215	188	231	197	
6	213	186	223	189	
7	204	178	220	186	
8	197	174	211	183	
9	188	163	204	174	
10	169	145	184	140	
11	163	139	169	143	
12	152	128	115	99	
13	278	238	284	242	
TO					
(2) Contra Costa County Delivery Zones					
1	197	174	220	186	
2	248	215	272	229	
TO					
(3) Santa Clara County Delivery Zones					
5	202	176	153	132	
6	215	188	172	144	
7	215	188	167	140	
8	241	207	188	161	
10	302	257	250	211	
<p>NOTE 1.--Rates include bridge and ferry tolls. NOTE 2.--The minimum weight shall be transported in one unit of dump truck equipment at one time subject to Item 450.</p> <p>(1) For descriptions of Alameda County Production Areas and Delivery Zones see Pages 46, 47 and 48. (2) For descriptions of Contra Costa County Delivery Zones see Page 49. (3) For descriptions of Santa Clara County Delivery Zones see Page 51.</p>					
<p>◊ Increase, Decision No. 89597</p>					
EFFECTIVE					
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>					
Correction					

ITEM	SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)				
	MATERIAL, viz.: Mixture, Cold Road Oil (See Notes 1 and 2)				
	TO (2) Alameda County Delivery Zones	RATES FROM (1) Santa Cruz County Production Areas			
		A		B, C	
		Minimum Weight		Minimum Weight	
		18 Tons	24 Tons	18 Tons	24 Tons
	1	477	406	494	421
	2	405	396	483	415
	3	461	394	480	410
	4	448	384	463	401
	5	446	382	464	400
	6	436	377	454	392
	7	434	371	453	386
	8	430	367	448	382
	9	419	360	436	377
	10	405	345	419	360
	11	394	334	411	350
	12	343	292	360	419
	13	494	421	510	439
	TO (3) Contra Costa County Delivery Zones				
	1	490	419	508	435
	2	536	455	554	471
0550	TO (4) San Mateo County Delivery Zones				
	2	296	253	313	267
	3	316	273	334	287
	4	331	281	348	298
	5	370	315	386	331
	6	394	334	411	350
	7	420	360	439	377
	TO (5) Santa Clara County Delivery Zones				
	1	290	246	307	261
	2	281	241	299	256
	3	259	222	277	238
	4	242	206	259	222
	5	241	204	257	220
	6	242	206	259	222
	7	225	192	242	207
	8	229	195	247	210
	10	211	179	228	197
<p>NOTE 1.--Rates include bridge and ferry tolls. NOTE 2.--The minimum weight shall be transported in one unit of dump truck equipment at one time subject to Item 450.</p> <p>(1) For descriptions of Santa Cruz County Production Areas see Page 46. (2) For descriptions of Alameda County Delivery Zones see Pages 47 and 48. (3) For descriptions of Contra Costa County Delivery Zones see Page 49. (4) For descriptions of San Mateo County Delivery Zones see Page 50. (5) For descriptions of Santa Clara County Delivery Zones see Page 51.</p>					
◊ Increase, Decision No.		89597			
EFFECTIVE					
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			

MINIMUM RATE TARIFF 7-A

SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Concluded)					ITEM
COMMODITIES as described in Item 430, except as noted (See Notes 1 and 2)					
TO (1) Contra Costa County Delivery Zones (5)	RATES				
	FROM				
	(1) Contra Costa County Production Area				
	A				
	Minimum Weight				
	18 Tons	24 Tons			
1	96	82			
2	84	73			
TO (3) Placer County Delivery Zones	FROM				
	(2) Sacramento County Production Areas				
	A				
	Minimum Weight		B		
		18 Tons	24 Tons	18 Tons	24 Tons
1	103	88	140	120	
2	114	98	175	152	
TO (2) Sacramento County Delivery Zones					0560
	1	145	127	82	
2	119	101	66	54	
TO (4) Yolo County Delivery Zone					
	1	154	133	91	75
TO (2) Sacramento County Delivery Zones	FROM				
	(4) Yolo County Production Area				
	A				
	Minimum Weight				
		18 Tons	24 Tons		
1	197	176			
2	222	192			
TO (4) Yolo County Delivery Zone					
	1	183	158		
NOTE 1.--Rates include bridge and ferry tolls.					
NOTE 2.--The minimum weight shall be transported in one unit of dump truck equipment at one time subject to Item 450.					
(1) For descriptions of Contra Costa County Production Area and Delivery Zones see Pages 46 and 49.					
(2) For descriptions of Sacramento County Production Areas and Delivery Zones see Pages 46 and 49.					
(3) For descriptions of Placer County Delivery Zones see Page 49.					
(4) For descriptions of Yolo County Production Area and Delivery Zone see Pages 46 and 52.					
(5) Applies only on Cold Road Oil Mixture.					
◊ Increase, Decision No. 89597					
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					