

ORIGINAL

Decision No. 89921 JAN 30 1979

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation for the purpose of considering and determining minimum rates for the transportation of any and all commodities statewide including, but not limited to those rates which are provided in Minimum Rate Tariff 2 and the revisions or reissues thereof.)

Case No. 5432
Order Setting Hearing
No. 977
(Filed June 7, 1977;
amended August 9, 1977)

(For List of Appearances see Appendix A.)

O P I N I O N

Pursuant to OSH 977 public hearings were scheduled in Case No. 5432 for the receipt of evidence relative to the establishment of commodity rates for the truckload transportation of glass bottles or containers, one gallon or less in capacity. The glass containers are more specifically described in Item 87700 of the National Motor Freight Classification^{1/} and are currently subject to the Class 35 truckload rates named in Minimum Rate Tariff 2 (MRT 2).

A series of nine public hearings were held, commencing on October 24, 1977, before Administrative Law Judge Gagnon at San Francisco. The proceeding was submitted on November 3, 1978. Full scale cost and rate studies were presented by the Commission's Transportation Division staff. Alternative rate proposals were also introduced by both shippers and highway carriers of glass containers.

1/ Hereinafter sometimes collectively referred to as "glass containers".

Antecedents

The major northern California glass manufacturing plants are located in Oakland, Antioch, Hayward, San Leandro, and Tracy. In southern California glass plants are located in Los Angeles, Pomona, El Monte, Santa Ana, and Saugus. Shipments of glass bottles are mainly consigned to food processors, beverage companies, breweries and wineries located throughout California.

During the year 1976 over 20 applications were filed with the Commission seeking authority to deviate from the provisions of MRT 2 applicable to the transportation of glass containers. Several of the sought rate deviation authorities reflect the level of rail rates applicable under the alternative rail rate application provisions of MRT 2. In Decision No. 86865 (Applications Nos. 56185 and 56232) the Commission noted:

"It is clear that the instant applications were prompted by the anticipated expiration of the rail rate on July 31, 1977. Based on the evidence in these proceedings it is also clear, that for all practical purposes, the minimum rate for the transportation of the commodities involved between northern and southern California is the rail rate published in Pacific Southcoast Freight Bureau Tariff No. 300-B.

"Rather than seeking deviations when minimum rates will be increased because of the expiration or cancellation of rail rates, carriers and shippers alike should avail themselves of the Commission processes to seek the establishment of a commodity rate in the various minimum rate tariffs by the filing of a proper petition in the continuing minimum rate proceedings so that all carriers and shippers in similar circumstances may avail themselves of the lower commodity rates."

Cost and Rate Studies

In response to the aforementioned directives of the Commission the staff motivated statewide cost and rate studies relative to the movement of glass containers. The results of the staff cost study are set forth in Exhibit 1. Full costs on a

"per hundred pound basis" were developed on an area-to-area basis, between the Los Angeles and San Francisco Metropolitan Zone Groups, and on a statewide distance basis excluding area-to-area costs. The staff cost data are based on the results of operation of some 15 highway carriers engaged in the transportation of glass containers. The staff cost witness explained that the results of his study reflects optimum operating results. Costs for long distance service contemplated 100 percent backhauls with round trip empty mileages divided equally between the outbound glass movement and the contemplated subsequent backhaul traffic.

The staff rate proposals (Exhibits 2, 3, 12, and 12-A) reflect the cost data set forth in staff Exhibit 1 with appropriate adjustments to reflect updated labor costs effective generally as of April 1, 1978. The staff rate witness explained that glass containers move in full truckload lots weighing from less than 20,000 pounds to over 50,000 pounds. The staff cost witness determined that the cost for a truckload trip weighing anywhere from 15,000 to 50,000 pounds was relatively the same. The staff rate witness, therefore, suggests that a single scale of rates (either in dollars per shipment or in cents per 100 pounds) based on an overall minimum truckload weight of 45,000 pounds be adopted.

In accepting the basic staff cost data the California Trucking Association (CTA) in Exhibit 4 first introduced updated labor costs and allied payroll expenses effective generally as of April 1, 1978. Among other modifications to the underlying staff cost data, the CTA proposed a substantial increase in the staff's fixed and running equipment costs, which also included a greater allowance for total miles operated and running time. The CTA's rate proposal (Exhibit 5) reflects the upward adjustments it recommends be made in the basic staff cost data. At this juncture of the proceeding, the highway carriers of glass containers generally supported the CTA's rate proposal, in lieu of the lower level of commodity rates suggested by the staff, which several carriers contend is

totally unrealistic, if not confiscatory, for long distance hauling of glass containers.

The glass container shippers were generally opposed to the single scale of commodity rates proposed by the staff on either a "per shipment basis" or "in cents per 100 pounds". Several of the shippers deemed it essential that multiple scales of rates, preferably expressed "in cents per 100 pounds" be established subject to minimum weights of 30,000, 35,000, 40,000, and 45,000 pounds, respectively. In addition, the glass shippers considered the CTA's proposed level of rates for 30,000 and 40,000 pounds, respectively, too high and totally unacceptable. Moreover, if only the staff or CTA's rate proposals were to be considered at this time, the glass shippers would prefer to continue operating under the outstanding lower minimum rate deviation authorities. In lieu of moving for dismissal of the OSH 977 proceeding, the shippers requested and were granted an opportunity to present a shipper's rate proposal for the movement of glass containers at a further series of adjourned hearings.

CTA-Shipper Rate Proposal

The CTA and several interested shippers of glass containers jointly sponsored alternate scales of commodity rates (Exhibit 14) for the statewide movement of glass containers. The CTA-shipper proposed rate scales are considerably lower than the level of rates initially suggested by CTA in Exhibit 5 and produce per shipment charges which, overall, are only slightly above the like charges recommended by the staff. It is also understood that the CTA-shipper joint alternative rate proposal is advanced in lieu of the rate scales originally suggested by CTA.

Carrier Rate Proposal

Several highway carriers of glass containers (long-haul carriers), operating primarily within the San Francisco and Los Angeles corridor and statewide for distances over 140 miles, that initially supported the long distance rates originally proposed by CTA vigorously oppose the lower glass container rates for distances over 140 miles subsequently advanced jointly by CTA and several interested shippers. The long-haul carriers also requested and were granted an opportunity to introduce an alternate rate proposal.

At the November 3, 1978 adjourned hearing the long-haul carriers introduced their rate proposal (Exhibit 15). In support of their suggested level of long distance rates the carriers presented evidence demonstrating that the staff's basic cost data as set forth in Exhibit 1 does, in fact, understate the carriers' current cost of insurance and does not reflect the full amount of empty miles involved in the round trip long distance hauling of glass containers.^{2/} To this extent, the staff's suggested level of charges for long distance hauling of glass containers has been shown to be lower than justified. On the other hand, we do not agree that the full upward adjustment proposed by the long-haul carriers in the CTA-shipper long distance rate scales has been shown to be fully justified and/or reasonable.

Discussion

The commodity rates proposed by the staff for the statewide movement of glass containers have been shown to be lower than otherwise justified or required. The alternative rate proposals advanced in Exhibits 14 and 15 by the CTA-shipper group and the so-called long-haul carriers will, in most all instances, result in lower charges than would otherwise be obtained under outstanding minimum rate deviation authorities.

^{2/} Exhibits 16 through 30.

In the event the CTA-shipper proposal is not favorably considered, the interested glass shippers reluctantly requested that the staff proposal be adopted. The long-haul carriers, on the other hand, request that OSH 977 be dismissed in the event their alternative scale of glass container rates are not acceptable to the Commission. In their view it would be preferable to move the glass container traffic under the outstanding higher minimum rate deviation authorities than to establish what they contend to be unreasonably low minimum commodity rates, especially for the long distance hauling of glass containers. Finally, the shipper interests take the position that they would rely on the judgment of the Commission rather than give positive support to the alternative long distance rate proposal of the long-haul carriers.

The evidence is persuasive that the Commission's previously announced objectives would be best served with the establishment of a multiple scale of commodity rates for the statewide transportation of glass containers. It is also clear that the general level of rates proposed by both shippers and carriers in Exhibits 14 and 15 would retain, if not promote, the highly sensitive competitive conditions surrounding the marketing of glass containers in California.

Both carriers and shippers support the same level of local rates proposed in Exhibits 14 and 15 for the hauling of glass containers 140 miles or less. The alternative local rate proposals of the interested shippers and carriers reflect the basic updated staff cost and rate data, are unopposed, and will be adopted as the just and reasonable minimum rates for the local hauling of glass containers.

The carriers engaged primarily in the long distance hauling of glass containers have demonstrated that the general level of rates suggested by the staff and/or the CTA-shipper group for movements 140 miles or more should be adjusted upward so as to reflect increased insurance costs and a greater empty mileage allowance factor than originally recognized in the basic staff cost study. A comparative analysis of the so-called long distance glass container rate scales proposed in Exhibits 14 and 15 suggests that a further revision in the level of such alternative rate scales is feasible and highly desirable as a means for establishing just and reasonable minimum rates for this particular segment of glass container traffic. The results of such a comparative analysis are set forth in Table 1.

TABLE I

Distances		Rates In Cents Per 100 Pounds								
		35m			40m			45m		
Over	Not Over	1	2	3	1	2	3	1	2	3
140	150	72	-	-	68	68	68	64	64	64
150	160	74	-	-	70	70	70	66	66	66
160	170	76	-	-	72	73	72	68	70	68
170	180	78	-	-	74	75	74	70	73	70
180	190	80	-	-	76	78	76	72	76	72
190	200	82	-	-	77	81	78	73	78	74
200	220	85	-	-	78	85	82	74	80	78
220	240	88	-	-	82	89	85	78	83	81
240	260	91	-	-	85	92	88	81	86	84
260	280	94	-	-	87	94	91	83	90	87
280	300	97	-	-	92	97	94	88	94	90
300	325	100	-	-	96	101	100	92	97	96
325	350	103	-	-	100	105	104	96	100	99
350	375	107	-	-	104	108	107	100	103	102
375	400	112	-	-	108	110	110	103	106	105
400	425	-	-	-	112	112	112	107	109	109
425	450	-	-	-	116	116	116	111	113	113
450	475	-	-	-	121	-	-	116	118	118
475	500	-	-	-	-	-	-	120	125	123
500	525	-	-	-	-	-	-	125	135	128
525	550	-	-	-	-	-	-	129	145	134
550	575	-	-	-	-	-	-	135	155	140
575	600	-	-	-	-	-	-	141	165	146
SF - LA		108	117	116	105	110	107	101	103	102

1. Exhibit 14 (CTA shipper alternate proposal).
2. Exhibit 15 (long-haul carriers alternate proposal).
3. Adopted long distance glass container rate scales.

The tariff rules proposed by the staff and various shipper-carrier interests to govern the application of any glass container minimum commodity rate scales to be adopted herein have, with minor changes for purposes of clarification, been shown to be fully justified and will be adopted.

Findings and Conclusion

1. The transportation of glass containers, as described in Item 87700 of the National Motor Freight Classification, by highway carriers between points in California is currently subject to the truckload minimum rates named in MRT 2.

2. The major highway carriers transporting glass containers within California are presently assessing charges predicated primarily upon either alternative rail rates or outstanding minimum rate deviation authorities in lieu of the otherwise governing higher truckload class rates named in MRT 2.

3. The Commission has invited carriers to seek the establishment of reduced commodity rates in MRT 2 to govern the movement of glass containers in lieu of assessing charges based on rates determined and/or authorized as indicated in Finding 2 hereof.

4. Pursuant to the issuance of OSH 977 the Commission's Transportation Division staff instituted statewide full-scale cost and rate studies relative to the highway transportation of glass containers within California. The results of such studies are set forth in Exhibits 1, 2, 12, and 12-A.

5. The staff rate proposal and underlying cost data are predicated upon optimum operating conditions, including 100 percent backhaul traffic for long-haul transportation.

6. Major highway carriers and shippers introduced alternate rate proposals which they urged be adopted in lieu of the commodity rate proposals of the staff. Such alternate rate proposals are in the first instance, predicated upon the staff's basic cost data.

7. Several highway carriers involved primarily in the hauling of glass container shipments for distances over 140 miles submitted evidence showing that the staff cost data understates the carriers actual insurance expense and does not give adequate recognition to the round trip empty mileage cost factors actually experienced by the highway carriers.

8. The commodity rate scales proposed by shippers and/or carriers in Exhibits 14 and 15, as modified in Table 1 set forth in the opinion hereof, have been shown to be fully justified and will result in reasonable minimum rates for the glass container traffic governed thereby.

9. The glass container rates to be adopted by the order herein will, in most instances, eliminate the necessity for maintaining existing outstanding minimum rate deviation authorities.

We conclude that the tariff pages attached hereto should be adopted and Minimum Rate Tariff 2 amended accordingly.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 2 (Appendix D to Decision No. 31606, as amended) is further amended by incorporating therein, to become effective thirty-nine days after the date hereof, the revised and original pages set forth in Appendix B, attached hereto and by this reference made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 31606, as amended, are authorized to establish in their tariffs the amendments necessary to conform with the further adjustments ordered by this decision.

3. Tariff publications authorized to be made by common carriers as a result of this order may be made effective not earlier than thirty-nine days after the date hereof and may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

4. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of Section 461.5 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

5. In all other respects, Decision No. 31606, as amended, shall remain in full force and effect.

6. OSE 977 in Case No. 5432 is concluded.

7. The Executive Director shall serve a copy of this decision on every common carrier, or such carriers' authorized tariff publishing agents, performing transportation services subject to Minimum Rate Tariff 2.

8. The Executive Director shall serve a copy of each of the tariff amendments on each subscriber to Minimum Rate Tariff 2.

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

Dated at San Francisco, California, this 30th day of JANUARY, 1979.

Richard D. Hoyle
President

Vernon L. Sturgeon

Clair L. DeBrue

Commissioner John E. Bryson
Present but not participating.

Commissioners

Commissioner Leonard M. Grimes, Jr.
Present but not participating.

APPENDIX A

List of Appearances

Respondents: James T. Russi and Orlan R. Day, for Yandell Trucking, Inc.; Richard Ramey, for Blackburn Truck Lines, Container Express Co., and Schaldach Container Corporation; Michael Eggleton, for Osterkamp Trucking, Inc.; Harold Laws, for S & H Truck Lines, Inc. and Austin-Law Truck Lines, Inc.; Harry I. Park, for S & H Truck Lines, Inc.; Michael E. Maddock, for MGM Transportation Co., Inc.; O. F. Marcantonio, for Guthmiller Trucking, Inc.; Fred H. Mackensen, for J.I.M. Corp.; James E. Gram, for Frontier Trans., Inc.; Tony Lucchetti, for Rodeway Transport; Jess Bettencourt, for Jess's Trucking, Inc.; John Odorta, for Shippers Imperial, Inc.; Lloyd Amaral, for Amaral Trucking; Handler, Baker & Greene, by Marvin Handler, Attorney at Law, for Osterkamp Trucking, Frontier Transportation, Jess's Trucking, Inc., J.I.M. Corporation, and Trails Trucking; and Dennis O'Brien, Attorney at Law, for O'Brien Freight Lines, dba Atlas Freight Lines.

Interested Parties: Ronald C. Broberg, William R. Haerle, Attorney at Law, and H.W. Hughes, for California Trucking Association; Vaughan, Paul & Lyons, by John G. Lyons and Robert Harkness, Attorneys at Law, for Glass Packaging Institute; E.L. Larsen, for Glass Containers Corp.; Carvin T. Dowke, for Del Monte Corporation, and Brundage, Beeson & Poppy by Roger A. Carnagey, Attorney at Law, for Teamsters Public Affairs Council.

Commission staff: John Lemke, George H. Morrison, Robert I. Shoda, Robert E. Bouchet, and Edward C. Cole.

APPENDIX B

LIST OF ORIGINAL AND REVISED PAGES
TO MINIMUM RATE TARIFF 2

SEVENTH	REVISED	PAGE	5-B
ELEVENTH	REVISED	PAGE	16-A
ORIGINAL		PAGE	48-CC
ORIGINAL		PAGE	48-CCC
ORIGINAL		PAGE	48-CCCC

(END OF APPENDIX B.)

INDEX OF COMMODITIES (Continued)

Only those articles which are named in commodity rate items or in Exceptions to the Governing Classification and Exception Ratings Tariff are shown in the following list.

COMMODITY	ITEM	COMMODITY	ITEM
Farina	652-6544	Fruit (not dried, evaporated or fresh)	320
Faucets	365	Fruit, candied, crystallized, glaced or stuffed	360
Feed as described under the heading of "Feed Group" in the Governing Classifica- tion, not frozen	652-6544	Fruit, crushed	320
Feed, Animal	338, 620, 630	Fruits, dried or evaporated	350
Feed, Animal or Poultry	652-6544	Fruits, frozen	850
Felt or Paper	379.4, 761, 767	Fruit Juice Powders or Crystals, Citrus	360
Felt or Paper, asbestos	379.4, 761, 767	Fruit Peel, candied, crystal- lized, glaced or stuffed	360
Fencing	760, 764, 765	Fruit Syrups	360
Figs, powdered	350	Fuel, Wood	729
Fish (animal feed)	338	Furniture	353
Fish, cooked, pickled or preserved	320, 345	Games	355
Fish, fresh, frozen	775	Games (M)	395-397, 880
Fish Loins, frozen	775	Gardening or Landscaping Products	370, 860
Fish, other than fresh or frozen	360	Garlic Chips; Garlic Powder	320
Fish Roe	320	Gas, petroleum liquefied	377.5, 723-726
Fittings, Pipe (iron or steel)	365, 378, 760	Gases, Compressed (M)	325, 820
Fittings, pipe, sewer (cement, clay, concrete or earthen)	764, 765, 867	Gelatine	360
Flavoring Compounds	869	Genm, wheat	652-6544
Florist or Nursery Stock	360	Girders, reinforced concrete	813
Flour, Bean	843	Girders, iron or steel	760, 764, 765
Flour, cooked	652-6544	"Glassware: Bottles, Carboys, Demijohns or Jars, NOZ	643, 646
Flour, edible	339	Glassware, NOZ (M)	395-397, 880
Flour, gelatinized	360	Glucose	360
Flour, Grain	339	Glycols (M)	325, 820
Flour, Potato	339, 652-6544	Grain Products as described under the heading "Grain Products" in the Govern- ing Classification	652-6544
Flour, prepared, edible	339, 652-6544	Granules, roofing	870
Flour, Rice	339, 652-6544	Grape Stakes	685
Flour, Soybean	339	Grate Bars, iron or steel	365
Flour, Tapioca	652-6544	Gravy	320
Flues, Boiler	365	Grit, processed from rock or shell	652-6544
Fondant, Candy	360	Groceries and Grocers' Supplies	360
Food, Baby	320	Guides, elevator (iron or steel)	760, 764, 765
Food, Cereal	360	Gum, Chewing	318-1, 360
Food, Milk, other than malted, liquid	320	Gum, Chewing (M)	340, 840
Food, prepared	360	Gypsum Wallboard	649
Food Preparations, Cereal (M)	360		
Foodstuffs for human consumption	345, 620, 630		
Forest Products and related articles	680-715		
Forging, rough (iron or steel)	760, 764, 765		
Forms (M)	395-397, 880		
Frames, circular (iron or steel)	760, 764, 765		

(M) Denotes articles on which application of rates is limited to mixed shipments.

Change) Decision No. **89921**
 Addition)

EFFECTIVE

Correction

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

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS</p> <p>(a) When a carrier does not pick up an entire shipment, including a split delivery shipment and a split pickup shipment at one time, the following provisions shall apply in addition to other applicable rules and regulations:</p> <ol style="list-style-type: none"> 1. The entire shipment shall be available to the carrier for immediate transportation at the time of the first pickup. 2. The carrier shall not transport a multiple lot shipment unless, prior to or at the time of the initial pickup, written information has been received from the consignor describing the kind and quantity of property which will constitute the multiple lot shipment. Preparation by the shipper of the required single multiple lot document for the entire shipment, referred to in paragraph 3 of this item, for execution by the shipper and carrier prior to or at the time of initial pickup, will constitute compliance with this paragraph. 3. At the time of or prior to the initial pickup, the carrier shall issue to the consignor a single multiple lot document for the entire shipment. It shall show the name of the consignor, point of origin, date of the initial pickup, name of the consignee (or consignees), point of destination (or points of destinations), and the kind and quantity of property. In addition, a bill of lading (see item 255) shall be issued for each pickup (including the initial pickup) which shall give reference to the single multiple lot document governing the entire shipment, by its date and number (if assigned a number), the name of the consignor, and such other information as may be necessary to clearly identify the single multiple lot document. 4. <ol style="list-style-type: none"> a. If rated under the rates in this tariff, the entire shipment shall be picked up by the carrier within a period of two days computed from 12:01 a.m. of the date on which the initial pickup commences, excluding Saturdays, Sundays and legal holidays. b. If rated under the provisions of Items 200, 210 (paragraph (b)), and 230 of this tariff, the entire shipment shall be picked up by the carrier within: <ol style="list-style-type: none"> (1) A period of two days computed from 12:01 a.m. of the date on which the initial pickup commences, excluding Saturdays, Sundays and legal holidays, when the highway carrier's trailer equipment is placed for loading by the consignor without the presence of carrier personnel or motive equipment. (2) A 24-hour period computed from 12:01 a.m. of the date on which the initial pickup commences, when the shipment is loaded other than under the conditions specified in subparagraph (1) above. 5. The separate pickups made in accordance with the foregoing provisions shall constitute a composite shipment which shall be subject to the rates named or provided for in this tariff, including Items 200, 210, 220 and 230, in effect on the date of the first pickup, for the transportation of a single shipment of like kind and quantity of property picked up or transported on a single vehicle or connected train of vehicles. <p>(b) If any of the property described in the single multiple lot document is picked up without complying with the foregoing provisions, each such pickup shall be rated as a separate shipment under other provisions of this tariff. The property picked up in accordance with the provisions of paragraph (a) hereof shall constitute the multiple lot shipment.</p> <p>*(c) When the provisions of this item are applied in connection with shipments of glass containers as described in Item 87700 of the Governing Classification, the resulting charges for each load (each pickup) shall in no event be less than 90% of the charges which would otherwise accrue to each load if transported as a separate shipment pursuant to Items 643 and 646 of this tariff.</p> 	<p>685</p>
<p> * Change) * Addition) Decision No. 89921 * Increase) </p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

MILES		RATES (Subject to Notes 1 through 7)			
Over	But Not Over	Minimum Weight (In Pounds)			
		30,000	35,000	40,000	45,000
0	3	28	25	23	22
3	5	30	27	25	24
5	10	32	29	27	26
10	15	34	31	29	28
15	20	36	33	31	30
20	25	38	35	33	32
25	30	40	37	35	34
30	35	42	39	37	35
35	40	45	42	40	38
40	45	48	45	43	41
45	50	51	48	45	43
50	60	54	51	48	45
60	70	58	55	52	49
70	80	62	59	56	53
80	90	65	61	57	54
90	100	67	62	58	55
100	110	69	64	60	57
110	120	71	66	62	59
120	130	73	68	64	61
130	140	75	70	66	62
140	150			68	64
150	160			70	66
160	170			72	68
170	180			74	70
180	190			76	72
190	200			78	74
200	220			82	78
220	240			85	81
240	260			88	84
260	280			91	87
280	300			94	90
300	325			100	96
325	350			104	99
350	375			107	102
375	400			110	105

*0643

(Continued on following page)

* Addition)
o Reduction) Decision No. **89921**

EFFECTIVE

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

Correction

SECTION 3--COMMODITY RATES (Continued)					ITEM
In Cents Per 100 Pounds					
(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)					
GLASSWARE: Bottles, Carboys, Demijohns or Jars, NOZ, (87700), other than cut, with or without their equipment of caps, covers, stoppers or tops, one gallon or less in capacity, each in fibre or wicker cover in boxes or crates, or in bottle carriers with partitions with or without covers, or in barrels, boxes or crates without tops, or with tops, or in fibreboard boxes with tops not fastened, or loose, braced in vehicle.					
MILES		RATES (Subject to Notes 1 through 7)			
Over	But Not Over	Minimum Weight (in Pounds)			
		30,000	35,000	40,000	45,000
400	425		112	109	
425	450		116	113	
450	475			110	
475	500			123	
500	525			128	
525	550				134
550	575				140
575	600				146
For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles:					6
NOTE 1.--Not subject to surcharges in effect as of the effective date of this tariff page.					
NOTE 2.--Shipments shall be loaded by consignor and unloaded by consignee with power equipment, furnished and used without expense to the carrier. In such circumstances, physical assistance of the carrier's employee is restricted to work within or on carrier's equipment and does not include stacking, unstacking, removal or placement of merchandise on pallets.					
NOTE 3.--Shipments may also include extra caps, covers, stoppers, tops or extra fibreboard boxes, KD flat or folded flat, not to exceed 10 percent of total weight upon which charges are assessed.					
NOTE 4.--Empty pallets used to transport commodities named in this item may be returned via the carrier handling the inbound shipment at the 35,000 pound rate named in this item subject to actual weight of pallets. Where no 35,000 pound rate is provided, the 45,000 pound rate shall be applied.					
NOTE 5.--Rates named in this item shall not be used in combination with any other rates.					
NOTE 6.--Rates herein apply per load. Load means freight transported at one time in one unit of carrier's equipment.					
NOTE 7.--An allowance of two (2) hours free time for loading and two (2) hours free time for unloading shall be made in connection with each unit of carrier's equipment used. Excess loading or unloading time will be charged for at rates in Item 145 of this tariff. Time shall be computed from shipper designated time of arrival of carrier's equipment at place of loading or unloading until loading or unloading is completed and carrier's equipment is released. If carrier arrives late for scheduled loading or unloading, free time shall begin when actual loading or unloading commences.					
* Addition)		Decision No.		89921 ?	
o Reduction)					
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					

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SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds			ITEM
(Number within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)			
GLASSWARE: Bottles, Carboys, Demijohns or jars, NO1 (87700), other than cut, with or without their equipment of caps, covers, stoppers or tops, one gallon or less in capacity, each in fibre or wicker cover in boxes or crates, or in bottle carriers with partitions with or without covers, or in barrels, boxes or crates without tops, or with tops, or in fibreboard boxes with tops not fastened, or loose, braced in vehicle.			
BETWEEN		AND	
SAN FRANCISCO BAY AREA METROPOLITAN Zone Groups		LOS ANGELES AREA METROPOLITAN Zone Groups	
SACRAMENTO EXTENDED AREA			
NORTH SACRAMENTO EXTENDED AREA			
RATES (Subject to Notes 1 through 8)			
Minimum Weight 35,000 Pounds	Minimum Weight 40,000 Pounds	Minimum Weight 45,000 Pounds	
116	107	102	
<p>NOTE 1.--Not subject to surcharges in effect as of the effective date of this tariff page.</p> <p>NOTE 2.--Shipments shall be loaded by consignor and unloaded by consignee with power equipment, furnished and used without expense to the carrier. In such circumstances, physical assistance of the carrier's employee is restricted to work within or on carrier's equipment and does not include stacking, unstacking, removal or placement of merchandise on pallets. *6646</p> <p>NOTE 3.--Shipments may also include extra caps, covers, stoppers, tops or extra fibreboard boxes, KD flat or folded flat, not to exceed 10 percent of total weight upon which charges are assessed.</p> <p>NOTE 4.--If charges accruing under the rates in this item, applied from, to or between points intermediate between origin and destination territories via routes shown in Items 900 and 900-1 are lower than charges accruing under the Distance Rates in Item 643 on the same shipment via the same route, such lower charges shall apply. For the purpose of this item only Saugus shall be deemed to be an intermediate point between the named territories via Routes 1, 2, 3, 4, 5, 7, 18 and 19 shown in Items 900 and 900-1.</p> <p>NOTE 5.--Empty pallets used to transport commodities named in this item may be returned via the carrier handling the inbound shipment at the 35,000 pound rate named in this item subject to actual weight of pallets.</p> <p>NOTE 6.--Rates named in this item shall not be used in combination with any other rates.</p> <p>NOTE 7.--Rates herein apply per load. Load means freight transported at one time in one unit of carrier's equipment.</p> <p>NOTE 8.--An allowance of two (2) hours free time for loading and two (2) hours free time for unloading shall be made in connection with each unit of carrier's equipment used. Excess loading or unloading time will be charged for at rates in Items 145 of this tariff. Time shall be computed from shipper designated time of arrival of carrier's equipment at place of loading or unloading until loading or unloading is completed and carrier's equipment is released. If carrier arrives late for scheduled loading and unloading, free time shall begin when actual loading or unloading commences.</p>			
* Addition) o Reduction)		Decision No. 89921	
EFFECTIVE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			
Correction			