

ORIGINAL

Decision No. 90022 FEB 21 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 transportation of cement)
and related products statewide as provided)
in Minimum Rate Tariff 10 and the revisions)
or reissues thereof.)

Case No. 5440
Petition for Modification
No. 107
(Filed October 11, 1978)

O P I N I O N

Minimum Rate Tariff 10 (MRT 10) contains rates and charges for the transportation of cement by highway carriers within California. The last general increases in the rates and charges in MRT 10 were made pursuant to Decision No. 88957 dated June 13, 1978 in Case No. 5440 (Petition 106). The cost conditions upon which the rate increases were predicated were those in effect on May 16, 1978.

California Trucking Association (CTA), petitioner herein, seeks a surcharge increase of 5 percent in the rates and charges in MRT 10 to reflect the increases in carrier operating costs which have occurred since the rates were last adjusted. The petition states that increases have been incurred in maintenance and repair costs, equipment costs, and employers' contributions to social security taxes. In addition, increases have occurred in workers' compensation insurance. The increases sought by petitioner produce additional annual gross revenue of \$1.8 million.

Our Transportation Division staff has prepared a cost exhibit (received as Exhibit 1) which measures the increased operating costs experienced by carriers engaged in the transportation. Such costs are developed on the direct wage offset method. That method produces lesser increases than the wage (cost) offset method used by petitioner in its proposed exhibits.^{1/} Exhibit 1 measures the following changes in carrier operating costs:

Increases in the payroll tax portion of labor to reflect the following:

- a. An increase in the rate (6.05% to 6.13%) on taxable wages from \$17,700 to \$22,900 for the FICA payment.
- b. An increase in health and welfare rates from \$120.36 to \$129.01 in northern California, effective June 1, 1978.
- c. An increase in pension contribution of \$9.60 per man per week in northern California and \$95.15 to \$133.21 per month in southern California, effective January 1, 1979.

Proposed rates to reflect the increased costs have been prepared by the staff and that exhibit is received as Exhibit 2. The increases in rates recommended by the staff average 3.9 percent. The staff estimates that the annual revenues earned by carriers operating under MRT 10 will be increased by \$1.1 million under its proposal. Exhibit 2 states that the rates proposed therein are within the guidelines of President Carter's anti-inflation program.

Petitioner does not object to the establishment of the staff proposed rates.

^{1/} The three offset methods for adjusting rates in the Commission's minimum rate tariffs in the period between full-scale cost and rate studies are described in Re Minimum Rate Tariff 2, et al. (1969) 70 CPUC 277, at pages 280 and 281.

Copies of the petition were served in accordance with Commission rules and notice of the filing of the petition appeared on the Commission's Daily Calendar. There are no protests or requests for hearing.

Findings

1. Since the rates were last adjusted in MRT 10 pursuant to Decision No. 88957, carrier operating costs have risen with respect to transportation services performed under the provisions of that tariff.
2. Increases in rates adjusted to reflect the direct wage offset method of calculating underlying cost data are required to maintain the rates in MRT 10 on a reasonable level and such increases should be established in that tariff.
3. The rates and accessorial charges described in the above Finding 2 will be reasonable and the increases resulting therefrom are justified.
4. The rate increase authorized herein is estimated to increase revenues of the carriers transporting cement and related articles by \$1,100,000 annually.
5. To the extent that the provisions of MRT 10 have been found heretofore to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Code, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for such carriers, to that same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient, and not justified by the actual rates of competing carriers or the costs of other means of transportation.

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

7. A public hearing is not necessary.

Conclusions

1. MRT 10 should be amended to reflect the rates and charges found reasonable above.

2. The effective date of this order should be the date on which it is signed because the labor cost increases for which the rate increases granted herein are designed to offset have become effective and because there is no known opposition to the relief granted herein.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 10 (Appendix A of Decision No. 44633, as amended) is further amended by incorporating therein, to become effective thirty-five days after the date hereof, the revised pages attached hereto and listed in Appendix A, also attached hereto.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject to Decision No. 44633, as amended, are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered herein.

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

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

5. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 10 are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 10 rates.

6. Common carriers maintaining rates not otherwise referred to in other ordering paragraphs of this decision are authorized to increase such rates by 3.9 percent. ✓

7. Common carrier tariff publications made as a result of this order which involve increases shall be filed not earlier than the effective date of this order and shall be effective not earlier than thirty-five days after the date hereof. Tariff publications required shall be effective thirty-five days after the date hereof. Tariff publications involving reductions may be made effective not earlier than the fifth day after the effective date of this order. The authority for authorized increases and/or reductions shall expire unless exercised within sixty days after the effective date of this order. All tariff publications must give five days' notice to the Commission and to the public.

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

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

10. The Executive Director shall serve a copy of each of the tariff amendments on each subscriber to Minimum Rate Tariff 10.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 27th day of FEBRUARY, 1979.

John E. Smy
President
William L. ...
Robert D. ...
Alfred J. ...
James H. ...
Commissioners

APPENDIX A

LIST OF REVISED PAGES TO
MINIMUM RATE TARIFF 10

FIRST	REVISED	PAGE	1
SEVENTH	REVISED	PAGE	6
TWELFTH	REVISED	PAGE	6-A
FIFTH	REVISED	PAGE	6-B
SIXTH	REVISED	PAGE	7-A
SEVENTEENTH	REVISED	PAGE	12-A
THIRTEENTH	REVISED	PAGE	12-B
FIFTH	REVISED	PAGE	12-C

(END OF APPENDIX A)

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. Correction numbers appearing on all added and revised pages will be numbered consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in the tariff.

CORRECTION NUMBERS

211	261	311	361	411	461
212	262	312	362	412	462
213	263	313	363	413	463
214	264	314	364	414	464
215	265	315	365	415	465
216	266	316	366	416	466
217	267	317	367	417	467
218	268	318	368	418	468
219	269	319	369	419	469
220	270	320	370	420	470
221	271	321	371	421	471
222	272	322	372	422	472
223	273	323	373	423	473
224	274	324	374	424	474
225	275	325	375	425	475
226	276	326	376	426	476
227	277	327	377	427	477
228	278	328	378	428	478
229	279	329	379	429	479
230	280	330	380	430	480
231	281	331	381	431	481
232	282	332	382	432	482
233	283	333	383	433	483
234	284	334	384	434	484
235	285	335	385	435	485
236	286	336	386	436	486
237	287	337	387	437	487
238	288	338	388	438	488
239	289	339	389	439	489
240	290	340	390	440	490
241	291	341	391	441	491
242	292	342	392	442	492
243	293	343	393	443	493
244	294	344	394	444	494
245	295	345	395	445	495
246	296	346	396	446	496
247	297	347	397	447	497
248	298	348	398	448	498
249	299	349	399	449	499
250	300	350	400	450	500
251	301	351	401	451	501
252	302	352	402	452	502
253	303	353	403	453	503
254	304	354	404	454	504
255	305	355	405	455	505
256	306	356	406	456	506
257	307	357	407	457	507
258	308	358	408	458	508
259	309	359	409	459	509
260	310	360	410	460	510

EFFECTIVE

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

Correction

MINIMUM RATE TARIFF 10

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">MIXED SHIPMENTS</p> <p>(a) When commodities covered by this tariff, in bulk and in packages, are included in a single shipment separate weights shall be obtained for the bulk and the sacked commodities, subject to Item No. 60. Charges will be computed at the separate rates applicable to each such commodity in straight shipments of the combined weight of the mixed shipment. The minimum weight for such mixed shipment shall be 47,500 pounds for each unit of carrier's equipment. The charge for any deficiency between actual weight of the shipment and the minimum weight provided herein shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p> <p>(b) Except as provided in Paragraph (c) carriers will transport not to exceed five (5) sacks of cement on bulk equipment. Charges for such sacked cement shall be at the applicable rate or charge for such sacked cement, based on the total weight of the mixed shipment.</p> <p>(c) Except as provided in Paragraph (b) shipments containing a mixture of sacked cement and bulk cement, (part of which is transported in or on flat bed or van equipment, with the other part transported in bulk equipment operating as a single unit of carrier's equipment) shall be subject to an added charge in the amount of \$10.70 per load (unit of carrier's equipment), in addition to the rates otherwise applicable under other provisions of this tariff.</p>	065
<p style="text-align: center;">APPLICATION OF TARIFF--TERRITORIAL</p> <p>Rates in this tariff apply for the transportation of commodities named in Item No. 40 between all points within the State of California.</p>	70
<p style="text-align: center;">TERRITORIAL DESCRIPTIONS</p> <p>NORTHERN TERRITORY includes all points north of the following boundary line: Beginning at a point on the shore line of the Pacific Ocean due south of Gaviota, thence northeasterly along an imaginary straight line to the junction point of Santa Barbara, Ventura and Kern County boundaries, northerly and westerly along the westerly boundary of Kern County to the junction point of Kern, San Luis Obispo and Kings Counties, thence easterly along the northerly boundary lines of Kern and San Bernardino Counties to the California-Nevada boundary line.</p> <p>SOUTHERN TERRITORY includes all points south of the southern boundary line of northern territory.</p>	80
<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be the charge for 47,500 pounds at the applicable rate.</p>	90
<p style="text-align: center;">CHARGES FOR OBTAINING A WEIGHMASTER'S CERTIFICATE</p> <p>Whenever a carrier is requested by the shipper, consignee or debtor to obtain a certified weight from a public scale, or when a carrier must obtain a certified weight for billing purposes or for other legal requirements, and a charge is assessed by the public weighmaster for this service, the carrier shall assess a charge of not less than the actual amount paid by the carrier to the public weighmaster for the weighing service for each weight certificate obtained and furnished to the debtor or other person requesting a certified weight.</p>	95
<p>◊ Increase, Decision No. 90022 †</p>	
<p>EFFECTIVE</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

MINIMUM RATE TARIFF 10

SECTION 1--RULES (Continued)	ITEM												
<p style="text-align: center;">ACCESSORIAL SERVICES</p> <p>When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;">Charges in Cents</th> </tr> <tr> <th></th> <th style="text-align: center;"><u>For First 30 Minutes or Fraction Thereof</u></th> <th style="text-align: center;"><u>For Each Additional 15 Minutes or Fraction Thereof</u></th> </tr> </thead> <tbody> <tr> <td>(a) For Driver, Helper, or Other Employee per Man---</td> <td style="text-align: center;">680</td> <td style="text-align: center;">340</td> </tr> <tr> <td>(b) For Unit of Equipment-----</td> <td style="text-align: center;">160</td> <td style="text-align: center;">80</td> </tr> </tbody> </table> <p>The charge for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p>		Charges in Cents			<u>For First 30 Minutes or Fraction Thereof</u>	<u>For Each Additional 15 Minutes or Fraction Thereof</u>	(a) For Driver, Helper, or Other Employee per Man---	680	340	(b) For Unit of Equipment-----	160	80	0100
	Charges in Cents												
	<u>For First 30 Minutes or Fraction Thereof</u>	<u>For Each Additional 15 Minutes or Fraction Thereof</u>											
(a) For Driver, Helper, or Other Employee per Man---	680	340											
(b) For Unit of Equipment-----	160	80											
<p style="text-align: center;">DIVERTED SHIPMENTS</p> <p>Charges upon shipments diverted at request of consignor or consignee shall be assessed upon the basis of the charge established for the constructive mileage applicable via the point or points where diversion occurs, subject to Items 50 and 100.</p>	110												
<p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS</p> <p>When a carrier is unable to pick up an entire shipment at one time, or when more than one vehicle, or connected train of vehicles, are used to pick up the entire shipment, 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. A single shipping document for the entire shipment tendered shall be issued prior to or at the time of the first pickup. 3. An additional shipping document shall be issued for each pickup and shall give reference to the single shipping document and shall be attached thereto and become a part thereof. 4. 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. 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. <p>Any property separately picked up without complying with the foregoing provisions shall constitute a separate shipment and shall be subject to the rates and rules applicable thereto.</p>	116												
<p>o Increase, Decision No. 90022</p>													
<p>EFFECTIVE</p>													
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>													

Correction

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">FURNISHING OF TRANSFER STORAGE FACILITIES</p> <p>Upon receipt of written request from the consignor or consignee, the carrier may furnish and/or transport to construction job sites, transfer storage facilities with a capacity not exceeding 4,500 cubic feet, subject to the following conditions and charges:</p> <p>(1) A suitable site shall be provided without cost to the carrier for the transfer storage facility with ready access accomodating the type of equipment operated by the carrier; and carrier must be provided 24-hour access for unloading.</p> <p>(a) The transfer storage facility, when placed at a job site, will for the duration of such job, be considered part of consignee's storage facilities and withdrawing or transferring cement from the transfer storage facilities will be the responsibility of the consignee. The rates provided in this tariff do not include carrier operation of such facility. If carrier provides personnel to operate such transfer facilities, charges provided in Item 100 must be assessed; and</p> <p>(b) Any fuel required to operate transfer facilities must be furnished by consignee.</p> <p>(2) Any cement remaining in the transfer storage facility at completion of project must be disposed of by the consignee.</p> <p>(3) The use of a carrier furnished transfer storage facility will be limited to the temporary storage of cement transported subject to the rates provided in Section 2 of this tariff.</p> <p>(4) The following charges shall be paid by the party requesting the services provided in this item:</p> <p>ø(a) For transporting, establishing and removing each transfer storage facility, an hourly charge of ø\$22.30 will be assessed and computed on a portal to portal basis.</p> <p>(b) Applies only to carrier furnished transfer storage facilities:</p> <p>1) For each week, or fraction thereof, beginning with the first delivery of cement to the facility or the date on which the carrier is instructed in the consignee's written request to place the transfer facility at the job site, whichever is first, and ending with delivery of the last load, or the date on which carrier is instructed by the consignee to remove storage facility, whichever is later, a charge of \$135.00; and</p> <p>2) For each calendar day in which cement is physically transferred from the storage facility, a charge of \$5.00 per day.</p> <p>ø(c) A charge of ø\$19.00 shall be made for the service of securing each permit, and a charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</p>	<p style="text-align: center;">ø118</p>
<p>ø Change) ø Increase) Decision No. 90022</p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SPLIT DELIVERY</p> <p>Shipments may consist of several component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, subject to the following conditions and additional charges:</p> <ol style="list-style-type: none"> 1. The composite shipment shall consist of not to exceed three component parts. 2. Except as provided in Item 180, charges shall be paid by the consignor when there is more than one consignee. 3. At the time of or prior to the tender of the composite shipment, the carrier shall have been furnished with written instructions showing the name of each consignee, the point or points of destination, and the kind and quantity of property in each component part. 4. The charge for the transportation of the composite shipment shall be the charge applicable for transportation of a single shipment of like kind and quantity of property, computed by applying the applicable mileage rate from point of origin to point of final destination via each individual destination. (See Exceptions 1 and 2.) <p>EXCEPTION 1.--In the event that a shipment has origin and destination points within and without a mileage territory and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <ol style="list-style-type: none"> (a) Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups. (b) Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones. <p>EXCEPTION 2.--In the event that a carrier is instructed by the consignor to effect delivery to a destination or destinations in a manner which results in a distance greater than the distance determined under the provisions of Paragraph 4, the applicable through rate shall be based on the distance computed from origin to final destination via each individual destination in the order of delivery designated by the consignor. Instructions from the consignor must be in writing and shall be issued at or prior to the time of shipment.</p> <ol style="list-style-type: none"> 5. In addition to the charge applicable for transportation of a single shipment of like kind and quantity of property, computed as set forth in Paragraph 4, an additional charge of \$8.35 shall be made for each of the component parts comprising the composite shipment. 	<p>0130</p>
<p>◊ Increase, Decision No. 90022 ?</p>	
<p>EFFECTIVE</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

SECTION 2--DISTANCE RATES IN CENTS PER 100 POUNDS								ITEM
NORTHERN TERRITORY RATES								
MILES		RATES		MILES		RATES		
Over	But Not Over	(1) Bulk	(2) Sack	Over	But Not Over	(1) Bulk	(2) Sack	
0	3	13½	15½	145	150	51½	53½	
3	5	14½	16½	150	160	53	55½	
5	10	15½	18	160	170	54½	56½	
10	15	16½	18½	170	180	56	58	
15	20	17	19½	180	190	57½	59½	
20	25	17½	20½	190	200	59	60½	
25	30	19	21½	200	210	60½	62	
30	35	19½	22½	210	220	62½	63½	
35	40	20½	23½	220	230	64	65½	
40	45	22	24½	230	240	65½	67	
45	50	24	26½	240	250	67	67½	
50	55	25½	28½	250	260	68½	70½	
55	60	28	30½	260	270	70½	71½	
60	65	29½	32	270	280	72½	73½	
65	70	30½	34	280	290	74½	75	0205
70	75	32½	36	290	300	76½	76½	
75	80	34	37	300	320	80	80½	
80	85	35½	38	320	340	83½	84½	
85	90	36½	39	340	360	87	87½	
90	95	37½	40½	360	380	90½	91½	
95	100	38½	41½	380	400	94	94½	
100	105	39½	42½	400	420	97½	98½	
105	110	40½	44	420	440	101½	101½	
110	115	42½	45½	440	460	105½	105½	
115	120	44½	46½	460	480	110½	110½	
120	125	45½	48½	480	500	112½	113	
125	130	46½	49					
130	135	48	50	500	---	(Add to the rate for 500 miles, 06 cents per 100 pounds for each 25 miles or fraction thereof)		
135	140	49½	51					
140	145	50½	52½					
(1) Rates apply on shipments in bulk. (2) Rates apply on shipments in packages.								
◊ Increase, except as noted) Decision No. 90022 ○ No change)								
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								
Correction								

SECTION 2--DISTANCE RATES IN CENTS PER 100 POUNDS				ITEM
SOUTHERN TERRITORY RATES				
MILES		RATES		
Over	But Not Over	(1) Bulk	(2) Sack	
0	3	10½	11½	
3	5	10½	12½	
5	10	11½	13	
10	15	11½	13½	
15	20	12½	14½	
20	25	13½	15½	
25	30	14½	16	
30	35	15½	17½	
35	40	17½	19½	
40	45	20½	22	
45	50	21½	24	
50	60	23½	26	
60	70	25	27½	
70	80	26½	29	
80	90	29	30½	
90	100	31	32½	
100	110	33½	34½	
110	120	35½	37	
120	130	38	39½	
130	140	40½	41	0210
140	150	42½	42½	
150	160	44½	45	
160	170	46½	47½	
170	180	48½	49½	
180	190	51½	51½	
190	200	54½	54½	
200	220	57½	57½	
220	240	61½	61½	
240	260	64½	64½	
260	280	67½	68	
280	300	70½	71½	
300	320	74½	75	
320	340	78	78½	
340	360	82	82	
360	380	85½	85½	
380	400	89	89	
400	420	92½	92½	
420	440	96	96½	
440	460	99½	99½	
460	480	103	103½	
480	500	106½	106½	
500	---	(Add to the rate for 500 miles, 06 cents per 100 pounds for each 25 miles or fraction thereof)		
(1) Rates apply on shipments in bulk.				
(2) Rates apply on shipments in packages.				
<input type="radio"/> Increase, except as noted) <input type="radio"/> No change)		Decision No. 90022		
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

SECTION 2--DISTANCE RATES IN CENTS PER UNIT SHOWN		ITEM		
Item canceled. Rates for distance exceeding 300 miles are set forth in Items 205 and 210.		215		
Empty Pallets, Second Hand (Used), viz.: (Subject to Notes 1 and 2) (a) Returning after being used in the transportation of a palletized cement shipment, or returning in exchange for pallets used in the transportation of a palletized cement shipment, to the consignor of the cement shipment, or (b) Shipped for use, or in exchange for pallets to be used, to the consignor or a palletized cement shipment. NOTE 1.--The provisions of this item apply only in connection with pallets used in the transportation of cement subject to rates in Southern Territory. NOTE 2.--The provisions of this item apply only when the empty pallets are transported by the same carrier utilized in the transportation of the cement shipment.	<table border="1"> <thead> <tr> <th>RATE (In Cents Per Pallet)</th> </tr> </thead> <tbody> <tr> <td>25</td> </tr> </tbody> </table>	RATE (In Cents Per Pallet)	25	0220
RATE (In Cents Per Pallet)				
25				
◊ Increase, Decision No. 90022				
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				