

Decision No. 90441 JUN 19 1979

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 5432  
OSH 1022  
(Filed May 2, 1978)

Richard L. Bredeman, for Lou-Jak Trucking Service;  
O. F. Marcantonio, for Guthmiller Trucking, Inc.;  
and Dean S. Russell, for Russell Truck Company;  
respondents.

William M. Sterling, for National Can Corporation;  
William D. Mayer, for Del Monte Corporation;  
Gordon Larsen, for American Can Company; R. M. Zaller, for Continental Can Company, U.S.A.;  
John W. Elfving, for The Sherwin-Williams Company;  
John J. Wynne, for Owens-Illinois; Kenneth C. O'Brien, for Container Corporation of America;  
and Ronald C. Broberg and H. W. Hughes, for California Trucking Association; interested parties.

John Lemke and Raymond Toohey, for the Commission staff.

### O P I N I O N

Minimum Rate Tariff 2 (MRT 2) contains statewide minimum rates for the transportation of general commodities by highway carriers. Item 330.3 of MRT 2 provides exception ratings on cans, NOI, including jacketed cans, and Item 640 contains commodity rates on sheet steel or tin cans (steel cans) and can ends made of aluminum, steel, or tin (can ends), subject to truckload minimum

weights of 20,000 and 30,000 pounds. Other containers are subject to the class rates in MRT 2 and classification ratings named in the National Freight Motor Classification. By Decision No. 84785 dated August 12, 1975, the Commission authorized five carriers to deviate from established minimum rates by transporting aluminum cans at the rates set forth in Item 640 of MRT 2 for steel cans. In this decision the Commission noted:

"The California Trucking Association (CTA) urged that the relief sought be granted by amending Item 640 of MRT 2 to include aluminum cans rather than grant the deviation authorities applied for. The position of CTA has some merit; however, it cannot be accomplished herein. The amendment of Item 640, MRT 2, should only be considered in a petition for modification or order setting hearing in Case No. 5432 where all interested persons are given an opportunity to present evidence and express their views."

Following this expression by the Commission, the Transportation Division staff instituted a statewide cost and rate study of empty steel and aluminum cans and the study was expanded to include composite cans and plastic bottles.

OSH 1022, issued May 2, 1978, states as follows:

"In response to requests from carrier and shipper representatives, the Commission's Transportation Division has conducted cost and rate studies into the operations, rates and practices surrounding the transportation of steel, aluminum and composite cans and plastic containers. The Transportation Division has recommended that a public hearing be scheduled for the purpose of receiving evidence relative to the need to establish commodity rates for the transportation of such containers.

"In such circumstances it appears the hearings should be held in this proceeding for the receipt of evidence relative to the extent Minimum Rate Tariff 2 should be modified."

The staff studies prepared in response to OSH 1022 were initially distributed to interested parties on April 24, 1978. Meetings were held between shippers and carriers to determine whether agreement could be reached as to the adoption of tariff provisions based on the staff studies. Upon being informed that no industry-wide consensus could be reached, public hearing was scheduled. Public hearing in OSH 1022 was held before Administrative Law Judge Mallory on January 18 and 19, and March 26, 1979 in San Francisco and OSH 1022 was submitted on the latter date.

Evidence was introduced on behalf of the staff, National Can Corporation (National), Owens-Illinois (Owens), American Can Company (American), Del Monte Corporation (Del Monte), The Sherwin-Williams Company (Sherwin-Williams), Continental Can Company, U.S.A. (Continental), and California Trucking Association (CTA).

Staff Cost Evidence

Exhibit 1 contains the staff's development of the estimated costs of performing service by reasonably efficient highway carriers engaged in the for-hire transportation of empty cans and plastic containers in truckload quantities. The costs are developed for selected lengths of hauls and for transportation between the Los Angeles Metropolitan zone groups and the San Francisco Bay Area zone groups as described in Distance Table 8. The report is based on data gathered from approximately 20 carriers. The study states that the principal destinations of empty containers are food processing plants, beverage plants, petroleum products companies, household chemical companies, pharmaceutical companies, and temporary storage locations.

The study states that eight different equipment types are used. Most units are high-cube designed and equipped with roller-beds. Some units are equipped with special unloading devices. The staff cost witness selected two principal types of equipment as the most efficient units for container transportation. For local hauls of 50 constructive miles or less, the witness selected a unit consisting of a two-axle tractor and a fifty-three foot, two-axle

van semitrailer; for distances of 75 constructive miles and over, the witness chose a unit consisting of a three-axle tractor with a dromedary box and a forty-foot, two-axle semitrailer. Labor costs used in the study are developed from a synthesis of labor costs actually paid by the 20 carriers.

The staff cost witness found that because of the light and bulky nature of the empty containers and the several other factors that influence the amount of weight of a given shipment of containers, it was impractical to develop estimated costs on a per-hundred-pound basis. The cost data in Exhibit 1 are stated in dollars-per-trip per equipment unit.

Staff Rate Proposal

Exhibit 2 contains the rate proposals of the staff. The rates in Exhibit 2 are applicable to steel, aluminum, and composite cans, plastic bottles, and can ends. The exhibit states that the preponderance of the manufacturing plants of these commodities is located within San Francisco Bay Area and the Los Angeles Metropolitan Area. Significant steel can manufacturing facilities are located in the Sacramento and San Joaquin valleys and in San Diego. Scores of different size steel cans are produced, which have multiple uses in the food and beverage industries. The major uses of plastic bottles are as containers for detergents, cleansers, bleaches, cooking oils, anti-freeze, pharmaceutical products, and personal care items.

Steel, aluminum, and composite cans move in full truckload lots from the manufacturer's plant or warehouse to the customer. These containers often are scheduled to be received at times which permit them to be moved directly into assembly-line container-filling operations. Plastic bottles generally move in full truckloads, although some less-than-truckload movements are performed.

The truckload weights of steel cans (with or without can ends) are greater than for other commodities. The truckload weights of steel cans range from 6,000 to 30,000 pounds; aluminum can shipments range from 6,500 to 8,500 pounds; and composite can shipments range from 6,500 to 14,000 pounds. The weight of truckload shipments of plastic bottles ranges from 4,000 to 10,000 pounds. Because of the broad ranges in shipment weights, because the carrier's equipment is fully utilized, and because trip expenses are not affected by the weight of the shipment, the staff rate witness recommended a single scale of distance rates in dollars-per-unit of equipment for all types of containers. The rate levels recommended by the staff reflect a cost/rate relationship of 93 percent.

A principal feature of the staff proposal is a nonalternation rule which would preclude the use of class rates for containers, except for the any quantity (less than 5,000 pounds) weight bracket. The proposed rates apply per load (the amount of freight transported at one time in the unit of carrier's equipment).

The staff rate witness, in Exhibit 3, compared for selected lengths of haul the existing rate levels for steel, aluminum, and composite cans, and plastic bottles with the rates proposed in Exhibit 2. The staff rate proposal results in reduced rates for larger size shipments and for shorter lengths of haul, and produces increased rates for smaller shipments and for longer lengths of haul. Because of the great variations in shipment weights and the many existing rate levels, the staff witness could not determine the overall revenue effect of his rate proposal.

#### National's Rate Proposal

National operates seven plants in California, producing a full range of metal containers. National also manufactures plastic containers and other products outside California. A witness appearing for National testified that he had studied the staff rate proposals and felt that the staff had done a commendable job in identifying most of the rate considerations affecting the container transportation industry, as well as showing the relationships between various cost factors.

The witness agreed with the staff conclusion that transportation costs on a truckload basis are the same for all containers. However, the witness felt that certain unique marketing and competitive aspects of the container industry were not recognized in the staff studies. The witness developed in Exhibit 4-A a proposal that he believed better meets the needs of shippers and carriers. For example, Exhibit 4-A provides for stopping in transit to load or unload, a privilege not accorded in the staff proposal. In addition, separate levels of point-to-point rates are provided depending upon the lengths of haul involved. The rate levels proposed in Exhibit 4-A are higher than in the staff study for hauls of 50 miles or less, and below the rates in the staff study for distances over 50 miles.

Testimony of Owens

Owens manufactures fibre cans at Benicia. According to the witness testifying for Owens, about 40 percent of the production of its Benicia plant is sold in southern California. The staff rate proposal would produce charges per load from about \$300 to \$400 resulting in an average increase of \$67. At the same time the local rates paid by manufacturers located in the Los Angeles area would be reduced, thus widening the margin of the freight absorption that must be paid by Owens to remain competitive in Los Angeles area markets. According to the witness, the changed rate relationships may be of such significance so as to prevent Owens from marketing the products of its Benicia plant in the Los Angeles area. If that event occurs, Owens may close its Benicia plant.

American's Evidence

American opposes both the staff rate proposal in Exhibit 2 and National's rate proposal in Exhibit 4-A.

American desires that separate rate items be established for each commodity similar to the staff proposal. The staff proposal contains four separate rate scales and rules which are identical. The staff proposal assertedly reflects the desires of the container industry. American's request is based on the assumption that if the rates on the four commodities are set forth in one item, future rate adjustments involving only one commodity may be difficult to achieve.

The charges under the commodity rates proposed by the staff and National in some cases are higher than the charges under the class rates now applicable. Under both proposals, the present rule will no longer be applicable that permits assessment of class rates when such rates produce lower charges than the specific commodity rates. It is American's position that class rates have been considered the maximum reasonable level of rates on any commodity, and that commodity rates which exceed class rates are prima facie unreasonable. American, therefore, suggests that as an alternative to the rate proposals of the staff and National that the following rate levels be established for steel cans:

1. The steel can rates per truckload should be established from 0 to 140 miles at the 30,000 pound rates for glass containers set forth in Item 643 of MRT 2 (Decision No. 89921). All of these rates are less than the classification steel can rating of Class 50, minimum weight 20,000 pounds.
2. Truckload charges be established based on the charge for 20,000 pounds at the Class 50 rate for mileages exceeding 140 miles.
3. Item 85 of MRT 2 be allowed to apply on steel cans with the similar note as published on glass containers under paragraph 5(c) of Item 643 which allows charges based on not less than 90 percent of the single truckload charge.

4. The present can classification as published in Item 330.3 of MRT 2 should be retained, and should alternate with the foregoing commodity rates.
5. The point-to-point rates applicable between Los Angeles Territory and San Francisco Territory should be computed on the present class rates for Class 50, minimum weight 20,000 pounds or \$394 per load, for distances of 400 miles or less; and for greater distances should be on the glass commodity rates, subject to a 30,000 pound minimum or \$406 per load.

American has no objection to National's proposal as it would apply to aluminum cans, as the charges under that proposal are similar to those now paid by American for its sole aluminum can haul from Oakland to Menlo Park.

American opposes the provisions of the staff proposal and National's proposal which will prevent so-called "master-billing". Master-billing is the rating of two or more truckloads as a single shipment at class rates subject to a higher minimum weight that can be loaded in a single unit of carrier's equipment. A representative of Cancilla Trucking (Cancilla) was called as a witness in support of American's position. The carrier witness testified that Cancilla hauls fibre cans from San Jose to Salinas and applies Class 77 1/2 rates subject to a minimum weight of 20,000 pounds. The shipment consists of two truckloads, weighing a total of 23,000 to 28,000 pounds. Two loads are hauled in one day using a single unit of equipment. The witness testified that the transportation is profitable, but it would not be so if the two loads were transported in more than one day or if two separate units of equipment were required. American asks that it continue to be authorized to apply class rates and use master-billing in connection with its fibre can haul from San Jose to Salinas. No specific proposal as to how that result can be accomplished in MRT 2 was presented.



Evidence of Del Monte

Del Monte strongly supports National's rate proposal. The evidence introduced by Del Monte was designed to show the reasonableness of that proposal.

Del Monte initially analyzed the cost data set forth in Exhibit 1. Del Monte agreed that the exhibit is an accurate representation of the costs involved, except with respect to loading and unloading times, which it believes are overstated by 20 minutes. That overstatement results from the use of a full hour for loading and for unloading instead of the average time for that service. CTA concurs in Del Monte's proposed adjustment in loading times, which reduces total direct costs for 150 miles or less by \$6.979 and for over 150 miles by \$6.666.

Del Monte compared the direct costs in Exhibit 1 (revised as indicated above) with the staff's rate proposal in Exhibit 2, National's rate proposal in Exhibit 4-A, and the class rates for steel cans based on the exception rating of Class 50 minimum weight 20,000 pounds, set forth in Item 330.3 of MRT 2 as follows:

TABLE 1Comparison of Costs and Rates (Dollars)

<u>CM</u>	<u>Direct Costs (1) (2)</u>	<u>Exhibit 2</u>	<u>Exhibit 4-A</u>	<u>Class Rates (3)</u>
5	50.771	81	90	\$124.14
15	63.248	92	102	134.31
30	83.654	114	124	148.56
50	111.900	149	150	168.91
75	148.117	198	183	191.29
150	250.311	315	257	246.24
250	307.267	391	342	313.39
400	355.767	447	428	400.90
425	372.884	462	442	417.18
550	549.339	671	570	474.16
700	725.067	893	750	567.77

- (1) Direct costs from Exhibit 1, page 8, line 10 minus \$6.979; page 9, line 11 minus \$6.666. This figure represents direct costs without gross revenue expense.
- (2) Direct costs include gross revenue expenses at direct cost level; viz. col. (1) + 0.9233.
- (3) 20,000 pounds at Class 50 rate. Item 330.3 of MRT 2 (includes Supplement 141, 1-3/4 percent surcharge).

As may be seen from the above table, the charges for steel cans computed at the class rates fail to cover direct costs (including gross revenue expenses) for hauls of 150 miles, 550 miles, and 700 miles. For some other lengths of haul the class rates would make only a slight contribution to revenue requirements in excess of direct costs. On the other hand, rates for all mileages in the staff proposal and in National's proposal would exceed direct costs. The rates in both proposals closely follow the costs, whereas charges under the present class rates are far in excess of costs for distances of 50 miles or less.

It is Del Monte's position that all rates should exceed direct costs and make some contribution to overhead and profit. Del Monte believes that both the staff's proposal and National's proposal do that. Del Monte believes that National's proposal is preferable to the staff's proposal because the shorter hauls would bear a greater share of the contribution to overhead and profit than longer hauls. In addition, Del Monte believes National's proposal gives greater effect to the competitive needs of shippers.

Del Monte points out that the Interstate Commerce Commission (ICC) historically has considered class rates as a ceiling, and has found unreasonable commodity rates which exceed class rates. This Commission generally has avoided that problem in establishing or approving minimum rates by providing that specific commodity rates in MRT 2 alternate with the class rates in that tariff. That alternation

would be removed in both the staff's and National's proposal. Del Monte supports the nonalternation feature of those proposals. Del Monte stated that the ICC general rule is subject to qualifications. In 351 ICC 715, the ICC determined that if special circumstances are shown that justify a higher level of commodity rates than class rates, the ICC would permit the higher level of commodity rates to apply. According to Del Monte, ample justification has been shown in this proceeding. Considerations justifying higher commodity rates assertedly include the revenue needs of a group of carriers offering a specialized service, the cost/rate comparisons shown in Table 1, and the general desire of the shippers and carriers to have uniform rates and rules to apply to several types of containers.

Del Monte rerated a portion of its 1978 steel can hauls to determine the changes in shipping costs resulting from the staff's and National's proposals. The sample included 4,503 shipments. Compared with present rate levels, Exhibit 2 (staff) would increase shipping costs by 4 percent, and Exhibit 4-A (National) would raise charges by 2 to 3 percent. The transportation included in the sample is for 200 miles or less.

Del Monte also analyzed the 1977 annual reports of the carriers used in the cost study. Of the 20 carriers, the reports of 16 were useful for that purpose. Del Monte determined that on a composite basis the average operating ratio was 97.6 percent and the return on proprietor's equity was 16.5 percent. Del Monte contends that the carrier group was in a reasonably healthy financial position in 1977, and that the rate proposals herein would assure continuation of a healthy carrier industry.

#### CTA's Evidence

CTA presented evidence in support of the rate levels in Exhibit 4-A. CTA held meetings with carrier members of that association and other carriers engaged in container transportation both prior to and following commencement of the hearings in this

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proceeding. The staff cost and rate studies and National's proposal were discussed. Those meetings indicated that the staff cost study generally presented a fair representation of operating costs. The rate proposal of National was selected as providing reasonable rates for all of the commodities involved.

CTA desires that a single rate scale be made applicable to all commodities, as set forth in National's proposal in order to provide tariff simplification and to ensure that rates on all commodities are maintained on the same levels. CTA also supports the nonalternation of class rates and the elimination of the master-billing privilege. CTA pointed out that the original intent of the master-billing provision was to permit carriers with smaller equipment or a single truck to compete with carriers that could haul a large load in a single equipment unit. Assertedly, it was not the intent that such provision should be a tool for reducing rates on light and bulky shipments. ✓

#### Position of Other Parties

Crown Zellerbach, a manufacturer of composite cans at locations within California; Sherwin-Williams (Container Division), a manufacturer of steel cans at San Leandro; and Continental, a manufacturer of steel cans and ends at various California locations presented evidence in support of National's rate proposal.

#### Discussion

National's rate proposal in Exhibit 4-A is supported by the majority of the container manufacturers. The highway carriers engaged in transporting containers also urge its adoption. For all practical purposes National's proposal in Exhibit 4-A is an industry proposal. It gives effect to the major competitive problems faced by the can producers and appears to provide adequate revenues to the carriers engaged in performing the transportation. The proposal recognizes that specialized carrier operations are involved in transporting empty containers, in which only a limited group of highway carriers have the high-cube, roller-bed equipment necessary to meet industry needs. National's proposal looks to providing a level of rates

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sufficient to ensure that the specialized carriers engaged in container service can continue to operate at profit. National's proposal also recognizes the need for specific point-to-point rates between manufacturing plants located just beyond perimeter of a metropolitan area, on the one hand, and points within another defined metropolitan zone on the other hand; thus maintaining the opportunity for such plants to compete with plants located within the adjacent metropolitan area. National's proposal would mitigate the rate absorption problem enunciated by Owens in connection with shipments from its Benicia plant to the Los Angeles Metropolitan area. The rates that Owens seeks to retain are below the direct costs of providing the service as measured in Exhibit 1. There do not appear to be any special considerations in the movements for Owens that would result in costs lower than those in Exhibit 1 for transportation for the company from Benicia to the Los Angeles Metropolitan area. ✓

National's proposal would remove one advantage now held by aluminum and fibre can and plastic bottle shippers, the ability to master-bill shipments to receive a lower rate. Only one manufacturer sought to retain that privilege, and then only with respect to a single haul. Testimony of other shippers was to the effect that they would willingly forego the master-billing privilege in order to achieve a rate schedule for containers that in all other respects is tailored to meet the shippers' needs. Again, we point out that the carrier testimony in support of continuing the master-billing privilege for fibre containers from San Jose to Salinas indicated that only under the particular circumstances described in that testimony could master-billing be conducted on a profitable basis, and that if those favorable circumstances are not present, master-billed shipments would not be profitable. We will adopt the proposals of the staff and National concerning master-billing of container shipments, and the nonalternation of class rates.

National's rate proposal originally was presented at the January series of hearings. Changes in the initial proposal were made to meet the needs of most of the shippers involved in the transportation of empty containers. During the period between the January and March hearings the proposal was discussed with other shippers and with CTA. The majority of shippers and carriers support the revised proposal (Exhibit 4-A). The staff has no objection to that proposal as it appears to achieve the purposes of the staff proposal, which are to provide reasonable and sufficient minimum rates designed specifically for the movement of empty steel, aluminum, and composite cans, plastic bottles, and can ends, and to assist shippers to economically market those commodities within California.

As pointed out in Del Monte's testimony, there are several adequate reasons for departing from the traditional concept followed in ICC proceedings that commodity rates should not exceed class rates. The single most important factor is that the charges computed upon class rates for the greater lengths of haul are less than the direct operating costs for such lengths of haul as measured in the staff cost study in Exhibit 1. All of the parties to this proceeding, except American, accept the staff cost study as being a reasonably accurate portrayal of the costs involved. American made no analysis of those costs, but American doubts their accuracy solely because the costs exceed present class rates.

Del Monte's position is that the rates established in this proceeding should be adequate to ensure that the carriers engaged in container transportation services can earn a reasonable profit and remain in business. Del Monte, other shipper witnesses, and CTA pointed out that there is a limited group of carriers that own and maintain the specialized high-cube, roller-bed equipment necessary to the economical movement of empty containers, and that such equipment cannot readily be used for other purposes. Therefore, the container traffic must be profitable if the group of carriers are to remain healthy as they have no other major source of revenues to subsidize container traffic. Shippers other than American and Owens,

strongly advocate the adoption of National's Exhibit 4-A rather than retention of class rates, because the rates in Exhibit 4-A exceed the associated direct operating costs as measured in Exhibit 1 and make some contribution to indirect (overhead) expenses, whereas the rate proposal of American for steel cans fails to cover such direct costs in many instances. Section 3662 of the Public Utilities Code directs that we give due consideration of the costs of all transportation services performed when establishing or approving rates for highway permit carriers.

CTA strongly supports the adoption of Exhibit 4-A, but points out that the exhibit is a complete rate proposal designed to produce adequate revenues to carriers only if the proposal is adopted substantially as proposed. Any substantive change in that proposal, such as American's steel can proposal, would materially reduce carriers' opportunity to earn reasonable revenues and CTA would not support adoption of the balance of the rate proposal in Exhibit 4-A.

After careful consideration of all evidence in this proceeding, we will adopt the rate proposals set forth in Exhibit 4-A.

Findings

1. At the suggestion of the Commission set forth in Decision No. 84785 (supra) and upon the request of interested shipper and carrier groups, the Commission's Transportation Division instituted cost and rate studies looking to the revision of the minimum rates applicable to steel, aluminum, and composite cans, plastic bottles, and can ends.

2. OSH 1022 was issued for the receipt of evidence concerning the rates applicable to the commodities described above.

3. The Commission staff presented a study of the current operating costs associated with the transportation of the involved containers (Exhibit 1) and a study (Exhibit 2) containing proposed rates, rules, and regulations designed to reflect the cost data in Exhibit 1 and statutory and other ratemaking considerations.

4. After analysis of the data set forth in the staff's Exhibits 1 and 2, and following discussion with other shippers and the carriers engaged in container transportation, National devised an alternate rate proposal as set forth in its Exhibit 4-A.

5. Exhibit 4-A has the support of the majority of shippers and carriers directly engaged in container transportation.

6. Exhibit 4-A gives adequate consideration to the reasonable costs of transportation as set forth in Exhibit 1, to the requirements of shippers in the marketing of containers, and to the ratemaking considerations set forth in Section 3662 of the Public Utilities Code.

7. The rates and rules set forth in Exhibit 4-A will result in just, reasonable and nondiscriminatory minimum rates, rules, and provisions to govern the statewide transportation of empty steel, aluminum, and composite cans, plastic bottles, and can ends and such rates should be established in the ensuing order.

8. The rate proposal adopted in the preceding finding will result in both increases and reductions in rates. Because of the variety of rates now applicable to the transportation and the varying weights of shipments, the overall revenue effect of the adopted levels of rates cannot be determined.



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6/15/79

9. To the extent that increases in rates result from the rate levels adopted herein, such increases are justified.

Conclusions

1. MRT 2 should be amended as provided in the order that follows. Item 640 adopted in the following order is not subject to the current  $9\frac{1}{2}$  percent surcharge, but, together with glassware, is subject to a surcharge of  $7\frac{1}{2}$  percent (including the recently adopted fuel offset surcharge).

2. The effective date of this order has been shortened in order to permit the rates to go into effect as soon as possible, at the request of the majority of the shippers and carriers involved.

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 twenty-five days after the date hereof, the revised and original pages set forth in Appendix A, attached hereto and by this reference made a part hereof. ✓

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

3. 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 twenty-five days after the date hereof. Tariff publications involving reductions may be made effective not earlier than the tenth day after the effective date of this order. The authority for reductions shall expire unless exercised within sixty days after the effective date of this order. All tariff publications must give ten days' notice to the Commission and the public. ✓

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

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

6. The Executive Director shall serve a copy of this decision on every common carrier, or such carrier's authorized tariff publishing agents, performing service under Minimum Rate Tariff 2.

7. 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 ten days after the date hereof. ✓

Dated at San Francisco, California, this 19th day of JUNE, 1979.

John E. Guyon  
President  
George L. Sturgeon  
Joseph W. ...  
... ..  
... ..  
Commissioners

C. 5432 (OSH 1022)

APPENDIX A

LIST OF ORIGINAL AND REVISED PAGES  
TO MINIMUM RATE TARIFF 2

SUPPLEMENT			144
FIFTY-FIRST	REVISED	PAGE	4
SIXTY-NINTH	REVISED	PAGE	5
FIFTH	REVISED	PAGE	28-A
EIGHTH	REVISED	PAGE	31-AA
FIRST	REVISED	PAGE	48-B
ORIGINAL		PAGE	48-BB
ORIGINAL		PAGE	48-BBB
SIXTH	REVISED	PAGE	48-C

(END OF APPENDIX A)

SURCHARGE SUPPLEMENT

SUPPLEMENT 144

(CANCELS SUPPLEMENTS 135, 140 and 143)

(SUPPLEMENTS 73, 77, 87, 124, 127, 139  
and 144 Contain All Changes)

TO

MINIMUM RATE TARIFF 2

NAMING

MINIMUM RATES AND RULES

FOR THE

TRANSPORTATION OF PROPERTY OVER THE

PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AGRICULTURAL CARRIERS

CEMENT CONTRACT CARRIERS

DUMP TRUCK CARRIERS

AND

HOUSEHOLD GOODS CARRIERS

Decision No.

**90441**

EFFECTIVE JUL 14 1979

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

## APPLICATION OF SURCHARGE

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

1. By seven and one-half (7½) percent on charges computed at rates provided in Items 640, 643, 646;
2. Except as provided in paragraph 1, by nine and one-quarter (9¼) percent on charges computed at rates subject to minimum weights of 5,000 pounds or more;
3. By nine and one-half (9½) percent on all other rates and charges.

For purposes of disposing of fractions under provisions hereof, fractions of less than one-half (½) cent shall be dropped, and fractions of one-half (½) cent or greater shall be increased to the next higher whole cent.

4. The surcharges herein shall not apply to:
  1. Supplement 139;
  2. Item 110 - Deductions;
  3. Item 124 - Charges for Escort Service Stated in Cents per Mile in Paragraph (2), and charges in Paragraphs (b) and (c);
  4. Item 128 - Charges for Permit Shipments;
  5. Item 141 - Storage and Reloading Charges;
  6. Item 143 - Demurrage Charge;
  7. Item 145 - Accessorial Charges in Subparagraph (b);
  8. Item 147 - Advertising on Equipment;
  9. Item 181-1 - Special C.O.D. Service;
  10. Item 182 - Collect on Delivery (C.O.D.) Shipments;
  11. Items 185-1 through 187-3 - Temperature Control Service;
  12. Items 200 through 230 - (Railhead-to-railhead Charges Only);
  13. Item 631 - Rates for Canned Goods;
  14. Item 633 - Stop Charge in Note 10.

THE END

0Increase, Decision No.

14402

MINIMUM RATE TARIFF 2

INDEX OF COMMODITIES

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
Acid, Acetic (M)	325, 820	Bases, post (iron or steel)	760,764,765
Acid, Boracic	730-732	Bath, bubble (M)	340, 840
Acrylate, isobutyl (M)	325, 820	Batteries, electric	
Adhesive Cements (M)	395-397,880	storage (M)	377.5,723-726
Adhesive Glues (M)	395-397, 880	Beams, reinforced concrete	813
Adhesive Pastes (M)	395-397, 880	Beams, iron or steel	760, 764, 765
Adhesives (M)	325,340,820,840	Bean Dip (M)	335.7
Adhesives, NOI	801	Beans, Castor	652-654½
Advertising Matter (M)	395-397,880	Beans and Pork	320-1
Air Compressors (M)	365	Beers	310,360,810
Alcohols (M)	325, 820	Belts (M)	365
Ale	310,360,810	Beverage Containers	330
Alfalfa, chopped and pressed, dried	652-654½	Beverage Preparations	335.7,360
Ammonia, cleaning	730-732	Beverages	316,360
Amyl Acetate (M)	325, 820	Beverages, flavored (M)	335.7
Animal Feed	338,620,630	Beverages, Malt or Cereal	310,810
Angles, iron or steel	760,764,765	Billets, iron or steel	760,764,765
Anvils (M)	365	Bibb Cocks	365
Apples, dried	350	Bicycles	316.5
Arms, Cross, wooden	695	Bits, Drilling	365
Articles, concrete or tile	318	Bleach, Laundry	730-732
Articles, iron or steel	760,764,765	Blocks, building	334.8, 823
Articles, paper	770	Bluing, Laundry (M)	360
Articles, plastic (M)	395-397,880	Boards, Sawdust or ground wood	685,690,691,710, 715
Articles, rubber (M)	395-397,880	Boards, wall (Plaster boards)	762, 767
Articles, zinc (M)	395-397,880	Boiler Flues; Boiler Parts (M); Boilers (M); Boiler Tubes	365
Asbestos, Lumber	761,767	Bolts	760,764,765
Asbestos, Millboard	761,767	Booklets (M)	395-397, 880
Asbestos, Ridge Roll	761,767	Books (M)	395-397, 880
Asbestos, Roofing or Sheathing	761,767	Books, School Textbooks	317
Asphalt (Asphaltum) (M)	762,767	*Bottles, glass	643,646
Asphalt or Asphalt Base Paving Joints	761,767	*Bottles, plastic	330.3, 640
Asphalt Shingles, coated or not coated	761,767	Bowls (M)	395-397, 880
Asphalt Flooring Compound, solid	761,767	Boxes, Planter	758
Asphalt, Liquid	377.5,723-726	Boxes, Fibreboard, paper, paperboard or pulpboard	770
Asphaltic Sewer Pipe Joints	761,767	Boxes or Crates	685,690,691,710, 715
Asphalt, Solid	303	Braces, Cross, wooden	695
Atmospheric Water Cooling Towers	365	Braces, iron or steel	760,764,765
Bags, traveling (M)	395-397,880	Brake fluid (M)	325, 820
Bags, bowling ball or bowling shoe (M)	395-397,880	Brandy	360
Bakery Goods	335.7,360	Breads	320
Bananas, powdered	350	Brine	320
Bands, iron or steel	760,764,765	Broths	320
Bark	370, 860	Brushes (M)	395-397, 880
Barrels, Pump Working	365	Buffing or Polishing Compounds (M)	325, 820
Bars, Grate (iron or steel)	365	Bushes, Rose	843
Bars, plain, corrugated, twisted or bent (iron or steel)	760,764,765	Butter	335.5
Bars, truss (iron or steel)	760,764,765	Butter, Fruit	320
		Butter, Peanut	320-1
		Buttermilk	320,345
		Butts, steel	362

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

\* Addition, Decision No.

**S0441**

EFFECTIVE **JUL 14 1979**

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

Correction

MINIMUM RATE TARIFF 2

## 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
Cake, and muffin mix (M)	395-397, 880	Circulars (M)	395-397,880
Can Ends	640	Citrus Fruit Juice Powders or Crystals	360
Candles (M)	377.5,395-397, 723-726,880	Cleats	365
Candy	318-1,360,815	Coating, candy, other than chocolate	360
Candy (M)	340, 840	Coating, chocolate	318-1,360,815
Candy coating, other than chocolate	360	Coating,roofing,other than paint or stain	379.4, 761, 767
Candy filler (M)	360	Cocks	365
Canned Goods	320-320-1,323, 631-633	Cocoa	318-1,360,815
Cans	*330.3,640,772	Cocoa Butter	318-1,815
Caps, post	760,764,765	Cocoanut, prepared	333.5
Cards, gift (M)	395-397,880	Coffee	360
Carriers (used packages), malt or cereal beverage	331	Coffee, extract of (condensed or instant), dry	360
Carriers (used packages)	330.4,330.6,331	Coffee Substitutes	360
Cases, gun carrying (M)	395-397,880	Coloring, Confectioners'	360
Cases, lipstick (M)	395-397,880	Columns	760,764,765,813
Cases, sample (M)	395-397,880	Combs (M)	395-397,880
Castings, rough	760,764,765	Compacts, brass, empty (M)	395-397,880
Catalogs	362	Compound, cleaning (M)	377.5,723-726
Catalogs (M)	395-397,880	Compound, electrical insulating (M)	377.5,723-726
Catalogs, parts or sections	362	Compound, metal cutting, drawing or drilling (M)	377.5,723-726
Catalogs, parts or sections (M)	395-397,880	Compound, paint thinning (M)	377.5,723-726
Catches	362	Compound, pneumatic tire mounting (M)	377.5,723-726
Catsup	320-1	Compound, radiator cleaning (M)	377.5,723-726
Cement, Concrete or Masonry	761,767	Compound, rubbing alcohol (M)	340,840
Cement, pipe fitting (M)	377.5,723-726	Compound, rust preventing or removing (M)	377.5,723-726
Cement, roofing, liquid or other than liquid	379.4,761,767	Compound, type cleaning (M)	377.5,723-726
Cereal and Nuts combined	360	Compound, waterproofing (M)	761,767
Cereal Food Preparations (M)	360	Compounds, ammonia	730-732
Channels	760,764,765,813	Compounds, antifreeze (M)	377.5,723-726
Checks (M)	395-397,880	Compounds, boiler cleansing (M)	325,820
Cheese	335.5,335.6, 335.7,833	Compounds, buffing or polishing	325,730-732,820
Cheese, imitation	335.5	Compounds, carbon, gum or sludge removing (M)	377.5,723-726
Cheese Foods	335.5	Compounds, Cleaning, Scouring or Washing	325,730-732,820
Chemicals (M)	325,820	Compounds, dental plate cleaning (M)	340,840
Chewing Gum	318-1, 360, 815		
Chewing Gum (M)	340, 840		
Chili, ground	320		
Chips, wood	635-636		
Chloride of Lime Bleach	730-732		
Chocolate	318-1,360,815		
Chocolate Coating	318-1,360,815		
Chowders	320		
Cider (M)	335.7		

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

\* Addition, Decision No. **90441**

EFFECTIVE **JUL 14 1979**

Correction

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



SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Continued)            (Items 270 through 270-3)</p> <p>2. SAN JOAQUIN VALLEY TERRITORY includes that area embraced by the following boundary: Beginning at the intersection of U.S. Highway No. 99 and the northern boundary of San Joaquin County; thence easterly and southerly along said boundary to its intersection with the Stanislaus County boundary; southerly along the easterly boundary of Stanislaus County to its intersection with the Merced County boundary; southerly along the eastern boundary of Merced County to its intersection with the Madera County boundary; southerly along an imaginary line extending through the unincorporated communities of Friant and Orange Cove to its intersection with State Highway No. 198 at the unincorporated community of Lemon Cove; southerly along said imaginary line to its intersection with State Highway No. 190 at the unincorporated community of Success; southerly along said imaginary line to its intersection with State Highway No. 178, 15 miles east of Bakersfield; southwesterly along said imaginary line to its intersection with U.S. Highway No. 466 and County Road 1.7 miles east of Edison; southerly along said County Road to its intersection with County Road north of Arvin; westerly along said County Road through Weed Patch to its junction with U.S. Highway No. 99; southerly along U.S. Highway No. 99 to its junction with State Highway No. 166; westerly along State Highway No. 166 to its junction with U.S. Highway No. 399 at Maricopa; northwesterly along U.S. Highway No. 399 to Taft; northwesterly along State Highway No. 33 to its intersection with U.S. Highway No. 50, 3.5 miles east of Tracy; westerly along U.S. Highway No. 50 to its intersection with the western boundary of San Joaquin County; northerly and easterly along said boundary to point of beginning.</p> <p>2b. SACRAMENTO VALLEY TERRITORY includes that area consisting of the Counties of Butte, Colusa, Glenn, Sacramento, Sutter, Tehama, Yolo, Yuba and that portion of the County of Placer lying west of State Highway No. 49.</p> <p style="text-align: center;">(Continued)</p>	270-2
<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Concluded)            (Items 270 through 270-3)</p> <p>3. SAN FRANCISCO TERRITORY includes that area consisting of the following Metropolitan Zones as set forth in Section 2-A of the Distance Table: 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 124, 125, 126, 127, 128, 129 and 130.</p> <p>4. LOS ANGELES TERRITORY includes that area consisting of the following Metropolitan Zones as set forth in Section 2-A of the Distance Tables: 203, 204, 205, 206, 207, 208, 214, 215, 216, 217, 218, 219, 220, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 240, 241, 242, 243, 247, 248, 249, 250, 251 and 252.</p> <p>5. METROPOLITAN LOS ANGELES AREA includes that area consisting of Metropolitan Zones 201 through 262, as described in Section 2-A of the Distance Table.</p> <p>*6. METROPOLITAN SAN FRANCISCO BAY AREA includes that area consisting of Metropolitan Zones 101 through 135, as described in Section 2-A of the Distance Table.</p>	270-3
<p>           † Change            ) Decision No. <b>90441</b>            * Addition         )         </p>	
EFFECTIVE <b>JUL 14 1979</b>	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">EXCEPTIONS TO GOVERNING CLASSIFICATION AND            EXCEPTION RATINGS TARIFF (Continued)</p> <p>(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p>	<p style="text-align: center;">Class            Rating</p>
<p>CONTAINERS, PACKAGING, (Subject to Note), viz.:</p> <p>*Bottles, Plastic, NOI (156600), five gallons or less in capacity.</p> <p>*Cans, Aluminum, NOI (13120), five gallons or less in capacity.</p> <p>*Cans, Composite, Fibreboard, Paper or Paperboard, (29030), five gallons or less in capacity.</p> <p>Cans, Sheet, Steel, NOI (52755-52780), five gallons or less in capacity.</p> <p>Less truckload-----</p> <p>Truckload-----</p> <p>(1) Truckload shipments of commodities named herein shall be subject to the rates, rules and charges set forth in Item 640 of this tariff.</p> <p>NOTE.--The less-than-truckload ratings named in the Governing Classification shall apply only when the shipment occupies not more than fifty percent (50%) of the lineal loading capacity of the unit of carrier's equipment. Shipments occupying more than fifty percent (50%) of the lineal loading capacity of the unit of carrier's equipment shall be subject to the provisions of Item 640 of this tariff. In no event shall any straight or mixed shipment containing commodities described in this item be transported at rates which produce total charges less than provided in Item 640 when the shipment occupies more than fifty percent (50%) of the lineal loading capacity of the unit of carrier's equipment.</p>	<p style="text-align: center;">Governing            Classifi-            cation            Ratings            Apply            (1)</p> <p style="text-align: right;">606            330.3</p>
<p>PALLETS, Secondhand, used for transporting Sheet Steel or Tin Cans or Aluminum, Steel or Tin Can Ends (Subject to Notes 1 thru 4):</p> <p>Any Quantity-----</p> <p>NOTE 1.--Applies on used pallets (150390, Sub 4) including wooden or fibreboard over wraps; or fibreboard or chipboard separators.</p> <p>NOTE 2.--Applies only on empty pallets, returning or shipped for a return paying load, subject to Item 291.</p> <p>NOTE 3.--Applies only when the palletized shipment of Cans or Can Ends is transported at class or commodity rates named in this tariff.</p> <p>NOTE 4.--Applies only when the entire shipment is transported in one unit of carrier's equipment at one time.</p>	<p style="text-align: center;">50% of            70</p> <p style="text-align: right;">330.4</p>
<p>             ø Change            )              * Addition         )              ø Increase         ) Decision No.       <b>S0441</b>              ø Reduction        )           </p>	
<p style="text-align: right;">EFFECTIVE <b>JUL 14 1979</b></p>	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,            SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

MINIMUM RATE TARIFF 2

SECTION 3--COMMODITY RATES (Continued)						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.)						
CONTAINERS, PACKAGING (Subject to Notes 1 through 13), viz.:						
Bottles, Plastic, NOI (156600), five gallons or less in capacity.						
Cans, Aluminum, NOI (13120), five gallons or less in capacity.						
Cans, Composite, Fibroboard, Paper or Paperboard, (29030), five gallons or less in capacity.						
Cans, Sheet Steel, NOI (52755 - 52780), five gallons or less in capacity.						
Can Ends, Aluminum, Steel or Tin (40245, 40250).						
MILES		RATES (In Dollars Per Load)	MILES		RATES (In Dollars Per Load)	
Over	But Not Over		Over	But Not Over		
0	5	90	200	220	320	
5	10	95	220	240	331	
10	15	102	240	260	342	
15	20	109	260	280	356	
20	25	117	280	300	371	
25	30	124	300	325	386	
30	35	131	325	350	401	
35	40	138	350	375	415	
40	45	144	375	400	428	666
45	50	150	400	425	442	640
50	60	162	425	450	455	
60	70	173	450	475	480	
70	80	183	475	500	510	
80	90	194	500	525	540	
90	100	205	525	550	570	
100	110	212	550	575	600	
110	120	223	575	600	630	
120	130	235	600	625	660	
130	140	247	625	650	690	
140	150	257	650	675	720	
			675	700	750	
150	160	267	For Distances over 700 miles add for each 25 miles or fraction there- of in excess of 700 miles			30
160	170	278				
170	180	289				
180	190	295				
190	200	304				
(Continued on following page)						
♂ Change ) ◊ Increase ) Decision No. <b>90441</b> ◊ Reduction )						
EFFECTIVE						<b>JUL 14 1979</b>
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

SECTION 3--COMMODITY RATES (Continued)		ITEM
(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.)		
CONTAINERS, PACKAGING (Subject to Notes 1 through 13), viz.:		
Bottles, Plastic, NOI (156600), five gallons or less in capacity. Cans, Aluminum, NOI (13120), five gallons or less in capacity. Cans, Composite, Fibreboard, Paper or Paperboard (29030), five gallons or less in capacity. Cans, Sheet Steel, NOI (52755-52780), five gallons or less in capacity. Can Ends, Aluminum, Steel or Tin (40245, 40250).		
BETWEEN	AND	Rates In Dollars per Load
Points in Metropolitan Los Angeles Area as described in Item 270.3	Points in Metropolitan San Francisco Bay Area as described in Item 270.3	(1)390.00
	Points in Contra Costa County not included in Metropolitan Zones 108 and 109. Points in Solano County.	(1)400.00
	Sacramento and North Sacramento Extended Areas as described in Distance Table.	(1)410.00
	Rocklin (Sunset Whitney Ranch)	440.00
Points in Metropolitan San Francisco Bay Area as described in Item 270.3	Mira Loma Air Force Station Alta Loma	(2)440.00
(1) Subject to the provisions of Items 900 and 900.1 (Routing). (2) Rate not subject to the provisions of Note 3.		
(Continued on following page)		
ø Change ) ø Increase ) Decision No. <b>90441</b> ø Reduction )		
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Correction		

606  
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SECTION 3--COMMODITY RATES (Continued)	ITEM
<p>CONTAINERS, PACKAGING (Subject to Notes 1 through 13),</p> <p>NOTE 1.--The provisions of this item apply only in connection with straight or mixed loads of the named commodities and other commodities that are container parts or packaging for the containers in the shipment to be used in further manufacture or processing of the shipped containers. Commodities related to the container industry, except hazardous commodities, may also be included in the load, but shall not exceed ten percent (10%) of the weight of the named commodities.</p> <p>NOTE 2.--Rates may not be used in combination with any other rates.</p> <p>NOTE 3.--Loads transported at distance (mileage) rates or point-to-point rates in this item may be stopped to complete loading and/or unloading at a charge of \$35 per stop for such service; provided, however, that the charge is not applicable to the stop for delivery at final destination, nor to the pick-up made at original origin point. A total of not more than four (4) stops between origin and final destination will be permitted. When shipments are transported under point-to-point rates in this item, the carrier may not travel more than 25 actual miles off routes designated in routes listed in Items 900 and 900.1. If off-route distance exceeds 25 actual miles, the distance (mileage) rates in this item shall apply. The distance in such circumstances shall be computed from point to origin to point of destination via stop-off points in the order shown on the bill of lading. If loads are stopped, the total free time for all deliveries will be increased by not more than one-half (½) hour per intermediate stop beyond the time allowed in Note 8 herein.</p> <p>NOTE 4.--When the carrier picks up and transports more than one load in one calendar day at distance (mileage) rates in this item and all loads are consigned to destinations within 150 constructive miles of the point of origin, and transports such loads in or on the same unit of carrier's equipment, utilizing the same driver, the charges for each such shipment moving in or on the same unit of carrier's equipment, exclusive of any accessorial charges, shall be reduced by five percent (5%); provided, however, that the pick-up of a second and any subsequent loads transported in accordance with this note must be preceded by delivery to the consignee of the shipment picked up immediately prior thereto. (See a. and b. below.)</p> <p>a. The provisions of this note shall in no way be interpreted as requiring the carrier or its employees to operate in violation of State or Federal hours of service regulations or other provisions precluding carrier from transporting two loads in or on the same unit of equipment within the allotted time period.</p> <p>b. Loads moving under the provisions of this note, where the point of origin is located in the Central Coastal Territory, must be picked up between the hours of 8:00 A.M. and 5:00 P.M. (See Exception.)</p> <p>EXCEPTION: If origin is in San Francisco or San Mateo County, loads must be picked up between hours of 8:15 A.M. and 5:15 P.M.</p> <p>NOTE 5.--Empty pallets or packaging material shall be returned at one-half (½) of the rate applicable to Class 70 freight; provided, however, that in no event shall the total charge for the return of pallets and packaging materials be greater than the total charge provided for packaging containers in this item.</p> <p>NOTE 6.--Shipments must be prepaid, subject to provisions of Item 1853 of Exception Ratings Tariff 1; provided, however, that shipments may be transported on a collect basis subject to payment by the consignee of an additional charge of \$1.00 per shipment.</p>	<p>660 640 (Continued)</p>
(Continued on following page)	
<p>∅ Change ) ∅ Increase ) ∅ Reduction )</p>	<p>Decision No. <b>90441</b></p>
<p>EFFECTIVE <b>JUL 14 1979</b></p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

MINIMUM RATE TARIFF 2

SECTION 3--COMMODITY RATES (Continued)	ITEM
<p>CONTAINERS, PACKAGING (Subject to Notes 1 through 13),</p> <p>NOTE 7.--Rates are restricted to services of a single carrier employee (driver) for each shipment. The carrier or his employee shall not engage or pay for the services of helpers under any circumstances.</p> <p>NOTE 8.--An allowance of one (1) hour free time for loading and one (1) hour free time for unloading shall be made in connection with each load transported. Excess loading or unloading time shall be charged for at rates in Item 145 of this tariff. Time shall be computed as follows:</p> <p>a. From shipper designated time of arrival of carrier's equipment at place of loading or place of 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;</p> <p>b. or, if loading or unloading times are not designated, from the actual time of arrival of carrier's equipment at the place of loading or unloading.</p> <p>Excess unloading charges shall be billed to and collected from the consignee; provided, however, that if charges are not paid by the consignee within the period covered by Paragraph (b) of Item 250, such charges shall be billed to the consignor (shipper) who will thereafter be liable for payment as provided in Paragraph (c) of Item 250.</p> <p>NOTE 9.--All shipments shall be unitized (securely fastened to elevating or lift truck pallets, platforms or skids, or assembled onto bundles with metal wire or other banding or strapping materials) or bagged or cartoned.</p> <p>NOTE 10.--Place of loading or unloading means a particular street address or other designation of a factory, store, warehouse, place of business, or the like.</p> <p>NOTE 11.--Rates apply per load. Load means a quantity of freight transported at one time in a single unit of carrier's equipment.</p> <p>NOTE 12.--Rates in this item are not applicable in connection with shipments transported under the provisions of:</p> <p style="padding-left: 40px;">Items 160-163 . . . . . Split Pickup        Items 170-173 . . . . . Split Delivery        Item 188 . . . . . Multiple Service Shipments</p> <p>NOTE 13.--Rates not subject to Central Coastal surcharges.</p>	<p>806        640        (Con-        clud-        ed)</p>
<p>Ø Change )        Ø Increase ) Decision No. <b>90441</b>        Ø Reduction )</p>	
EFFECTIVE <b>JUL 14 1979</b>	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction