

fc/nb

Decision No. 90536

JULY 3-1979

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 motor vehicles)
and related items statewide as)
provided in Minimum Rate Tariff 12-A)
and the revisions or reissues)
thereof.)

Case No. 5604
Petition for Modification
No. 63
(Filed November 13, 1978)

O P I N I O N

Minimum Rate Tariff 12-A (MRT 12-A) contains minimum rates for the statewide transportation of motor vehicles and related commodities. Petitioner, California Trucking Association (CTA), seeks an increase of 6 percent.

The rates and charges in MRT 12-A were last revised and adjusted by Decision No. 88920 dated May 31, 1978, which adjustment recognized increased labor and related costs payable by truckaway carriers generally as of June 1, 1978.

CTA alleges that since June 1, 1978, the costs of conducting motor carrier operations have continued to increase. Such increases are attributable to various labor-related cost increases as the result of statutory enactment compelling payment of higher social security (FICA) taxes, as well as upward adjustments in the levels of Workers' Compensation Insurance. Also, in accordance with terms of existing collective bargaining agreements, substantial increases must be made in pension contributions by employers. CTA further alleges that increased costs of vehicle parts, along with higher wages payable to machinists, have increased carriers' costs of maintaining their vehicles. In addition, fuel costs have continued to escalate. CTA estimates that the sought increase will aggregate approximately \$1,400,000 annually, a 6 percent increase.

The Commission staff has prepared a "Revised Report on the Cost of Transporting Motor Vehicles in Secondary Movement Over the Public Highways within the State of California" and a report entitled "Staff Proposed Rates and Charges for the Transportation of Motor Vehicles in Secondary Movement over the Public Highways within the State of California", which reports are received in evidence as Exhibits 1 and 2, respectively.

Exhibit 1 reflects the impact of increases in costs in labor-related fringe benefits, statutory costs, fuel costs, and maintenance costs. Changes recognized and presented in this exhibit are as follows:

1. An increase in the pension contribution of \$9.60 per man per week.
2. An increase in the payroll tax portion of labor to reflect the following:
Increases in both the taxable wage (\$17,700 to \$22,900) and rate (6.05 percent to 6.13 percent) for FICA payment.
3. An increase in the Workers' Compensation Insurance rate to reflect the latest manual rate (Class 7219) of \$10.54 per \$100.
4. An increase in diesel fuel cost (48.6 cents to 51.3 cents) per gallon - November 1978, Fuel and Oil Report).
5. Maintenance costs have increased to the following:
 - a. 3-axle diesel tractor - \$0.1216/mile
 - b. 2-axle trailer - \$0.0477/mile
 - c. 2-axle diesel truck - \$0.0992/mile

The staff's proposed increased rates and charges set forth in Exhibit 2 have been developed using the direct wage offset method of measuring increased costs and are based on the cost data contained in Exhibit 1. However, a decision issued on this date in Case No. 5604, Petition 64 (1st amendment), established a surcharge increase of three percent to offset a 20-cent per gallon increase in fuel costs which had been incurred by MRT 12-A carriers. Allowing that

surcharge to be added to the proposed rate increase would overstate the fuel cost factor by three cents per gallon. So as to accurately reflect fuel cost increases recognized by this decision and to avoid the duplication of the same increased fuel costs included in the surcharge increase authorized by the decision in Petition 64, a further supplement should be prepared for MRT 12-A canceling the three percent surcharge and instituting a two and one-half percent surcharge.

The increased cost of transporting new vehicles ranged from 2.64 percent to 5.91 percent. For used and wrecked vehicles, the ranges were from 1.40 percent to 5.57 percent and from 1.87 percent to 5.27 percent, respectively. In view of the wide range of cost increases developed, the staff recommended that the base rates in the tariff be adjusted to reflect these actual cost increases, rather than establish a surcharge based on an average of widely varying costs.

The staff proposed rates and charges should result in an estimated increase in the annual minimum rate revenue of approximately \$1,125,000, or a 4.5 percent increase. The increases recommended by the staff are clearly within the guidelines of President Carter's anti-inflation program.

The staff recommends that the Commission grant these proposed increased rates and charges by ex parte order.

Copies of the staff exhibit have been circulated to interested parties. There are no protests.

Findings of Fact

1. The operating cost data underlying the existing levels of MRT 12-A rates and charges do not reflect increases in costs since June 1, 1978.

2. Since the minimum rates in MRT 12-A were last revised and generally adjusted, carriers governed by the provisions of MRT 12-A have incurred further increases in labor-related fringe benefits, statutory costs, and maintenance costs.

3. CTA seeks an increase which could approximate 6 percent, an increase in annual revenue of \$1,400,000.

4. The Commission's Transportation Division staff recommends an increase based upon the direct wage offset procedure which would approximate a 4.5 percent increase in annual revenue of \$1,125,000.

5. The present surcharge of three percent should be canceled and a surcharge instituted of two and one-half percent.

6. The increases recommended by the Commission staff are within the guidelines of President Carter's anti-inflation program.

The maximum allowable increase under the guidelines for this tariff at this time is 9.5 percent.

7. The increase recommended by the staff has been shown to be justified, and the resulting rates are and for the future will be the just, reasonable, and nondiscriminatory minimum rates for highway carriers governed by the provisions of MRT 12-A.

8. A public hearing is not necessary.

Conclusions of Law

1. Petition for Modification No. 63 should be granted to the extent provided herein and MRT 12-A amended accordingly.

2. To the extent not granted herein, Petition for Modification No. 63 should be denied.

3. The effective date of this order should be the date hereof because there is an immediate need for the sought relief.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 12-A (Appendix A to Decision No. 85573, as amended) is further amended by incorporating therein, to become effective thirty-nine days after the date hereof, the revised pages contained in Appendix A attached hereto and by this reference made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 85573, as amended, are directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered by this decision.

3. Tariff publications required to be made by common carriers as a result of this order shall be filed not earlier than the effective date of this order and made effective thirty-nine days after the date hereof, on not less than ten days' notice to the Commission and to the public.

4. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of Sections 460 and 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. 85573, as amended, shall remain in full force and effect.


6. To the extent not granted herein, Petition for Modification No. 63 is denied.


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 6-B.


8. The Executive Director shall serve a copy of the tariff amendment on each subscriber to Minimum Rate Tariff 6-B.


The effective date of this order is the date hereof.

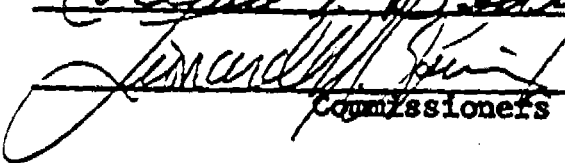
Dated JUL 3 1979, at San Francisco, California.



President








Commissioners

APPENDIX A

LIST OF SUPPLEMENT AND REVISED PAGES
TO MINIMUM RATE TARIFF 12-A

SUPPLEMENT			5
SECOND	REVISED	PAGE	10
SECOND	REVISED	PAGE	11
THIRD	REVISED	PAGE	14
THIRD	REVISED	PAGE	15
THIRD	REVISED	PAGE	20
THIRD	REVISED	PAGE	21
THIRD	REVISED	PAGE	29
THIRD	REVISED	PAGE	30
FOURTH	REVISED	PAGE	31
FOURTH	REVISED	PAGE	32
THIRD	REVISED	PAGE	33
THIRD	REVISED	PAGE	34
THIRD	REVISED	PAGE	35
THIRD	REVISED	PAGE	36
THIRD	REVISED	PAGE	37

(END OF APPENDIX A)

SURCHARGE SUPPLEMENT

SUPPLEMENT 5
(Cancels Supplement 4)
(Supplement 5 Contains All Changes)

TO
MINIMUM RATE TARIFF 12-A

NAMING
MINIMUM RATES AND RULES

FOR THE
TRANSPORTATION OF MOTOR VEHICLES
(As described herein)
IN SECONDARY MOVEMENT
BY
TRUCKAWAY SERVICE
OVER THE PUBLIC HIGHWAYS WITHIN THE
STATE OF CALIFORNIA

BY
RADIAL HIGHWAY COMMON CARRIERS
HIGHWAY CONTRACT CARRIERS

Decision No.

90536

EFFECTIVE

8/1/79

MINIMUM RATE TARIFF 12-A

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">MIXED SHIPMENTS (Concluded)</p> <p>(D) (Exception to paragraph C) Motor vehicles for which rates are named in this tariff may move in mixed shipments with vehicles on which interstate rates are applicable subject to the following provisions:</p> <p>(1) All intrastate and interstate points of origin and destination must be located wholly within the geographical limits of the State of California. Intrastate portions of such shipments may not be combined with interstate portions moving on through interstate rates to points outside the State of California.</p> <p>(2) The provisions of this item shall apply only when both the secondary truckaway intrastate and the interstate portions move under a single contract of carriage embodied in one shipping document on which are shown separately (a) for the secondary intrastate portion and each component part thereof and (b) for the interstate portion and each component part thereof, the name of each shipper and consignee, each point of origin and each point of destination, and the quantity and kind of vehicles transported. The total number of vehicles of the entire shipment shall also be shown.</p> <p>(3) Charges on motor vehicles for which rates are named in this tariff will be computed at the separate rates applicable to such motor vehicles in straight shipments of the combined number of vehicles of the mixed (secondary intrastate and interstate) shipment. The minimum number of vehicles shall be the highest provided for any of the secondary intrastate rates used in computing the charges.</p> <p>(4) The term "interstate" as used herein means interstate or foreign.</p>	100
<p>No change on this page, Decision No. 90536</p>	
<p>EFFECTIVE 8/1/74</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

ITEM	SECTION 1--RULES (Continued)
105	<p style="text-align: center;">RATES BASED ON VARYING NUMBER OF VEHICLES</p> <p>When charges accruing on a shipment based on a particular rate scale or combination of rate scales exceed the charges based on a different rate scale or combination of rate scales, the shipment shall be rated based upon the rate scale or rate scales resulting in the lowest charges applicable.</p>
110	<p style="text-align: center;">UNITS OF MEASUREMENT</p> <p>Rates or charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>
0120	<p style="text-align: center;">SHIPMENTS DIVERTED, RECONSIGNED OR RETURNED</p> <p>(a) Charges upon a shipment or a portion of a shipment which is diverted or reconsigned after leaving point of origin shall be computed at the rate applicable from the point of origin to the point or points of destination via each of the points where diversion or reconsignment occurs (Subject to Note 1).</p> <p>(b) Charges upon a shipment or a portion of a shipment returned to point of origin, or to a point directly intermediate between last point of diversion or reconsignment and point of origin, shall be computed by adding to the full charge to last point of diversion or reconsignment the charge at one half the rate applicable to the vehicle or vehicles returned as provided in Section 3 from the latter point to point of origin, or upon the basis provided in paragraph (a) of this item for the round trip movement, whichever is lower (Subject to Note 1).</p> <p>NOTE 1.--Subject to an additional charge of \$4.40 for each diversion or reconsignment.</p>
<p>◊ Increase, Decision No. 90536</p>	
<p>EFFECTIVE 8/11/79</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

CORRECTION

CORRECTION

THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY

SUNCHARGE SUPPLEMENT

SUPPLEMENT 5

(Cancels Supplement 4)

(Supplement 5 Contains All Changes)

TO

MINIMUM RATE TARIFF 12-A

NAMING

MINIMUM RATES AND RULES

FOR THE

TRANSPORTATION OF MOTOR VEHICLES

(As described herein)

IN SECONDARY MOVEMENT

BY

TRUCKAWAY SERVICE

OVER THE PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

Decision No.

90536

EFFECTIVE

8/11/79

APPLICATION OF SURCHARGE

Except as otherwise provided, compute the amount of charges in accordance with the rates and rules in this tariff, and increase the resulting total amount by two and one-half (2½) percent. (See Exception)

For purpose 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.

EXCEPTION: The surcharge herein shall not apply to:

1. Item 150 - Special Loading and unloading charges;
2. Item 160 - Payment of Advance Charges;
3. Items 180, 190, 200 and 210 - (Railhead-to-railhead Charges only);
4. Item 220 - Accessorial Service Charges;
5. Item 232 - Special C.O.D. Service;
6. Item 235 - Collect on Delivery (C.O.D.) Shipments.

THE END

6 Reduction, Decision No.

MINIMUM RATE TARIFF 12-A

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">MIXED SHIPMENTS (Concluded)</p> <p>(D) (Exception to paragraph C) Motor vehicles for which rates are named in this tariff may move in mixed shipments with vehicles on which interstate rates are applicable subject to the following provisions:</p> <p>(1) All intrastate and interstate points of origin and destination must be located wholly within the geographical limits of the State of California. Intrastate portions of such shipments may not be combined with interstate portions moving on through interstate rates to points outside the State of California.</p> <p>(2) The provisions of this item shall apply only when both the secondary truckaway intrastate and the interstate portions move under a single contract of carriage embodied in one shipping document on which are shown separately (a) for the secondary intrastate portion and each component part thereof and (b) for the interstate portion and each component part thereof, the name of each shipper and consignee, each point of origin and each point of destination, and the quantity and kind of vehicles transported. The total number of vehicles of the entire shipment shall also be shown.</p> <p>(3) Charges on motor vehicles for which rates are named in this tariff will be computed at the separate rates applicable to such motor vehicles in straight shipments of the combined number of vehicles of the mixed (secondary intrastate and interstate) shipment. The minimum number of vehicles shall be the highest provided for any of the secondary intrastate rates used in computing the charges.</p> <p>(4) The term "interstate" as used herein means interstate or foreign.</p>	100
<p>No change on this page, Decision No. 90536</p>	
<p>EFFECTIVE 8/11/74</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

ITEM	SECTION 1--RATES (Continued)
105	<p style="text-align: center;">RATES BASED ON VARYING NUMBER OF VEHICLES</p> <p>When charges accruing on a shipment based on a particular rate scale or combination of rate scales exceed the charges based on a different rate scale or combination of rate scales, the shipment shall be rated based upon the rate scale or rate scales resulting in the lowest charges applicable.</p>
110	<p style="text-align: center;">UNITS OF MEASUREMENT</p> <p>Rates or charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>
0120	<p style="text-align: center;">SHIPMENTS DIVERTED, RECONSIGNED OR RETURNED</p> <p>(a) Charges upon a shipment or a portion of a shipment which is diverted or reconsigned after leaving point of origin shall be computed at the rate applicable from the point of origin to the point or points of destination via each of the points where diversion or reconsignment occurs (Subject to Note 1).</p> <p>(b) Charges upon a shipment or a portion of a shipment returned to point of origin, or to a point directly intermediate between last point of diversion or reconsignment and point of origin, shall be computed by adding to the full charge to last point of diversion or reconsignment the charge at one half the rate applicable to the vehicle or vehicles returned as provided in Section 3 from the latter point to point of origin, or upon the basis provided in paragraph (a) of this item for the round trip movement, whichever is lower (Subject to Note 1).</p> <p>NOTE 1.--Subject to an additional charge of \$4.40 for each diversion or reconsignment.</p>
<p>◊ Increase, Decision No. 90536</p>	
<p>EFFECTIVE 8/11/79</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

MINIMUM RATE TARIFF 12-A

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SPLIT PICKUP</p> <p>The charge for transportation of a split pickup shipment (as defined in Item 10) shall be the charge applicable under rates in Items 400, 410, 420, 430, 440, or 450 or any combination of said rates for transportation of a single shipment of the same number of motor vehicles, computed on one of the following bases: (Subject to Notes 1 and 2).</p> <p>1. Distance rates shall be determined by the distance from point of origin to that point of destination which produces the shortest distance via the other point or points of origin. (See Exceptions 1 and 2).</p> <p>EXCEPTION 1.--Add to the distance determined under the provisions of paragraph 1 above, 2 constructive miles for each point in excess of 1 located within:</p> <ul style="list-style-type: none"> (a) a single metropolitan zone, or (b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or (c) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction. <p>EXCEPTION 2.--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> <ul 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 2 or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual zones. <p>2. Under point-to-point rates, point of destination and all points of origin must be located within the territories between which the point-to-point rates apply, or located between said territories on a single authorized route.</p> <p>NOTE 1.--An additional charge of \$5.25 shall be made for each component part picked up.</p> <p>NOTE 2.--The provisions of this item shall not apply and each component part shall be rated as a separate shipment under the other provisions of this tariff:</p> <ul style="list-style-type: none"> (a) if split delivery service is accorded. (b) unless at the time of or prior to the pickup of each part of the split pickup shipment, shipping instructions have been furnished for each component part of the shipment, and prior to the departure of carrier's equipment from the last point of origin carrier shall have been furnished with a shipping document showing the name and address of the consignor, the points of origin, the point of destination and a description of the motor vehicles in each component part. 	<p>0130</p>
<p>◊ Increase, Decision No. 90538</p>	
<p>EFFECTIVE 8/11/79</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

ITEM	SECTION 1--RATES (Continued)
0140	<p style="text-align: center;">SPLIT DELIVERY</p> <p>The charge for transportation of a split delivery shipment (as defined in Item 10) shall be the charge applicable under rates in Items 400, 410, 420, 430, 440, or 450, or any combination of said rates for transportation of a single shipment of the same number of motor vehicles, computed on one of the following bases: (Subject to Notes 1 and 2).</p> <p>1. Distance rates shall be determined by the distance from point of origin to that point of destination which produces the shortest distance via the other point or points of destination. (See Exceptions 1 and 2.)</p> <p>EXCEPTION 1.--Add to the distance determined under the provisions of paragraph 1 above, 2 constructive miles for each point in excess of 1 located within:</p> <ul style="list-style-type: none"> (a) a single metropolitan zone, or (b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or (c) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction. <p>EXCEPTION 2.--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> <ul 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 2 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>2. Under point-to-point rates, point of origin and all points of destination must be located within the territories between which the point-to-point rates apply, or located between said territories on a single authorized route.</p> <p>NOTE 1.--An additional charge of \$0.25 shall be made for each component part delivered.</p> <p>NOTE 2.--The provisions of this item shall not apply and each component part shall be rated as a separate shipment under other provisions of this tariff:</p> <ul style="list-style-type: none"> (a) if split pickup service is accorded. (b) unless at the time of or prior to the tender of the shipment shipping instructions have been furnished for each component part of the shipment and prior to the departure of carrier's equipment from the point of origin, the carrier shall be furnished with a shipping document showing the name and address of each consignee, the point of origin, the points of destination and a description of the motor vehicles in each component part.
	<p style="text-align: center;">0 Increase, Decision No. 90536</p>
	<p style="text-align: right;">EFFECTIVE 8/11/79</p>
Correction	<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>

MINIMUM RATE TARIFF 12-A

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p>In the event under the provisions of Items 180 to 210, inclusive, a common carrier rate is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier, the following charges for such accessorial services shall be added:</p> <p>(a) For loading onto carrier's equipment, \$1.80 per vehicle.</p> <p>(b) For unloading from carrier's equipment, \$3.10 per vehicle.</p> <p>(c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided.</p>	0220
<p style="text-align: center;">COLLECTION OF CHARGES (1)</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period not to exceed 7 days, excluding Saturdays, Sundays, and legal holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.</p> <p>(c) Where the carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>(e) When freight bills are presented to debtors by means of the United States mail, the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor, may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>(1) Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>	270
<p>◊ Increase, Decision No. 90536</p>	
<p>EFFECTIVE 8/11/74</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

ITEM	SECTION 1--RULES (Continued)
232	<p style="text-align: center;">SPECIAL C.O.D. SERVICE (Exception to Item 235)</p> <p>The provisions of this item apply only when the bill of lading is annotated by the shipper with the words: "Special C.O.D. Service Requested". In such circumstances, collection of the specified C.O.D. amount by the carrier will be limited to pickup or receipt of a check or draft made payable to the consignor or other payee so designated on the bill of lading by the consignor. Under no circumstances may a carrier accept cash or other form of tender nor may he accept a check made payable to himself or his agent.</p> <p>In addition, the consignor must indicate on the bill of lading the precise name and mailing address of the payee of the C.O.D. amount.</p> <p>The carrier will accept checks or drafts only as the agent of the consignor and the carrier's responsibility is limited to the exercise of due care and diligence in forwarding such checks and drafts to the payee.</p> <p>When a carrier transports a C.O.D. shipment under provisions of this item, the charge for collecting and remitting the check or draft shall be \$2.00.</p>
235	<p style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p>1. A collect on delivery (C.O.D.) shipment means a shipment upon which the consignor has attached, as a condition of delivery, the collection of a specific sum(s) of monies by the carrier making delivery thereon and the return of said monies to the consignor or other payee designated by the consignor. (See exception in Item 232)</p> <p>2. The letters "C.O.D." must be stamped, typed or written on all such shipping documents immediately before name of consignee. Only one C.O.D. amount may be shown and may not be subject to change dependent upon time or conditions of payment.</p> <p>3. In addition to information required by Item 240, the following must be shown:</p> <p style="margin-left: 40px;">Collect on Delivery \$ _____ and remit to:</p> <p style="margin-left: 40px;">Name of Payee _____</p> <p style="margin-left: 40px;">Street or Post Office Address _____</p> <p style="margin-left: 40px;">City _____</p> <p style="margin-left: 40px;">State _____ Zip Code _____</p> <p style="margin-left: 40px;">C.O.D. charge to be paid by: Shipper _____ Consignee _____</p> <p>4. The amount of the C.O.D. bill for a C.O.D. shipment must be collected at the time such shipments are delivered to the consignee. Such C.O.D. amount must be forwarded to the consignor promptly and in no event later than ten (10) days after delivery to the consignee, unless otherwise directed in writing on the shipping document by the consignor.</p> <p>5. Only the following forms of payment will be accepted in payment of C.O.D. amounts: (1) cash; (2) bank cashier's check; (3) certified check; (4) money orders; or (5) personal check of the consignee when so authorized in writing or by endorsement on the shipping documents by the consignor. All forms of payment must be made payable to the consignor. The carrier will accept the above forms of payment of C.O.D. amounts only as the agent of the consignor and the carrier's responsibility is limited to the exercise of due care and diligence in forwarding such checks and money orders to consignor.</p> <p>6. C.O.D.'s may not be part of split pickup or split delivery shipments.</p> <p style="text-align: center;">(Continued)</p>
No change on this page, Decision No. 90536	
EFFECTIVE 8/11/79	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

MINIMUM RATE TARIFF 12-A

SECTION 3--RATES (Continued)											ITEM
DISTANCE RATES IN DOLLARS PER VEHICLE FOR NEW VEHICLES											
M I L E S		Number of Motor Vehicles									
But Not Over	Over	One	Two	Three	Four	Five	Six Or More	(1) Seven	(2) Eight	Nine (3) Or More	
0	5	27.00	22.00	19.00	16.50	15.75	15.25	14.25	13.50	13.00	
5	10	28.00	23.00	20.00	17.50	16.75	16.25	15.25	14.50	14.00	
10	15	29.00	24.00	21.00	18.50	17.75	17.25	16.25	15.50	15.00	
15	20	30.00	25.00	22.00	19.50	18.75	18.25	17.25	16.50	16.00	
20	25	31.00	26.00	23.00	20.50	19.75	19.25	18.25	17.50	17.00	
25	30	32.00	27.00	24.00	21.50	20.75	20.25	19.25	18.50	18.00	
30	35	33.00	28.00	25.00	22.50	21.75	21.25	20.25	19.50	19.00	
35	40	34.25	28.75	25.75	23.25	22.50	22.00	21.25	20.50	20.00	
40	45	35.25	29.75	26.75	24.25	23.50	23.00	22.25	21.50	21.00	
45	50	36.25	30.75	27.75	25.25	24.50	24.00	23.25	22.50	22.00	
50	60	38.25	32.75	29.75	27.25	26.50	26.00	25.25	24.50	24.00	
60	70	40.00	34.75	31.50	29.25	28.50	28.00	27.25	26.50	26.00	
70	80	42.00	36.75	33.50	31.00	30.25	29.75	29.00	28.25	27.75	
80	90	43.75	38.75	35.25	33.00	32.25	31.75	31.00	30.25	29.75	
90	100	45.75	40.75	37.25	35.00	34.25	33.75	33.00	32.25	31.75	6400
100	110	47.75	42.50	39.25	36.75	36.00	35.50	34.75	34.00	33.50	
110	120	49.75	44.50	41.00	38.75	38.00	37.50	36.75	36.00	35.50	
120	130	51.50	46.25	43.00	40.50	39.75	39.25	38.50	37.75	37.25	
130	140	53.50	48.25	44.75	42.50	41.75	41.25	40.50	39.75	39.25	
140	150	55.50	50.00	46.75	44.25	43.50	43.00	42.25	41.50	41.00	
150	160	57.50	52.00	48.75	46.25	45.50	45.00	44.25	43.50	43.00	
160	170	59.25	53.75	50.50	48.25	47.25	46.75	46.00	45.25	44.75	
170	180	61.25	55.75	52.50	50.25	49.25	48.75	48.00	47.25	46.75	
180	190	63.25	57.50	54.50	52.25	51.25	50.75	50.00	49.25	48.75	
190	200	65.25	59.50	56.25	54.25	53.25	52.50	51.75	51.00	50.50	
200	220	69.00	63.25	60.25	58.25	57.00	56.50	55.75	55.00	54.50	
220	240	73.00	67.00	64.00	62.00	61.00	60.25	59.50	58.75	58.25	
240	260	76.75	71.00	67.75	66.00	64.75	64.00	63.25	62.50	62.00	
260	280	80.75	74.75	71.75	70.00	68.75	68.00	67.25	66.50	66.00	
280	300	84.50	78.50	75.50	74.00	72.50	71.75	71.00	70.25	69.75	

(Continued)

♦ Increase, Decision No.

90536

EFFECTIVE

8/11/79

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

Collection

SECTION 3--RATES (Continued)											
DISTANCE RATES IN DOLLARS PER VEHICLE FOR NEW VEHICLES (Concluded)											
ITEM	M I L E S	Number of Motor Vehicles									
		But Not Over	One	Two	Three	Four	Five	Six Or More	(1) Seven	(2) Eight	Nine(3) Or More
	300	325	89.50	83.50	80.50	79.00	77.50	76.75	76.00	75.25	74.75
	325	350	94.25	88.25	85.50	83.75	82.25	81.50	80.75	80.00	79.50
	350	375	99.25	93.25	90.25	88.75	87.25	86.50	85.75	85.00	84.50
	375	400	104.25	98.25	95.25	93.50	92.25	91.25	90.50	90.00	89.50
	400	425	109.00	103.00	100.25	98.50	97.00	96.25	95.50	94.75	94.25
	425	450	114.00	108.00	105.25	103.25	102.00	101.00	100.25	99.75	99.25
	450	475	119.00	113.00	110.25	108.25	107.00	106.00	105.25	104.75	104.25
	475	500	123.75	117.75	115.00	113.00	111.75	110.75	110.00	109.50	109.00
	500	525	128.75	122.75	120.00	118.00	116.75	115.75	115.00	114.50	114.00
	525	550	133.50	127.75	124.75	123.00	121.75	120.75	120.00	119.50	119.00
	550	575	138.50	132.50	129.75	127.75	126.50	125.50	124.75	124.25	123.75
	575	600	143.25	137.50	134.50	132.75	131.50	130.50	129.75	129.25	128.75
	600	625	148.25	142.50	139.50	137.75	136.50	135.50	134.75	134.25	133.75
	625	650	153.00	147.25	144.25	142.50	141.25	140.25	139.50	139.00	138.50
0400	650	675	158.00	152.25	149.25	147.50	146.25	145.25	144.50	144.00	143.50
	675	700	162.75	157.25	154.00	152.50	151.25	150.25	149.50	149.00	148.50
	700	725	167.75	162.00	159.00	157.25	156.00	155.00	154.25	153.75	153.25
	725	750	172.50	167.00	163.75	162.25	161.00	160.00	159.25	158.75	158.25
	750	775	177.50	172.00	168.75	167.25	166.00	165.00	164.25	163.75	163.25
	775	800	182.25	176.75	173.50	172.00	170.75	169.75	169.00	168.50	168.00
	For distances over 800 miles add for each 25 miles or fraction thereof:		4.75	4.75	4.75	4.75	4.75	4.75	4.75	4.75	4.75
(1) Rates apply only to loads of seven vehicles per unit of carrier's equipment. Vehicles in excess of a load of seven vehicles per unit of carrier's equipment, or in excess of multiples of loads of seven vehicles per unit of carrier's equipment, shall be rated at the rates for such number of vehicles. (2) Rates apply only to loads of eight vehicles per unit of carrier's equipment. Vehicles in excess of a load of eight vehicles per unit of carrier's equipment, or in excess of multiples of loads of eight vehicles per unit of carrier's equipment, shall be rated at the rates for such number of vehicles. (3) Rates apply only to loads of nine or more vehicles per unit of carrier's equipment. Vehicles in excess of a load of nine or more vehicles per unit of carrier's equipment, or in excess of multiples of loads of nine or more vehicles per unit of carrier's equipment, shall be rated at the rates for such number of vehicles.											
◊ Increase, Decision No. 90536											
EFFECTIVE 8/11/79											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

MINIMUM RATE TARIFF 12-A

SECTION 3--RATES (Continued)										ITEM
POINT-TO-POINT RATES IN DOLLARS PER VEHICLE(1) FOR NEW VEHICLES										
	Number of Motor Vehicles									
	<u>One</u>	<u>Two</u>	<u>Three</u>	<u>Four</u>	<u>Five</u>	<u>Six Or More</u>	<u>(2) Seven</u>	<u>(3) Eight</u>	<u>(4) Nine Or More</u>	
Between Los Angeles Territory and San Francisco Territory	109.00	103.00	100.25	98.50	97.00	96.25	95.50	94.75	94.25	
<p>(1) If charges accruing under rates in this item, applied on shipments from, to or between points intermediate between the Los Angeles and San Francisco Territories via routes shown in Section 4 are lower than charges accruing under the Distance Rates in Item 400 on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one mile on either side of the highway and at all points located within the extended area of mileage basing points through which the highway route passes.</p> <p>(2) Rates apply only to loads of seven vehicles per unit of carrier's equipment. Vehicles in excess of a load of seven vehicles per unit of carrier's equipment, or in excess of multiples of loads of seven vehicles per unit of carrier's equipment, shall be rated at the rates for such number of vehicles.</p> <p>(3) Rates apply only to loads of eight vehicles per unit of carrier's equipment. Vehicles in excess of a load of eight vehicles per unit of carrier's equipment, or in excess of multiples of loads of eight vehicles per unit of carrier's equipment, shall be rated at the rates for such number of vehicles.</p> <p>(4) Rates apply only to loads of nine or more vehicles per unit of carrier's equipment. Vehicles in excess of a load of nine or more vehicles per unit of carrier's equipment, or in excess of multiples of loads of nine or more vehicles per unit of carrier's equipment, shall be rated at the rates for such number of vehicles.</p>										0410
<p>◇ Increase, Decision No. S0536</p>										
EFFECTIVE 8/11/76										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

ITEM	SECTION 3--RATES (Continued)								
	DISTANCE RATES IN DOLLARS PER VEHICLE FOR USED VEHICLES								
	M I L E S		Number of Motor Vehicles						
Over	But Not Over	One	Two	Three	Four	Five	Six Or More	Seven(1) Or More	
0420	0	5	22.25	18.75	16.25	13.50	13.00	12.50	11.75
	5	10	23.50	19.75	17.25	14.75	14.00	13.50	12.75
	10	15	24.75	20.75	18.25	15.75	15.25	14.50	13.75
	15	20	25.75	21.75	19.25	17.00	16.25	15.50	14.75
	20	25	27.00	22.75	20.25	18.00	17.25	16.50	15.75
	25	30	28.25	23.75	21.25	19.25	18.25	17.50	16.75
	30	35	29.50	24.75	22.25	20.50	19.50	18.50	17.75
	35	40	31.00	26.00	23.50	21.50	20.50	19.75	19.00
	40	45	32.25	27.00	24.50	22.75	21.75	20.75	20.00
	45	50	33.50	28.00	25.50	24.00	22.75	21.75	21.00
	50	60	36.00	30.50	28.00	26.50	25.25	24.25	23.50
	60	70	38.25	33.00	30.50	29.00	27.75	26.75	26.00
	70	80	40.75	35.25	32.75	31.25	30.00	29.00	28.25
	80	90	43.00	37.75	35.25	33.75	32.50	31.50	30.75
	90	100	45.50	40.25	37.75	36.25	35.00	34.00	33.25
	100	110	47.75	42.50	40.00	38.50	37.25	36.25	35.50
	110	120	50.25	44.75	42.25	40.75	39.50	38.50	37.75
	120	130	52.50	47.25	44.75	43.00	42.00	41.00	40.25
	130	140	55.00	49.50	47.00	45.25	44.25	43.25	42.50
	140	150	57.25	51.75	49.25	47.50	46.50	45.50	44.75
	150	160	59.50	54.00	51.50	49.75	48.75	47.75	47.00
	160	170	62.00	56.50	54.00	52.25	51.25	50.25	49.50
	170	180	64.25	58.75	56.25	54.50	53.50	52.50	51.75
	180	190	66.50	61.00	58.50	56.75	55.75	54.75	54.00
	190	200	69.00	63.25	61.00	59.25	58.25	57.25	56.50
	200	220	73.50	68.00	65.50	63.75	62.75	61.75	61.00
	220	240	78.25	72.50	70.25	68.50	67.50	66.50	65.75
	240	260	83.00	77.25	75.00	73.25	72.25	71.25	70.50
260	280	87.50	81.75	79.50	77.75	76.75	75.75	75.00	
280	300	92.25	86.50	84.25	82.50	81.50	80.50	79.75	

(Continued)

o Increase, Decision No.

90536

EFFECTIVE

8/11/79

Correction

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

MINIMUM RATE TARIFF 12-A

SECTION 1--RATES (Continued)									ITEM
DISTANCE RATES IN DOLLARS PER VEHICLE FOR USED VEHICLES (Concluded)									
M I L E S		Number of Motor Vehicles							
Over	But Not Over	One	Two	Three	Four	Five	Six Or More	(1) Seven Or More	
300	325	97.75	92.25	90.00	88.25	87.25	86.25	85.50	
325	350	103.50	97.75	95.50	93.75	92.75	91.75	91.00	
350	375	109.00	103.50	101.25	99.50	98.50	97.50	96.75	
375	400	114.50	109.25	106.75	105.25	104.00	103.00	102.25	
400	425	120.25	114.75	112.50	110.75	109.75	108.75	108.00	
425	450	125.75	120.50	118.00	116.50	115.25	114.25	113.50	
450	475	131.50	126.25	123.75	122.25	121.00	120.00	119.25	
475	500	137.50	132.00	129.50	128.00	126.75	125.75	125.00	
500	525	143.25	138.00	135.50	133.75	132.50	131.75	131.00	
525	550	149.00	143.75	141.25	139.50	138.25	137.50	136.75	
550	575	155.00	149.50	147.00	145.25	144.00	143.25	142.50	0420
575	600	160.75	155.25	152.75	151.00	149.75	149.00	148.25	
600	625	166.50	161.00	158.50	156.75	155.50	154.75	154.00	
625	650	172.50	166.75	164.25	162.50	161.25	160.50	159.75	
650	675	178.25	172.75	170.25	168.25	167.00	166.50	165.75	
675	700	184.00	178.50	176.00	174.00	172.75	172.25	171.50	
700	725	190.00	184.25	181.75	179.75	178.50	178.00	177.25	
725	750	195.75	190.00	187.50	185.50	184.25	183.75	183.00	
750	775	201.50	195.75	193.25	191.25	190.00	189.50	188.75	
775	800	207.50	201.50	199.00	197.00	195.75	195.25	194.50	
For distances over 800 miles, add for each 25 miles or fraction thereof:		5.75	5.75	5.75	5.75	5.75	5.75	5.75	
(1) Rates apply only to loads of seven or more vehicles per unit of carrier's equipment. Vehicles in excess of a load of seven or more vehicles per unit of carrier's equipment, or in excess of loads of multiples of seven more vehicles per unit of carrier's equipment, shall be rated at the rates for such number of vehicles.									
Increase, Decision No.		90536							
						EFFECTIVE 8/11/79			
Correction						ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			

ITEM	SECTION 3--RATES (Continued)							
	POINT-TO-POINT RATES IN DOLLARS PER VEHICLE (1) FOR USED VEHICLES							
		Number of Motor Vehicles						
<u>One</u>		<u>Two</u>	<u>Three</u>	<u>Four</u>	<u>Five</u>	<u>Six Or More</u>	<u>Seven (2) Or More</u>	
0430	Between Los Angeles Territory and San Francisco Territory	120.25	114.75	112.50	110.75	109.75	108.75	108.00
	<p>(1) If charges accruing under rates in this item, applied on shipments from, to or between points intermediate between the Los Angeles and San Francisco Territories via routes shown in Section 4, are lower than charges accruing under the Distance Rates in Item 420 on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one mile on either side of the highway and at all points located within the extended area of mileage basing points through which the highway route passes.</p> <p>(2) Rates apply only to loads of seven or more vehicles per unit of carrier's equipment. Vehicles in excess of a load of seven or more vehicles per unit of carrier's equipment, or in excess of loads of multiples of seven or more vehicles per unit of carrier's equipment, shall be rated at the the rates for such number of vehicles.</p>							
◊ Increase, Decision No.		90536						
						EFFECTIVE		8/11/79
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						

MINIMUM RATE TARIFF 12-A

SECTION 3--RATES (Continued)					ITEM
DISTANCE RATES IN DOLLARS PER VEHICLE FOR WRECKED VEHICLES					
M I L E S		Number of Motor Vehicles			
Over	But Not Over	One	Two	Three Or More	
0	5	23.50	19.25	17.25	
5	10	25.25	21.00	19.00	
10	15	27.00	22.75	20.75	
15	20	28.75	24.25	22.25	
20	25	30.50	26.00	24.00	
25	30	32.25	27.75	25.75	
30	35	34.00	29.75	27.50	
35	40	36.00	31.50	29.50	
40	45	37.75	33.50	31.25	
45	50	39.50	35.25	33.00	
50	60	42.50	38.00	35.50	
60	70	45.75	40.50	38.00	0440
70	80	48.75	43.25	40.25	
80	90	52.00	45.75	42.75	
90	100	55.00	48.50	45.25	
100	110	58.00	51.25	47.75	
110	120	61.00	54.00	50.00	
120	130	64.25	56.50	52.50	
130	140	67.25	59.25	54.75	
140	150	70.25	62.00	57.25	
150	160	73.25	64.75	59.75	
160	170	76.25	67.50	62.25	
170	180	79.25	70.25	64.75	
180	190	82.25	73.00	67.50	
190	200	85.25	75.75	70.00	
200	220	91.25	81.25	75.00	
220	240	97.00	87.00	80.00	
240	260	103.00	92.50	85.00	
260	280	109.00	98.00	90.25	
280	300	115.00	103.50	95.25	
		(Continued)			

◊ Increase, Decision No.

90536

EFFECTIVE

8/11/79

Correction

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

ITEM	SECTION 3--RATES (Continued)				
	DISTANCE RATES IN DOLLARS PER VEHICLE FOR WRECKED VEHICLES (Concluded)				
	M I L E S		Number of Motor Vehicles		
	Over	But Not Over	One	Two	Three Or More
0440	300	325	123.25	110.75	102.25
	325	350	131.50	118.25	109.00
	350	375	139.50	125.50	116.00
	375	400	147.75	132.75	122.75
	400	425	156.00	140.25	129.75
	425	450	164.25	147.50	136.50
	450	475	172.75	155.25	143.75
	475	500	181.50	163.25	151.00
	500	525	190.00	171.00	158.25
	525	550	198.50	178.75	165.50
	550	575	207.25	186.75	172.75
	575	600	215.75	194.50	180.00
	600	625	224.25	202.25	187.25
	625	650	233.00	210.25	194.50
	650	675	241.50	218.00	201.75
	675	700	250.00	225.75	209.00
	700	725	258.75	233.75	216.25
	725	750	267.25	241.50	223.50
	750	775	275.75	249.25	230.75
	775	800	284.50	257.25	238.00
	For distances over 800 miles, add for each 25 miles or fraction thereof:		8.50	7.75	7.25

◇ Increase, Decision No. **80538**

EFFECTIVE

8/11/79

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

Correction

MINIMUM RATE TARIFF 12-A

SECTION 3--RATES (Concluded)				ITEM	
POINT-TO-POINT RATES IN DOLLARS PER VEHICLE(1) FOR WRECKED VEHICLES					
Between Los Angeles Territory and San Francisco Territory	Number of Motor Vehicles				0450
	<u>One</u>	<u>Two</u>	<u>Three Or More</u>		
	156.00	140.25	129.75		
(1) If charges accruing under rates in this item applied on shipments from, to or between points intermediate between the Los Angeles and San Francisco Territories via routes shown in Section 4 are lower than charges accruing under the Distance Rates in Item 440 on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one mile on either side of the highway and at all points located within the extended area of mileage basing points through which the highway route passes.					
◊ Increase, Decision No. 90536					
				EFFECTIVE 8/11/79	
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			