

Decision No. 90666 AUG 14 1979

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investiga-)
tion for the purpose of consid-)
ering and determining minimum)
rates for transportation of)
trailer coaches and campers)
statewide as provided in Minimum)
Rate Tariff 18 and the revisions)
or reissues thereof.)

Case No. 8808
Petition for Modification
No. 48
(Filed April 16, 1979)
(Amended May 7, 1979)

OPINION AND ORDER

Petitioner Highway Carriers Association (HCA), a nonprofit corporation, composed in part of carriers engaged in for-hire transportation of trailer coaches (including mobile homes) and campers by motor truck, requests that the minimum rates in Minimum Rate Tariff 18 (MRT 18) be increased to offset the increases in labor costs that were recently negotiated with the Teamsters' unions. The Commission, in Decision 89840, dated January 4, 1979, authorized an increase in rates to offset the labor increases that the carriers incurred, as a result of negotiations with the labor unions in April 1978. Petitioner contends that because of the general inflationary impact and the time lag that it is currently experiencing between the implementation of its negotiated labor wage increases and date of authorization by the Commission to increase the freight rates to offset these labor increases, the industry is encountering both "a higher mortality rate among transporters than usually (is) to be expected" and a "severe financial distress to the industry..." in general.

By this petition, the HCA seeks an ex parte increase to offset the minimum of 80¢ per hour increase in the recently negotiated Teamster contract, subject to certain fringe increases: Petitioner avers that this labor increase amount was considered by the Commission in Petition 1034 of Case 5432, et al. The general freight carriers were authorized in Interim Opinion and Order Decision 90224, dated April 24, 1979, in the aforesaid petition, increases in freight rates

C. 8808, Pet. 48 - FS*

as set forth in Minimum Rate Tariffs 2, 1-B, 9-B, 15 and 19. Because of the economic impact of these labor costs upon the carriers, the increases were authorized to become effective May 5, 1979.

HCA seeks an increase in freight rates in a range between 6.5 and 8.9 percent. This range, the petitioner contends, was within the same limits, as sought in Petition 1034, Case 5432, et al. The association requests that the sought increases be published by amending the various rate tables in MRT 18, rather than the application of surcharges; since by incorporating increases into the rates, not only will it make for more efficiency, but also will make it more understandable and easier to comply with the rules and regulations of the tariff itself.

The Commission staff issued two exhibits in early July, 1979; namely: Cost Study Updating Exhibits, in Case 8808, Petition 45, titled, "Report on the Effect of Increased Wage Costs of Transporting "12 Wide" Trailer Coaches by Motor Vehicles in the State of California", and secondly, one titled "Staff Proposed Rates and Charges for the Transportation of Trailer Coaches and Campers Statewide". The staff proposed increased rates and charges which were developed using the Direct Wage Offset method of measuring increased costs and were based on the cost data contained in the staff's related costs presentation. Furthermore, the staff report states: "The increased cost of initial movements ranged from 4.1 percent to 6.1 percent. For secondary movements, the range was 4.0 percent to 5.8 percent. Initial movements predominate in this transportation, and the average cost increased by 4.9 percent. The proposed rates and charges should result in an estimated increase in the annual minimum rate revenue of approximately \$628,000". The staff further found that the "increases recommended are within the guidelines of President Carter's anti-inflation program". The staff also averred that they had contacted various organizations, shippers and carriers; "all of whom were amenable to the staff's proposed increases using the Direct Wage Offset method".

In addition to seeking increases in charges for the transportation of trailer coaches and/or campers, the petitioner, in its amendment filed May 7, 1979, is seeking increases in rates for the transportation of recreational vehicles. On May 8, 1979, in Decision 90277, the Commission established minimum rates for the transportation of recreational vehicles, under certain conditions, to become effective June 16, 1979. Since these new rates just became effective June 16, 1979, the Commission will deny petitioner's sought increases at this time for the transportation of recreational vehicles, as requested in the amended petition. The Commission will entertain a petition at a subsequent date, based upon subsequent circumstances and conditions.

Findings

The Commission finds that the staff's proposals are reasonable and just and should be adopted as such. The Commission further finds that the increases in rates sought for recreational vehicles should be denied.

Conclusions

1. Petition for Modification No. 48 in Case 8808 should be granted to the extent provided in the order herein and MRT 18 amended accordingly.
2. Common carriers should be authorized to depart from the long- and short-haul provisions of Section 461.5 of the Public Utilities Code and the Commission's tariff circular requirements only to the extent necessary to publish the increases ordered herein.

IT IS ORDERED that:

1. Minimum Rate Tariff 18 (Appendix B of Decision 72418, 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 to Decision 72418, 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 may 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 five 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 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 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 72418, 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 carriers' authorized tariff publishing agent, performing transportation services subject to Minimum Rate Tariff 18.

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7. The Executive Director shall serve a copy of each of the tariff amendments on each subscriber to Minimum Rate Tariff 18.

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

Dated AUG 14 1979, at San Francisco, California.

John E. Bayan
President

Thomas L. Steyer

Philip J. Hedrick
Lawrence J. Quinn
Commissioners

Commissioner Richard D. Gravelle, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

LIST OF ORIGINAL AND REVISED PAGES
TO MINIMUM RATE TARIFF 18

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SIXTH	REVISED	PAGE	19
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SIXTH	REVISED	PAGE	30
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SEVENTH	REVISED	PAGE	32
ORIGINAL		PAGE	32.1

(END OF APPENDIX A)

ARRANGEMENT OF TARIFF

This is a loose-leaf arranged as follows:

- SECTION 1--Rules
- SECTION 2--Rates
- SECTION 3--Forms of Documents

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Storage in Transit-----	250
Tire and Tube Repair and/or Replacement-----	230
Units of Measurement To Be Observed-----	120
Valuation, Charges for Excess and Act of God Coverage-----	150

* Addition, Decision No.

90666

EFFECTIVE

6/22/74

Correction

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

MINIMUM RATE TARIFF 16

SECTION 1--RULES (Continued)	ITEM						
<p style="text-align: center;">DELAYS IN DELIVERY</p> <p>Whenever a carrier is unable to make delivery of a shipment for which a confirmation of shipping instruction document has been issued (See Items 130, 131 and 132) on the date or during the period specified in the receipt or shipping order, the carrier shall notify the consignor, or person designated, by the consignor, by telegram or telephone, at the carrier's expense, of the reason for the delay and of the date on which delivery of the shipment will be made; such notification to be given as soon as possible but in no event later than the agreed delivery date, provided, that the requirement of this paragraph shall not apply where the carrier is unable to obtain from the consignor an address or telephone number for such notification.</p>	160						
<p style="text-align: center;">CHARGES FOR DELAYS</p> <p>In addition to all other applicable charges, the following charges shall be assessed by the carrier for delays resulting from the consignee's inability to accept immediate delivery: (Subject to Note)</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: center;"><u>Rates in Cents per Hour</u></th> </tr> </thead> <tbody> <tr> <td>a. Trailers or campers hauled under Items 351 and 352</td> <td style="text-align: center;">1300</td> </tr> <tr> <td>b. Trailers towed under Items 350 and 350.5</td> <td style="text-align: center;">1245</td> </tr> </tbody> </table> <p>NOTE.--For the purpose of applying this item, the following provisions will be applicable:</p> <ol style="list-style-type: none"> (1) When the carrier tenders delivery at the time specified on the confirmation of shipping instructions, the time for compiling such delay charges shall commence at the specified time. (2) When the shipping instructions provide the carrier with a telephone number which may be called in order to notify the consignee of the estimated time of arrival and such notification is made at least one hour prior to arrival, the time for computing the charge for delays shall commence upon the tender of delivery by the carrier, but not earlier than the notified estimated time of arrival. (3) In other cases, upon arrival the carrier shall attempt to locate the consignee and upon locating him and notifying him of the arrival at destination, the time for computing delay charges shall commence 30 minutes after such notification. 		<u>Rates in Cents per Hour</u>	a. Trailers or campers hauled under Items 351 and 352	1300	b. Trailers towed under Items 350 and 350.5	1245	0170
	<u>Rates in Cents per Hour</u>						
a. Trailers or campers hauled under Items 351 and 352	1300						
b. Trailers towed under Items 350 and 350.5	1245						
<p style="text-align: center;">HANDLING OF CLAIMS FOR LOSS OR DAMAGE</p> <p>Claims for loss or damage shall be governed by the provisions of General Order No. 139.</p>	175						
<p>◊ Increase, Decision No. 90666</p>							
<p>EFFECTIVE 9/22/79</p>							
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>						

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">INABILITY TO MAKE DELIVERY</p> <p>(a) In all instances where carrier is unable to locate the consignee one hour after arrival on the date specified on the confirmation of shipping instructions in order to effect delivery, notification of inability to make delivery will be mailed or telegraphed to the consignee, consignor or debtor, or written notice delivered to the premises where actual delivery was to be effected or to other notifying address, and the shipment will be placed in the nearest storage facility of the carrier, or at the option of the carrier at the nearest public storage facility, and upon such placement the carrier's liability shall cease and liability shall thereafter be that of the warehouseman in possession.</p> <p>(b) In all instances where the consignee is unable to take delivery or declines to accept delivery of the shipment, or where the shipment remains in carrier's possession, pursuant to instructions of the consignor or consignee, and is not stored in transit under the provisions of Item 250 the shipment will be placed in the nearest storage facility of the carrier, or at the option of the carrier at the nearest public storage facility; and upon such placement the carrier's liability shall cease and liability shall thereafter be that of the warehouseman in possession.</p> <p>(c) When storage is performed at carrier's storage facility the rates for storage provided in Item 250 will apply.</p> <p>(d) In cases where a "subsequent delivery" is made, charges will be assessed for such "subsequent delivery," on the basis of charges lawfully applicable from carrier's storage facility or from public storage facility (as the case may be) to the point of destination, but in no event more than the charge applicable for 25 constructive miles.</p>	130
<p style="text-align: center;">DIVERTED SHIPMENTS</p> <p>Charges upon a shipment transported under rates provided in Items 350, 350.5, 351, 352, and 352.1 which has been diverted shall be computed at the applicable rate or charge in effect on date of shipment for the distance from point of origin via each point where diversion occurs to final destination, plus an additional charge of \$11.30 for each diversion in transit.</p>	60 170
<p>o Change) * Addition) Decision No. o Increase)</p>	
<p>EFFECTIVE 9/22/79</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">RETURNED SHIPMENTS (See Note)</p> <p>Trailer coaches or campers refused by consignee may be returned to original consignor and to original point of shipment at one-half (1/2) the rate (applicable to the number of trailer coaches or campers returned) current at time of returned movement, as provided in Items 350, 350.5, 351 and 352 of this tariff.</p> <p>Rates or charges which may be assessed in connection with a returned movement, other than transportation charges published in Items 350, 350.5, 351 and 352, shall be those rates or charges which are published in individual items of this tariff.</p> <p>NOTE.--Shipments may not leave possession of carrier at original billed destination.</p>	200
<p style="text-align: center;">SPECIAL SERVICES</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed by the carrier for special services involved in preparing each trailer for transportation and/or preparing each trailer coach for occupancy: (Subject to Notes 1 and 2)</p> <p>(a) The time consumed by one man in performing such services shall be charged for at the rate of \$12.45 per hour.</p> <p>(b) The time consumed for each additional man in performing such services shall be charged for at the rate of \$9.95 per hour.</p> <p>NOTE 1.--Charges do not include furnishing of materials. When such materials are furnished by carrier, a charge equalling the actual cost to carrier of such materials shall be made.</p> <p>NOTE 2.--Charges for special services may be quoted and assessed based upon a unit of measurement different from that set forth in this item provided:</p> <p>(a) That the charge collected shall not be less than the charge applicable under the hourly rates in this item.</p> <p>(b) That the carrier shall set forth and maintain on the accessorial service document required to be issued pursuant to Items 340 and 341, the times, dates and locations at which the carrier commenced and completed the special services, the number of hours and fractions thereof involved and a description of all of the services rendered.</p>	0210
<p>o Increase, Decision No. 90666</p>	
<p>EFFECTIVE 4/22/79</p>	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 1--RULES (Continued)		ITEM
<p style="text-align: center;">REPAIRS OR REPLACEMENTS IN TRANSIT</p> <p>When it becomes necessary to repair or replace, while in transit, any part such as undercarriage, wheels, wheel bearings, hitches, springs, frame, or any other part, except as otherwise provided in Item 230, such repairs or replacements will be made and the debtor will be charged for all parts and other expenses, including tow truck service, incurred. In addition to expenses incurred, the following service charge shall be assessed by the carrier: (See Note)</p>		
	<p><u>Rates in Cents</u> <u>per Hour</u></p>	0220
a.	Trailers or campers hauled under Items 351 and 352	1300
b.	Trailers towed under Items 350 and 350.5	1245
<p>NOTE.--All charges covering expenses to become due and payable upon presentation of paid receipts or other evidence.</p>		
<p style="text-align: center;">TIRE AND TUBE REPAIR AND/OR REPLACEMENT</p> <p>When carrier repairs or replaces any of the tires or tubes of the trailer coach due to failure, the following charges shall be applied in addition to all other applicable charges provided in the tariff:</p>		
1.	A charge of \$6.30 for removing and replacing wheel plus:	
(a)	A charge of 02 cents a mile when carrier uses his own tire as a replacement. The actual miles shall be computed from point of tire failure to the point where the faulty tire is repaired or replaced.	0210
(b)	When the carrier is required to unhook carrier's equipment from trailer coach to find and obtain a tire and/or tube replacement or repair, an additional charge of either \$31.65 or 70 cents per mile, whichever is lower, subject to a minimum charge of \$6.30 shall be assessed. The charge of 70 cents per mile shall be based on the round trip distance traveled without a load.	
<p>◊ Increase, except as noted) ◊ No change) Decision No. 90666</p>		
		EFFECTIVE 9/22/79
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES (Continued)	ITEM																					
<p>CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>(a) When carrier arranges for escort service from an independent contractor not associated with the carrier and escort service is provided by said independent contractor, the charges paid by carrier to independent contractor for escort service shall be added to the transportation charges.</p> <p>(b) When carrier, or its subsidiary or affiliate, provides escort service, the following additional charges shall be assessed:</p> <p>1. A charge of \$13.55 per hour, plus 8 1/2 cents per mile computed in accordance with the provisions of Item 70 shall be made for each escort vehicle and driver furnished for the time and distance said vehicle and driver are engaged in such service. (See Note)</p> <p>2. A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>3. A charge of \$7.25 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires overnight delay.</p> <p>NOTE.--Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table style="margin-left: auto; margin-right: auto; border: none;"> <thead> <tr> <th colspan="2" style="text-align: center;">MINUTES</th> <th></th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td style="text-align: right;">-----omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: right;">-----shall be 1/4 hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td style="text-align: right;">-----shall be 1/2 hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td style="text-align: right;">-----shall be 3/4 hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td style="text-align: right;">-----shall be 1 hour</td> </tr> </tbody> </table>	MINUTES			Over	But Not Over		0	8	-----omit	8	23	-----shall be 1/4 hour	23	38	-----shall be 1/2 hour	38	53	-----shall be 3/4 hour	53	60	-----shall be 1 hour	<p>#240</p>
MINUTES																						
Over	But Not Over																					
0	8	-----omit																				
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53	60	-----shall be 1 hour																				
<p>◊ Change) ◊ Increase) Decision No. 90666</p>																						
<p>EFFECTIVE 9/22/79</p>																						
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>																					

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 290 and 300 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 shall be added:</p> <p>(a) For attaching and detaching, or loading and unloading carrier's equipment, a charge not less than that provided below shall be assessed for each trailer coach or camper.</p> <table style="width: 100%; margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: center;"><u>Dollars per Unit</u></th> </tr> </thead> <tbody> <tr> <td>Trailer coaches or campers not exceeding 8 feet 4 inches in width (Minimum, two units)</td> <td style="text-align: center;">\$12.40</td> </tr> <tr> <td>Trailer coaches over 8 feet 4 inches in width, but not exceeding 10 feet 4 inches in width</td> <td style="text-align: center;">25.30</td> </tr> <tr> <td>Trailer coaches over 10 feet 4 inches in width, but not exceeding 12 feet 4 inches in width</td> <td style="text-align: center;">40.10</td> </tr> </tbody> </table>		<u>Dollars per Unit</u>	Trailer coaches or campers not exceeding 8 feet 4 inches in width (Minimum, two units)	\$12.40	Trailer coaches over 8 feet 4 inches in width, but not exceeding 10 feet 4 inches in width	25.30	Trailer coaches over 10 feet 4 inches in width, but not exceeding 12 feet 4 inches in width	40.10	0310
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Trailer coaches or campers not exceeding 8 feet 4 inches in width (Minimum, two units)	\$12.40								
Trailer coaches over 8 feet 4 inches in width, but not exceeding 10 feet 4 inches in width	25.30								
Trailer coaches over 10 feet 4 inches in width, but not exceeding 12 feet 4 inches in width	40.10								
<p style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS (Items 320 and 321)</p> <p>1. A collect on delivery shipment, hereinafter referred to as a C.O.D. shipment, means a shipment upon which the consignor has attached, as a condition of delivery, the collection of a specific sum or sums of moneys by the carrier making delivery thereon and the return of said moneys to the consignor or other payee designated by the consignor.</p> <p>2. Every carrier handling C.O.D. shipments shall:</p> <p>(a) Establish and maintain a separate bank account or accounts wherein all moneys (other than checks or drafts payable to consignor or payee designated by consignor) collected on C.O.D. shipments will be held in trust until remitted to payee, except C.O.D. moneys which are remitted within five days after delivery.</p> <p style="text-align: center;">(Continued in Item 321)</p>	320								
<p>◇ Increase, Decision No. 90666</p>									
<p>EFFECTIVE 9/22/79</p>									
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>									

MINIMUM RATE TARIFF 13

SECTION 2--RATES						ITEM
DISTANCE TOWAWAY RATES IN DOLLARS PER TRAILER COACH AND IN CENTS PER MILE OVER 600 MILES (Items 350 and 350.1)						
MILES		Not over 8 feet 4 inches in width, nor over 40 feet in length (See Note 1)		Over 8 feet 4 inches in width, or over 40 feet in length, but not over 10 feet 4 inches in width (See Notes 1 and 2)		0350
Over	But Not Over	COL. A	COL. B	COL. A	COL. B	
0	5	38	49	52	54	
5	10	42	54	55	58	
10	15	45	59	59	62	
15	20	49	63	62	66	
20	25	52	68	66	70	
25	30	56	73	69	74	
30	35	61	80	75	81	
35	40	66	86	81	88	
40	50	71	93	87	96	
50	60	75	99	92	103	
60	70	80	106	98	110	
70	80	85	112	104	117	
80	90	93	122	113	127	
90	100	100	131	122	137	
100	115	108	141	132	148	
115	130	116	150	141	158	
130	145	123	160	150	168	
145	160	131	169	159	173	
160	180	146	180	177	199	
180	200	160	207	194	219	
200	225	175	226	212	240	
225	250	190	245	230	261	
250	275	204	264	247	281	
275	300	219	283	265	302	
300	325	234	303	284	324	
325	350	250	324	302	346	
350	375	265	344	321	368	
375	400	280	364	340	390	
400	425	295	384	358	412	
425	450	311	405	377	434	
450	475	326	425	395	456	
475	500	341	445	414	478	
500	525	357	465	433	500	
525	550	372	486	452	523	
550	575	388	506	470	545	
575	600	403	526	489	567	
600	-	68 cents per mile or fraction thereof.	87 cents per mile or fraction thereof.	82 cents per mile or fraction thereof.	94 cents per mile or fraction thereof.	

(Continued in Item 350.1)

◊ Increase, Decision No.

90668

EFFECTIVE

9/22/79

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

Correction

MINIMUM RATE TABLE 12

SECTION 2--RATES							ITEM		
DISTANCE TOWAWAY RATES IN DOLLARS PER TRAILER COACH AND IN CENTS PER MILE OVER 600 MILES (See Notes 1 and 2)									
OVER 10 FEET 4 INCHES IN WIDTH									
MILES Over		But Not Over	COL. A	COL. B	MILES Over		But Not Over	COL. A	COL. B
0	5		57	60	200	225		232	245
5	10		60	64	225	250		251	266
10	15		63	67	250	275		271	287
15	20		67	71	275	300		291	308
20	25		70	74	300	325		311	332
25	30		73	78	325	350		331	356
30	35		79	85	350	375		351	379
35	40		85	92	375	400		371	403
40	50		91	99	400	425		391	427
50	60		97	105	425	450		411	451
60	70		103	112	450	475		431	474
70	80		109	119	475	500		451	498
80	90		120	130	500	525		471	522
90	100		130	140	525	550		491	546
100	115		141	151	550	575		511	570
115	130		151	161	575	600		531	594
130	145		162	172	600	-		88 cents	98 cents
145	160		172	182				per mile	per mile
160	180		192	203				or frac-	or frac-
180	200		212	224				tion	tion
								thereof.	thereof.

0350.5

NOTE 1.--Col. A rates apply to (a) shipments when either the point of origin or point of destination is: (1) a place of manufacture or a manufacturer's storage facility; (2) an established place of business of a trailer coach dealer, as defined in Section 320 of the Vehicle Code of the State of California, or a trailer coach dealer's storage facility, and the bill of lading or other shipping document contains certification by the consignor or consignee that the trailer coach is for sale, exchange, lease or rent; and (3) a trailer coach show, or (b) transportation of all special purpose trailers.

Col. B rates shall apply to all shipments not subject to Col. A rates.

NOTE 2.--The computation of distances for permit shipments shall be computed in accordance with Exception 2 of Item 70.

o Increase, Decision No.

90666

EFFECTIVE

9/22/79

Correction

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

MINIMUM RATE TABLE 18

SECTION 2--RATES (Continued)				ITEM
DISTANCE HAULWAY RATES IN DOLLARS PER TRAILER COACH AND IN CENTS PER MILE OVER 200 MILES				
MILES		Over 8 feet 4 inches in width (See Note)		
Over	But Not Over	COL. A	COL. B	0351
0	5	72	85	
5	10	94	112	
10	25	116	139	
25	50	138	165	
50	75	160	191	
75	100	191	229	
100	125	222	266	
125	150	253	304	
150	175	283	339	
175	200	313	374	
200	-	155 cents per mile or frac- tion thereof.	182 cents per mile or frac- tion thereof.	
<p>NOTE.--Col. A rates apply to (a) shipments when either the point of origin or point of destination is: (1) a place of manufacture or a manufacturer's storage facility; (2) and established place of business of a trailer coach dealer, as defined in Section 320 of the Vehicle Code of the State of California, or a trailer coach dealer's storage facility, and the bill of lading or other shipping document contains certification by the consignor or consignee that the trailer coach is for sale, exchange, lease or rent; and (3) a trailer coach show, or (b) transportation of all special purpose trailers.</p> <p>Col. B rates apply to all shipments not subject to Col. A rates.</p>				
<p>◊ Increase, Decision No. 90666</p>				
EFFECTIVE 9/22/77				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

SECTION 2--RATES					ITEM (1)
DISTANCE HAULWAY OR HAUL AND TOW RATES IN DOLLARS PER SHIPMENT OF TRAILER COACHES ** AND/OR CAMPERS, AND IN CENTS PER SHIPMENT PER MILE OVER 200 MILES					
MILES		NUMBER PER SHIPMENT (See Note)			60 352
Over	But Not Over	2	3	4 or more	
0	5	47	58	66	
5	10	62	72	80	
10	25	77	86	95	
25	50	91	100	109	
50	75	106	114	123	
75	100	128	135	145	
100	125	149	156	166	
125	150	171	177	188	
150	175	191	200	208	
175	200	211	222	228	
200	-	106 cents per mile or frac- tion thereof.	110 cents per mile or frac- tion thereof.	115 cents per mile or frac- tion thereof.	
NOTE.--Rates in this item do not apply to trailer coaches over 8 feet 4 inches in width.					
(1) Recreational Vehicle rates transferred to Item 352.1, Original Page 32.1					
o Change) o Increased) ** Eliminated)		Decision No.		90666	
EFFECTIVE					9/22/79
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			

SECTION 2--RATES				ITEM	
DISTANCE HAULWAY OR HAUL AND TOW RATES IN DOLLARS PER SHIPMENT OF RECREATIONAL VEHICLES AND IN CENTS PER SHIPMENT PER MILE OVER 200 MILES					
MILES		NUMBER PER SHIPMENT			
Over	But Not Over	2	3	4 or more	
0	5	44	55	62	
5	10	54	60	70	
10	25	63	70	80	
25	50	80	87	99	
50	75	101	108	117	
75	100	119	129	133	
100	125	140	148	154	
125	150	163	169	180	
150	175	182	189	197	
175	200	202	212	218	
200	-	102 cents per mile or fraction thereof.	105 cents per mile or fraction thereof.	110 cents per mile or fraction thereof.	
<p>(1) Provisions pertaining to Recreational Vehicles transferred from Item 352, Sixth Revised Page 32.</p> <p>* Addition,) Δ Change, neither increase) Decision No. 90665 nor reduction.)</p>					
EFFECTIVE 9/22/79					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					