

90853

SEP 25 1979

ORIGINAL

Decision No. _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investi-)
 gation 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. 65
 (Filed July 6, 1979)
 (Amended July 27, 1979)

OPINION AND ORDER

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 seven percent.

The rates and charges in MRT 12-A were last revised and adjusted by Decision No. 90536 dated July 3, 1979, which adjustment recognized increased labor and related costs payable by truckaway carriers generally as of June 1, 1979.

CTA alleges that since June 1, 1979, the cost 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. CTA estimates that the sought increase will aggregate approximately \$1,700,000 annually, a seven percent increase.

The Commission's Freight Economics Branch made an analysis of the datum plane cost update in the first amendment to the petition and reported that the sought rate increases were based upon the wage cost offset method of dealing with increased cost of wages and fringe benefits payable retroactive to June 1, 1979 and on July 1, 1979 for Workers' Compensation Insurance.

The staff proposed rates and charges should result in an estimated increase in the annual minimum rate revenue of approximately \$1,400,000, or a 5.4 percent increase. The increases recommended by the staff are clearly within the guidelines of President Carter's anti-inflation program. The staff has contacted Fiat Motors of North America, Nissan Motors Corporation, Toyota Motor Sales, and Volkswagon of America, Western Region. None of these shippers has any objection to the staff's approach.

In the absence of protest, the staff recommends that the Commission grant the proposed increased rates and charges by ex parte order.

Findings of Fact

1. The operating cost data underlying the existing levels of MRT 12-A rates and charges do not reflect increases in cost since June 1, 1979.

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 seven percent, an increase in annual revenue of \$1,700,000.

4. The Commission's Transportation Division staff recommends an increase based upon the direct wage offset procedure which would approximate a 5.4 percent increase in annual revenue of \$1,400,000.

5. 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.

6. 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.

7. A public hearing is not necessary.

The petition and amendment were listed on the Commission's Daily Calendars of July 10 and August 1, 1979, respectively. No objection to the granting of the petition, as amended, has been received.

Conclusions of Law

1. Petition for Modification No. 65, as amended, 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. 65 as amended, 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.

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.

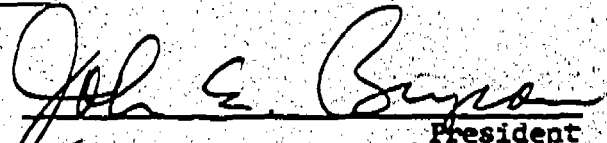
6. To the extent not granted herein, Petition for Modification No. 65 is denied.

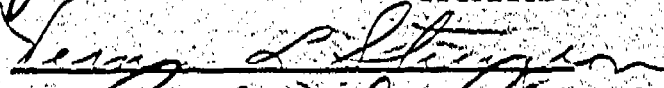
7. The Executive Director shall serve a copy of this decision on every common carrier, or such carriers' authorized tariff publishing agents, performing transportation services subject to Minimum Rate Tariff 12-A.

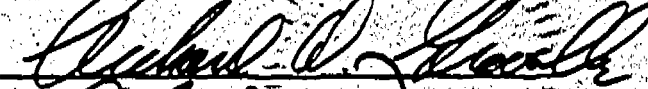
8. The Executive Director shall serve a copy of each of the tariff amendments on each subscriber to Minimum Rate Tariff 12-A.


The effective date of this order is the date hereof.


Dated SEP 25 1979, at San Francisco, California.



President








Commissioner

APPENDIX A

LIST OF REVISED PAGES
TO MINIMUM RATE TARIFF 12-A

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(END OF APPENDIX 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

No change on this page, Decision No.

90853

NOV 3-79

EFFECTIVE

~~SEP 25 1978~~

Correction

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

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 re-consigned 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 \$4.90 for each diversion or reconsignment.</p>
<p>▷ Increase, Decision No. 90853</p>	
<p>EFFECTIVE NOV 3 1979 SEP 25 1979</p>	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

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 \$5.80 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. 	0130
<p>◊ Increase, Decision No. 90853</p>	
	<p>11/3/79 EFFECTIVE SEP 25 1979</p>
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

ITEM	SECTION 1--RULES (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 \$5.80 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;">o Increase, Decision No. 90853</p>
	<p style="text-align: right;">11/3/79 EFFECTIVE SEP 25 1979</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, \$4.20 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>	230
<p>◊ Increase, Decision No. 90853</p>	
<p>EFFECTIVE 11/3/79 SEP 25 1979</p>	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

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> <ol style="list-style-type: none"> 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) 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. In addition to information required by Item 240, the following must be shown: Collect on Delivery \$ _____ and remit to: Name of Payee _____ Street or Post Office Address _____ City _____ State _____ Zip Code _____ C.O.D. charge to be paid by: Shipper _____ Consignee _____ 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. 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. C.O.D.'s may not be part of split pickup or split delivery shipments. <p style="text-align: center;">(Continued)</p>
<p>No change on this page, Decision No. 90853</p>	
<p style="text-align: right;">EFFECTIVE 11/3/79</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 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	29.00	23.50	20.50	17.75	17.00	16.50	15.25	14.50	14.00	
5	10	30.00	24.50	21.50	18.50	18.00	17.50	16.25	15.50	15.00	
10	15	31.00	25.75	22.50	20.00	19.00	18.50	17.50	16.50	16.00	
15	20	32.00	26.75	23.50	21.00	20.00	19.50	18.50	17.50	17.00	
20	25	33.00	27.75	24.50	22.00	21.00	20.50	19.50	18.75	18.25	
25	30	34.00	28.75	25.50	23.00	22.00	21.50	20.50	19.75	19.00	
30	35	35.25	29.75	26.50	24.00	23.00	22.50	21.50	20.75	20.00	
35	40	36.25	30.75	27.50	25.00	24.00	23.50	22.50	22.00	21.00	
40	45	37.50	31.75	28.50	26.00	25.00	24.50	23.50	23.00	22.00	
45	50	38.50	32.75	29.50	26.75	26.00	25.50	24.75	24.00	23.25	
50	60	40.50	35.00	31.50	28.75	28.00	27.50	26.75	26.00	25.00	
60	70	42.50	37.00	33.00	30.75	30.00	29.50	28.75	28.00	27.00	
70	80	44.50	39.00	35.50	33.00	32.00	31.50	30.75	30.00	29.00	
80	90	46.50	41.25	37.50	35.00	34.00	33.50	33.00	32.00	31.25	
90	100	48.50	43.25	39.50	37.00	36.25	35.75	35.00	34.00	33.50	0400
100	110	50.50	45.00	41.50	38.75	38.00	37.50	37.00	35.50	35.25	
110	120	52.50	47.00	43.50	40.50	40.00	39.50	38.50	37.50	37.00	
120	130	54.50	49.00	45.50	42.50	41.75	41.50	40.50	39.50	39.00	
130	140	56.50	50.75	47.25	44.50	43.25	43.50	42.50	41.50	41.00	
140	150	58.50	52.75	49.25	46.50	45.75	45.25	44.50	43.50	43.00	
150	160	60.50	54.75	51.25	48.50	47.75	47.00	46.50	45.50	45.00	
160	170	62.50	57.25	53.25	50.75	50.00	49.25	48.50	47.50	47.00	
170	180	64.50	58.75	55.25	53.00	52.00	51.25	50.50	49.50	49.00	
180	190	66.75	61.00	57.25	55.00	54.00	53.50	52.50	51.50	51.00	
190	200	68.75	63.00	59.50	57.00	56.00	55.50	54.50	53.75	53.25	
200	220	72.75	67.00	63.50	61.25	60.00	59.50	58.75	57.75	57.25	
220	240	77.00	71.00	67.50	65.50	64.50	63.75	63.00	62.00	61.50	
240	260	81.00	75.25	71.25	70.00	68.50	68.00	67.00	66.00	65.50	
260	280	85.50	79.25	75.75	74.00	72.75	72.00	71.00	70.25	69.75	
280	300	89.75	83.25	80.25	78.50	77.00	76.25	75.25	74.50	74.00	

(Continued)

o Increase, Decision No.

90853

EFFECTIVE

11/3/79

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 NEW 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	(2) Eight	Nine (3) Or More
300	325	94.75	88.50	85.25	83.75	82.25	81.50	80.50	79.50	79.00
325	350	100.00	93.25	90.25	89.00	87.50	86.75	85.50	84.75	84.25
350	375	105.25	98.75	95.50	94.50	92.50	92.00	90.75	90.00	89.50
375	400	110.50	104.00	100.50	99.50	97.75	97.25	95.75	95.00	94.50
400	425	115.50	109.00	105.25	104.00	102.75	101.75	100.75	100.00	99.50
425	450	120.50	114.00	111.00	109.00	107.50	106.50	105.75	105.25	104.75
450	475	125.50	119.25	115.25	114.00	112.75	111.50	111.00	110.25	109.75
475	500	130.50	124.50	120.75	119.50	118.00	116.75	116.25	115.50	115.00
500	525	135.75	130.00	126.25	124.75	123.25	122.00	121.50	121.00	120.25
525	550	140.75	135.25	131.75	130.00	128.50	127.50	127.00	126.25	125.50
550	575	146.00	140.50	137.25	135.25	133.75	132.75	132.00	131.50	130.75
575	600	151.75	145.75	142.50	140.75	139.25	138.25	137.50	137.00	136.25
600	625	157.25	151.25	148.00	146.00	144.50	143.25	142.50	142.00	141.50
625	650	161.25	156.50	153.50	151.25	149.75	148.50	148.00	147.50	147.00
650	675	166.50	160.75	159.00	156.50	155.00	153.75	153.00	152.75	152.00
675	700	171.50	167.00	164.25	161.50	160.00	159.00	158.50	158.00	157.50
700	725	176.50	172.50	169.75	167.00	165.25	164.25	163.50	163.25	162.75
725	750	182.00	178.00	175.25	172.00	170.75	169.50	169.00	168.50	168.00
750	775	187.00	183.00	180.75	177.50	176.00	174.75	174.00	173.75	173.25
775	800	192.50	188.50	186.25	183.00	181.25	180.00	179.50	179.00	178.75
For distances over 800 miles add for each 25 miles or fraction thereof:		5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25

0400

(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. **90853**

EFFECTIVE **11/3/79**

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

Correction

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	115.50	109.00	105.25	104.00	102.75	101.75	100.75	100.00	99.50	
<p>(2) 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>(3) 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>(4) 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>(5) 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. 90853</p>										
EFFECTIVE 11/3/79										
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 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	
	0	5	23.50	19.75	17.25	14.25	13.75	13.25	12.50
	5	10	24.75	20.75	18.25	15.25	14.50	14.25	13.50
	10	15	25.75	21.75	19.25	16.50	15.75	15.25	14.50
	15	20	27.00	22.75	20.25	17.75	16.75	16.25	15.50
	20	25	28.25	24.00	21.25	19.00	18.00	17.25	16.50
	25	30	29.50	25.00	22.25	20.00	19.00	18.50	17.50
	30	35	31.00	26.00	23.50	21.25	20.25	19.50	18.50
	35	40	32.25	27.00	24.50	22.50	21.50	20.50	19.75
	40	45	33.75	28.00	25.50	23.75	22.50	21.50	20.75
	45	50	35.00	29.25	26.75	25.00	23.75	22.75	22.00
	50	60	37.50	31.50	29.25	27.50	26.50	25.25	24.50
9420	60	70	40.00	34.25	31.50	30.00	29.00	27.75	27.00
	70	80	42.50	36.75	34.25	32.50	31.50	30.25	29.50
	80	90	45.00	39.50	36.50	35.00	34.00	32.75	32.00
	90	100	47.50	42.00	39.25	37.75	36.50	35.25	34.50
	100	110	50.00	44.25	41.50	39.75	38.75	38.00	37.00
	110	120	52.25	46.50	43.75	42.00	41.00	40.00	39.50
	120	130	54.75	49.00	46.00	44.50	43.50	42.50	41.75
	130	140	57.00	51.50	48.50	47.00	46.25	44.75	44.00
	140	150	59.50	53.75	51.25	49.25	48.25	47.25	46.50
	150	160	62.00	56.00	53.75	51.50	50.50	49.75	48.75
	160	170	64.50	58.50	55.50	54.00	53.00	52.00	51.25
	170	180	67.00	61.00	58.00	56.25	55.25	54.50	53.50
	180	190	69.25	63.50	60.50	58.50	57.75	57.00	56.00
	190	200	71.50	66.00	63.00	61.00	60.00	59.25	58.50
	200	220	76.50	70.50	67.50	65.75	64.75	64.00	63.00
	220	240	81.00	75.50	72.50	70.75	69.50	68.75	68.00
	240	260	86.00	80.25	77.25	75.50	74.50	73.50	72.50
	260	280	90.75	85.00	82.00	80.25	79.25	78.50	77.50
	280	300	95.50	89.50	87.25	85.25	84.25	83.25	82.50

(Continued)

o. Increase, Decision No.

90853

EFFECTIVE 11/3/79

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 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	101.50	96.00	92.75	91.25	90.50	89.50	88.75	
325	350	107.50	102.00	99.50	97.50	96.50	95.50	94.75	
350	375	113.50	108.00	105.50	103.50	102.50	101.75	101.00	
375	400	119.75	114.25	111.75	109.75	108.75	107.75	107.00	
400	425	124.75	119.00	116.75	115.00	113.75	113.00	112.25	
425	450	130.00	124.50	122.00	120.25	119.00	118.00	117.25	
450	475	135.75	129.25	128.00	126.00	125.00	124.00	123.25	
475	500	141.75	136.50	134.00	132.00	131.00	130.00	129.25	
500	525	147.75	142.50	140.00	138.00	136.75	136.00	134.00	
525	550	154.00	148.50	145.75	144.00	142.75	142.00	141.00	
550	575	160.00	155.00	151.75	150.00	148.50	148.00	147.00	0420
575	600	166.25	160.25	157.75	156.00	154.50	153.75	153.00	
600	625	172.00	166.50	163.75	162.00	160.50	159.75	159.00	
625	650	178.00	172.25	169.50	168.00	166.50	165.75	165.00	
650	675	184.00	178.50	175.50	174.00	172.75	171.50	171.00	
675	700	190.00	184.50	181.50	180.00	178.25	177.50	177.00	
700	725	196.00	190.50	187.50	186.00	184.25	183.50	182.75	
725	750	202.25	196.50	193.50	192.00	190.00	189.50	189.00	
750	775	208.25	202.50	199.50	198.00	194.75	195.00	194.75	
775	800	214.25	208.75	205.50	204.00	201.75	201.50	200.75	
For distances over 800 miles, add for each 25 miles or fraction thereof:		6.00	6.00	6.00	6.00	6.00	6.00	6.00	
<p>(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.</p>									
<p>o Increase, Decision No. 90853</p>									
<p>EFFECTIVE 11/3/79</p>									
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>									
<p>Correction</p>									

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	124.75	119.00	116.75	115.00	113.75	113.00	112.25
	<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 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 rates for such number of vehicles.</p>							
<p>◊ Increase, Decision No. 90853</p>								
<p>EFFECTIVE 11/3/79</p>								
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>								
<p>Correction</p>								

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	24.75	20.50	18.25		
5	10	26.50	22.25	19.75		
10	15	28.50	23.75	21.50		
15	20	30.25	25.25	23.50		
20	25	32.00	27.25	25.25		
25	30	34.00	29.00	27.25		
30	35	35.75	30.75	29.00		
35	40	37.50	32.75	30.75		
40	45	39.50	34.75	32.75		
45	50	41.25	36.75	34.50		
50	60	44.50	39.50	37.00		
60	70	47.75	42.25	39.50		
70	80	51.75	45.00	42.00	0440	
80	90	54.25	47.75	44.50		
90	100	57.25	50.50	47.00		
100	110	60.50	53.75	49.75		
110	120	63.50	56.00	52.25		
120	130	66.75	59.00	54.75		
130	140	70.00	61.75	57.25		
140	150	73.00	64.50	59.50		
150	160	76.25	67.50	62.50		
160	170	79.25	70.25	65.00		
170	180	82.50	73.00	67.75		
180	190	82.50	76.00	70.25		
190	200	88.75	79.00	73.00		
200	220	94.50	84.50	78.00		
220	240	100.75	90.00	83.00		
240	260	107.00	96.00	88.25		
260	280	113.25	101.50	93.50		
280	300	119.25	107.25	98.75		

(Continued)

◊ Increase, Decision No. **90853**

EFFECTIVE **11/3/79**

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	126.50	113.00	105.25
	325	350	134.75	121.50	111.75
	350	375	142.50	128.75	118.25
	375	400	150.25	135.75	124.75
	400	425	160.25	144.25	133.00
	425	450	170.25	152.75	141.25
	450	475	177.50	161.00	148.75
	475	500	188.00	169.00	156.25
	500	525	197.00	177.25	163.75
	525	550	206.00	185.25	171.25
	550	575	214.75	193.50	178.75
	575	600	223.50	201.50	186.25
	600	625	232.50	208.00	193.75
	625	650	241.25	217.75	201.00
	650	675	250.25	226.00	208.50
	675	700	259.00	234.00	216.00
	700	725	268.00	242.25	223.50
	725	750	277.00	250.50	231.00
	750	775	285.75	258.50	239.00
	775	800	294.50	266.75	246.25
	For distances over 800 miles, add for each 25 miles or fraction thereof:		9.00	8.25	8.00

◊ Increase, Decision No.

90853

EFFECTIVE

11/3/79

Correction

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

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
	One	Two	Three Or More		
	160.25	144.25	133.00		
(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. **90853**

11/3/79

EFFECTIVE **SEP 25 1979**

Correction

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