

T/HH/FS

ORIGINAL

Decision No. 93030 MAY 5 1981

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, in bulk, of)
agricultural products and related)
articles statewide as provided in)
Minimum Rate Tariff 14-A and the)
revisions or reissues thereof.)

Case No. 7857
Petition for Modification
No. 173
(Filed March 16, 1981)

OPINION AND ORDER

By the above petition, California Trucking Association (CTA) requests the Commission to order general increases approximating 12 percent in the rates and charges in Minimum Rate Tariff 14-A (MRT 14-A) for the transportation, in bulk, of agricultural products.^{1/}

The minimum rates and charges of MRT 14-A were last adjusted by Decisions Nos. 91831, 91843 and 92257 dated May 20, June 3, and September 16, 1980, respectively (Case No. 7857, Petition for Modification No. 172), which gave recognition to defined payroll cost changes incurred by agricultural carriers and payable during the principal 1980 harvest season. CTA contends that since then agricultural carriers have continued to experience

^{1/} The herein decision will not deal with increases relative to to the transportation of cottonseed.

cost increases susceptible to precise enumeration in virtually every category of expense. Considerable cost increases result from higher wages and wage-related expense, including statutory payroll taxes and Workers' Compensation Insurance, affecting virtually every category of carrier employee. For example, the changes in the taxable wage base and rate for social security tax have risen to all-time highs. Effective May 1981, the total hourly labor and labor-related costs under the horticultural and agricultural collective bargaining agreement governing work performed under MRT 14-A will increase by 6.5 percent. This labor agreement is the least costly of the several prominent industry collective bargaining agreements, CTA contends. In addition, the level of rates in MRT 14-A are the lowest of any of the Commission's minimum rate tariffs and assertedly result in the inability of for-hire agricultural transportation to attract sufficient competent personnel to enable the carriers to furnish the full amount of required transport capacity.

The petition presents a model which summarizes the impact of the currently experienced cost increases in terms of a total percentage cost increase on an agricultural carrier's operation.^{2/} The model used performance factors taken from existing Commission studies on agricultural commodities and the current MRT 14-A levels of costs were incorporated to create a new datum plane. The 1981

^{2/} The increase in the price of fuel is not included in this proceeding.

C.7857, Pet. 173 T/FS

level of carrier costs were then flowed through using the same performance factors to develop the impact of these measured cost increases on the total agricultural carrier operational model. As shown in the model, such increases generally average 12 percent in total volume impact. CTA contends a 12 percent increase in rates and charges is needed to enable agricultural carriers to furnish the level of service mandated by Section 3661 of the Public Utilities Code which sets forth the State policy as being "...to establish such rates as will promote the freedom of movement by carriers of the products of agriculture...at the lowest lawful rates compatible with the maintenance of adequate transportation service."

These proposals will not significantly affect energy efficiency within the meaning of Sections 3502.1 and 3502.2 of the Public Utilities Code.

CTA requests that the requested rate relief be made effective no later than May 16, 1981 to be in time for the distribution of the California harvest.

The application was listed on the Commission's Daily Calendar of March 18, 1981. No objection to the granting of the petition has been received.

Findings of Fact

1. The minimum rates and charges of MRT 14-A were last adjusted by Decisions Nos. 91831, 91843 and 92257 dated May 20, June 3, and September 16, 1980, respectively.

2. Since May 20, 1980 agricultural carriers have continued to experience cost increases in virtually every category of expense. These increases are not reflected in the current level of minimum rates.

3. The Commission finds that the present rates and charges in MRT 14-A should be increased, except those pertaining to the transportation of cottonseed, and the items shown as exceptions to the surcharge in Supplement 29, by approximately 12 percent.

4. The Commission finds that the increase, excluding fuel cost increases, and the exceptions shown in the paragraph 3 above, would increase MRT 14-A rates approximately 12 percent and would give agricultural carriers an operating ratio that is necessary to promote the freedom of movement of agricultural products.

5. The following order has no reasonably foreseeable impact on the energy efficiency of highway carriers.

6. An increase of approximately 12 percentage points in the rates and charges, as discussed in paragraph 3 above, in MRT 14-A is just and reasonable.

7. The Commission finds that increasing the surcharge, in paragraph 2 of Supplement 29, 12 percentage points will increase the involved carriers' annual gross revenue by \$9 million.

Conclusions of Law

1. The petition should be granted as set forth in the ensuing order.

2. There is an immediate need for this rate relief due to the fact that the California distribution of harvest is due to commence shortly. Accordingly, this order should be made effective the date of signature.

IT IS ORDERED that:

1. Minimum Rate Tariff 14-A (Appendix A to Decision No. 67397, as amended) is further amended by incorporating therein, to become effective May 16, 1981, the supplement and revised pages set forth in Appendix A, attached hereto, and by this reference made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 67397, 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 may be made effective not

earlier than the effective date of the tariff pages attached hereto on not less than five days' notice to the Commission and to the public; and the tariff pages which are authorized but not required to be made by common carriers as a result of this order may be made effective not earlier than the effective date of the tariff pages attached hereto on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the tariff pages incorporated in this order.

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 the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

5. 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 14-A.

C.7857, Pet. 173 T/FS

6. The Executive Director shall serve a copy of each of the tariff amendments on each subscriber to Minimum Rate Tariff 14-A.

The effective date of this order is the date hereof.

Dated MAY 5 1981, at San Francisco, California.

John E. Bryan
President
Richard D. Howell
Thomas W. Smith
Victor C. Calves
Presulla C. Calves
Commissioners

APPENDIX A

LIST OF SUPPLEMENT
AND REVISED PAGES
TO MINIMUM RATE TARIFF 14-A

SUPPLEMENT			30
THIRTEENTH	REVISED	PAGE	7
FOURTEENTH	REVISED	PAGE	12
TWELFTH	REVISED	PAGE	26
NINTH	REVISED	PAGE	26-A
EIGHTH	REVISED	PAGE	27
TWELFTH	REVISED	PAGE	29
SEVENTEENTH	REVISED	PAGE	32
THIRTEENTH	REVISED	PAGE	34

(END OF APPENDIX A)

SURCHARGE SUPPLEMENT

SUPPLEMENT 30

(Cancels Supplement 29)

(Supplements 8, 18, 23 and 30 Contain All Changes)

TO

MINIMUM RATE TARIFF 1A-A

NAMING

MINIMUM RATES AND RULES

FOR THE

TRANSPORTATION, IN BULK, OF

AGRICULTURAL COMMODITIES AND

RELATED ARTICLES

NAMED HEREIN

OVER THE PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AND

AGRICULTURAL CARRIERS

Decision No.

93030

EFFECTIVE

5/16/81

APPLICATION OF SURCHARGE

△ Compute the amount of charges in accordance with the rates and rules of this tariff, and increase the resulting total amount as follows:

1. by fourteen (14) percent on rates applicable to cottonseed,

**

For purposes of disposing of fractions under provisions hereof, fractions of less than one-half (1/2) cent shall be dropped and fractions of one-half (1/2) cent or greater shall be increased to the next higher whole cent.

**

THE END

△ Change)
△ Change, neither increase)
nor reduction) Decision No.
** Eliminated)

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM												
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>1. Except as provided in paragraph 2, a period of two hours for loading and two hours for unloading shall be allowed for each unit of carrier's equipment.</p> <p>2. A period of four hours for loading and four hours for unloading shipments of whole grain shall be allowed for each unit of carrier's equipment.</p> <p>3. "Unit of Carrier's Equipment," means a motor truck, and/or trailer or semitrailer, exclusive of motor tractor.</p> <p>4. Charges for loading and/or unloading time in excess of free time authorized in paragraph 1 of this item are provided in Item 130.</p> <p>5. A charge of 5¢ per 100 pounds per 24 hour period, will be made by the carrier on all shipments of whole grain on all units of carrier's equipment unloaded or loaded after free time has elapsed.</p>	<p>◇ 120</p>												
<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES AND FOR EQUIPMENT HELD AFTER FREE TIME HAS ELAPSED</p> <p>The charges provided in this item apply for accessorial services, as provided in Item 110, and for time in excess of the free time specified in Items 120 and 190.</p> <table border="0" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th style="width: 50%;"></th> <th colspan="2" style="text-align: center;"><u>Charges in Cents</u></th> </tr> <tr> <th></th> <th style="text-align: center;"><u>For First 30 Minutes or Fraction</u></th> <th style="text-align: center;"><u>For Each Additional 15 Minutes or Fraction</u></th> </tr> </thead> <tbody> <tr> <td>(a) For driver or other carrier employee, per man -----</td> <td style="text-align: center;">1210</td> <td style="text-align: center;">605</td> </tr> <tr> <td>(b) For unit of carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----</td> <td style="text-align: center;">110</td> <td style="text-align: center;">55</td> </tr> </tbody> </table>		<u>Charges in Cents</u>			<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>	(a) For driver or other carrier employee, per man -----	1210	605	(b) For unit of carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	110	55	<p>◇ 130</p>
	<u>Charges in Cents</u>												
	<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>											
(a) For driver or other carrier employee, per man -----	1210	605											
(b) For unit of carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	110	55											
<p style="text-align: center;">CHARGES FOR OBTAINING A WEIGHMASTER'S CERTIFICATE</p> <p>Whenever a carrier is requested by the shipper, consignee or debtor to obtain a certified weight from a public scale, or when a carrier must obtain a certified weight for billing purposes or for other legal requirements, and a charge is assessed by the public weighmaster for this service, the carrier shall assess a charge of not less than the actual amount paid by the carrier to the public weighmaster for the weighing service for each weight certificate obtained and furnished to the debtor or other person requesting a certified weight.</p>	<p>135</p>												
<p>◇ Increase, Decision No. 93030</p>													
<p>EFFECTIVE 5/16/81</p>													
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p style="font-size: 0.8em;">Correction</p>													

SECTION 1--RULES OF GENERAL APPLICATION (Continued)			ITEM
ADDITIONAL CHARGES FOR SPLIT PICKUP OR SPLIT DELIVERY SHIPMENT			
Weight of Component Part (Pounds)			
<u>Over</u>	<u>But Not Over</u>	<u>Charge for Each Component Part (In Cents)</u>	◇ 170
0	2,000-----	1275	
2,000	4,000-----	1475	
4,000	10,000-----	1670	
10,000	20,000-----	1875	
20,000	-----	2065	
FIELD PICKUP SHIPMENT (Items 180 and 181)			
<p>1. Field pickup shipment means a quantity of property transported by one carrier for one debtor from a point in a single field or farm site.</p> <p>2. A "single field or farm site" is that area devoted to the production of grain, rice or seed, or to the production of hay or related commodities. In no event shall field or farm site exceed 1 section (640 acres).</p> <p>3. The point of origin of a field pickup shipment shall be the point in a single field or farm site nearest the point of destination.</p> <p>4. Additional charges for loading a field pickup shipment shall be assessed as follows:</p> <p>(a) For shipments subject to the rates provided in Items 300, 301 and 400, at the charges provided in said items. (See Exception)</p> <p style="padding-left: 40px;">EXCEPTION.--No charge shall be applicable to any shipment of baled hay, fodder or straw loaded from a single stack.</p> <p>(b) For shipments subject to the rates provided in Item 550 and in Section 6 (except cottonseed), add 6-3/4 cents per 100 pounds to the rate otherwise applicable. For shipments of rice subject to the rates provided in Item 550, add 5-1/4 cents per 100 pounds to the rate otherwise provided. (See Exception)</p> <p style="padding-left: 40px;">EXCEPTION.--No charge shall be applicable to any shipment moving from a permanent storage facility with a minimum storage capacity of 52,000 pounds. As used herein, permanent storage facility means a gin warehouse, silo, bin, tank or slab, permanently installed. It must be equipped with operable motorized loading facilities or with gravity loading devices.</p> <p>5. A single shipping document for the entire field pickup shipment shall be issued prior to or at the time of the first pickup. Such shipping document shall show the name of the debtor, the name of the consignor, the name of the carrier, point of origin, point of destination, date, kind and estimated quantity of property to be transported.</p> <p style="text-align: center;">(Continued in Item 181)</p>			◇ 180
◇ Increase, Decision No. 93030			
EFFECTIVE 5/16/81			
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			

SECTION 3--DISTANCE COMMODITY RATES (In Cents Per 100 Pounds)						ITEM
HAY, FODDER (Bean, Cane, Corn or Pea), STRAW, or WOOD SHAVINGS (Used for Bedding), in machine pressed bales (See Note)						
(1) MILES		MINIMUM WEIGHT IN POUNDS				(2)
Over	But Not Over	Less Than 20,000	20,000	30,000	40,000	
0	3	74	46	29	25	
3	5	75	47	31	27	
5	10	78	50	33	29	
10	15	80	52	36	31	
15	20	83	55	38	34	
20	25	86	58	40	35	
25	30	90	62	43	39	
30	35	91	64	46	40	
35	40	95	67	47	43	
40	45	98	70	50	47	
45	50	102	72	52	48	
50	60	109	79	58	54	
60	70	113	84	60	57	
70	80	117	90	63	60	
80	90	122	95	66	63	
90	100	127	101	68	66	
100	110	132	109	72	68	
110	120	137	115	75	70	
120	130	141	119	79	72	
130	140	145	123	81	74	
140	150	149	127	84	76	
150	160	155	132	88	78	
160	170	159	137	91	80	
170	180	163	142	95	83	
180	190	167	146	98	86	
190	200	172	150	101	88	
200	220	178	156	106	95	
220	240	184	161	113	99	
240	260	190	167	117	104	
260	280	199	174	123	110	
280	300	207	179	127	116	
300	325	215	189	134	121	
325	350	224	196	139	127	
350	375	233	206	145	132	
375	400	240	213	150	137	
400	425	247	219	156	142	
425	450	255	228	161	148	
450	475	264	236	167	153	
475	500	272	243	174	159	
500	525	280	251	179	163	

◇ 300

(1) See Item 90.
 (2) Rates in this column do not apply for the transportation of hay between points for which rates are provided in Item 400.
 NOTE.--An additional charge of 9½ cents per 100 pounds shall be assessed for loading field pickup shipments as defined in Item 180, other than when loading is performed by a power operated hay loader.

◇ Increase, Decision No. 93030

EFFECTIVE 5/16/81

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

Correction

MINIMUM RATE TARIFF 14-A

SECTION 3--DISTANCE COMMODITY RATES (In Cents Per 100 Pounds)						ITEM
HAY, FODDER (Bean, Cane, Corn or Yea), STRAW, or WOOD SHAVINGS (Used for Bedding), in machine pressed bales (See Note)						
(1) MILES		MINIMUM WEIGHT IN POUNDS				
Over	But Not Over	Less than 20,000	20,000	30,000	(2) 40,000	
525	575	288	262	185	167	
550	575	298	270	192	174	
575	600	306	279	197	178	
600	625	313	286	203	181	
625	650	322	294	208	185	
650	675	331	302	214	190	
675	700	338	311	219	196	
700	725	346	320	226	203	
725	750	356	331	233	208	
750	775	363	341	239	214	
775	800	371	351	243	219	
800	850	382	363	251	229	
850	900	395	371	258	236	
900	950	406	381	266	242	
950	1,000	418	393	275	248	
1,000	1,050	431	403	282	255	
1,050	1,100	442	413	290	268	
1,100	1,150	454	422	298	272	
1,150	1,200	465	433	306	279	
<p>(1) See Item 90.</p> <p>(2) Rates in this column do not apply for the transportation of hay between points for which rates are provided in Item 400.</p> <p>NOTE.--An additional charge of 9½ cents per 100 pounds shall be assessed for loading field pickup shipments, as defined in Item 180, other than when loading is performed by a power operated hay loader.</p>						
◇ Increase, Decision No.						93030
						EFFECTIVE 5/16/81
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

MINIMUM RATE TARIFF 14-A

SECTION 3--DISTANCE COMMODITY RATES (In Cents Per 100 Pounds)			ITEM
LOCAL DELIVERY SERVICE			
<p>Rates in this item apply only for local delivery service of hay, fodder and straw in machine pressed bales, when distance between point of origin and point of destination of the shipment does not exceed 15 constructive miles. Rates provided by this item may not be used in combination with any other rates.</p>			
<u>FROM</u>	<u>TO</u>	<u>RATE</u> (See Note)	◇ 310
Point of growth or storage	Point of storage or Point of use in Animal Husbandry	23	
NOTE.--Minimum charge per shipment-----		\$10.90	
◇ Increase, Decision No.			93030
			EFFECTIVE 5/16/51
Correction			ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

MINIMUM RATE TARIFF 14-A

SECTION 4--TERRITORIAL COMMODITY RATES (In Cents Per 100 Pounds)				ITEM
HAY, in machine pressed bales (See Note 2)				400
Minimum Weight 40,000 Pounds				
(1) FROM:	RATES (See Note 1)			
	(1) TO POINTS IN:			
	Los Angeles- Artesia Territory	Los Angeles- Artesia (San Fernando) Intra- Territory	San Diego Territory	
Barstow Territory-----	77	--	--	
Coachella Valley Territory-----	76	--	83	
Fresno Territory-----	117	--	--	
Imperial Valley Territory-----	90	--	76	
Lancaster Territory-----	68	54	--	
Merced Territory-----	132	--	--	
North Kern Territory-----	94	--	--	
Palo Verde Territory-----	101	--	--	
Salton Sea Territory-----	90	--	83	
South Kern Territory-----	81	--	--	
Tulare Territory-----	102	--	--	
<p>(1) See Section 2 for description of territories.</p> <p>NOTE 1.--</p> <p>(a) The provisions of Items 120, 130 and 190 do not apply in connection with rates in this item.</p> <p>(b) Shipments into either the Los Angeles-Artesia or San Diego Territory, for which transportation charges are assessed upon a basis of a minimum weight of 30,000 pounds or more, may, upon order of consignee or consignor, be stopped once within either the Los Angeles-Artesia or San Diego Territory and, under the rates set forth above, be held in transit without being unloaded from carrier's equipment pending subsequent delivery.</p> <p>(c) When upon order of consignee or consignor, a shipment is stopped within either the Los Angeles-Artesia or San Diego Territory and held in transit without being unloaded from carrier's equipment, 48 hours free time (computed from the first 7:00 a.m. after time of arrival at point where shipment is held) will be allowed for furnishing to the carrier instructions to deliver the shipment to the point of destination where it is to be unloaded. The free-time period will be 96 hours, if the point of destination is located outside the territory within which the shipment was initially held in transit. A charge of \$56.70 will be assessed for each 24-hour period, or fraction thereof, that the carrier's equipment is detained subsequent to the free-time period specified herein. In computing time in accordance with these provisions, Sundays and legal holidays will be excluded.</p> <p>NOTE 2.--An additional charge of 9½ cents per 100 pounds shall be assessed for loading field pickup shipments as defined in Item 180, other than when loading is performed by a power operated hay loader.</p>				
<p>◇ Increase, Decision No. 93030</p>				
<p>EFFECTIVE 5/16/81</p>				
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>				

MINIMUM RATE TARIFF 14-A

SECTION 5--DISTANCE COMMODITY RATES (Continued) (In Cents Per 100 Pounds)					ITEM
Grain, Rice, Grain Products, Animal or Poultry Feed, Seeds, and Related Articles, as described in Items 515, 520, 525, and 530, in bulk or in bins or in containers otherwise specified.					
MILES		RATES (See Note 3)			
		MINIMUM WEIGHT IN POUNDS			
Over	But Not Over	25,000	40,000	52,000 (See Notes 3 & 4)	
0	3	21½	17	14½	
3	5	23½	18	15½	
5	10	25½	19½	17	
10	15	27½	21	18	
15	20	30	22	19	
20	25	31	25½	20	
25	30	33	27½	23½	
30	35	37	30	26	
35	40	39	31	27½	
40	45	40	33	28	
45	50	43	37	30	
50	60	47	40	34	
60	70	50	43	35	
70	80	51	46	38	
80	90	56	47	39	
90	100	61	51	41	
100	110	65	57	43	
110	120	70	58	46	
120	130	72	62	48	
130	140	75	67	50	
140	150	79	70	52	
150	160	82	73	55	
160	170	86	77	58	
170	180	88	80	59	
180	190	92	83	62	
190	200	97	86	65	
200	220	102	92	70	
220	240	109	97	75	
240	260	112	102	79	
260	280	117	108	81	
280	300	124	112	87	
300	325	130	119	94	
325	350	137	123	101	
350	375	141	130	106	
375	400	149	134	112	
400	425	155	137	119	
425	450	157	139	124	
450	475	161	145	131	
475	500	168	150	137	
For distances over 500 miles, add for each 25 miles or fraction thereof:		6	4	4	
NOTE 1.--On all Field Pickup Shipments, as defined in Item 180, add the charges provided therein to the rate otherwise applicable.					
(Continued on Following Page)					
<input type="checkbox"/> Increase. <input checked="" type="checkbox"/> Eliminated		Decision No. 93030			
EFFECTIVE 5/16/81					
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			

◇
550
(Con-
tin-
ued)

SECTION 6--DISTANCE COMMODITY RATES (Continued) (In Cents Per 100 Pounds)						ITEM
SEEDS, viz.: Flax or Safflower.						
<u>MILES</u>		RATES	<u>MILES</u>		RATES	
Over	But Not Over		Over	But Not Over		
0	3	14½	130	140	50	◇ 600
3	5	15½	140	150	52	
5	10	17	150	160	55	
10	15	18	160	170	58	
15	20	19	170	180	59	
20	25	20	180	190	62	
25	30	23½	190	200	65	
30	35	26	200	220	70	
35	40	27½	220	240	75	
40	45	28	240	260	79	
45	50	30	260	280	81	
50	60	33	280	300	87	
60	70	35	300	325	94	
70	80	37	325	350	101	
80	90	39	350	375	106	
90	100	41	375	400	112	
100	110	43	400	425	119	
110	120	46	425	450	124	
120	130	48	450	---	(1)	
(1) Add to rate for distances over 450 miles, 4 cents per 100 pounds for each 25 miles or fraction thereof.						
◇ Increase, Decision No. 93030						
EFFECTIVE 5/16/81						
Correction ISSUED BY PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						