

T/RZE/WPSC

Decision 93411

AUG 4 1981

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
for the purpose of considering and)
determining minimum rates for)
transportation of cement and)
related products statewide as)
provided in Minimum Rate Tariff 10)
and the revisions or reissues)
thereof.)

Case 5440

And Related Matters.)

Case 5440
Petition for Modification 113

(See Decision 91403 for appearances.)

O P I N I O N

Minimum Rate Tariff 10 (MRT 10) contains minimum rates for the statewide transportation of cement and related commodities by highway carriers. By petition, the California Trucking Association (CTA) seeks increases in MRT 10 on the rates for the transportation of cement.

The Commission in Case (C.) 5440, Petition for Modification 113 (Pet. 113), issued Decision (D.) 91403 and D.92162 dated March 4 and August 29, 1980, respectively, which authorized permissive increases for the certificated cement carriers. Finding of Fact 1 in D.91403 stated, "CTA and the staff have demonstrated that since MRT 10 was last generally adjusted, the for-hire carriers

governed thereby have incurred increases in operating costs." Finding of Fact 4 in this decision found that cement contract carriers "may, on their own initiative, charge more than the minimum rates set forth in MRT 10 to compensate for the increases in operating cost..."

Subsequently, Western Motor Tariff Bureau Agent, (WMTB) filed Application (A.) 59839 and A.60280 seeking additional increases for the certificated cement carriers. The Commission in D.92499 and D.92967 dated December 5, 1980 and April 21, 1981, respectively, authorized WMTB to publish surcharge increases on behalf of the participating certificated cement carriers in its WMTB No. 17, Cal. P.U.C. No. 21 Tariff.

The following chart has been prepared to illustrate the difference between the level of rates now in MRT 10 and WMTB 17:

Transportation of Cement	MRT 10 Surcharge Eff. 06/07/81	WMTB 17 Surcharge Eff. 06/07/81
In bulk Southern Territory 80 Miles or less	19.25%	42.5%
In bulk Southern Territory Over 80 Miles	18.5%	41%
In packages Southern Territory Less than 80 Miles	19.25%	42.5%
In packages Southern Territory Over 80 Miles	18.75%	41%
In bulk Northern Territory	21%	46%
In packages Southern Territory Less than 75 Miles	22%	47%
In packages Southern Territory Over 75 Miles	21%	46%
Empty Pallets - Returning Southern Territory	19%	42%
All Other Rates and Charges	20.5%	44.5%

The staff recommends that the rates in MRT 10 be increased to the levels published in the WMTB 17 tariff. The staff's recommendation has been made after an analysis of the carriers transporting cement utilizing carrier reports to the Commission, and decisions in C.5440, Pet. 113, for example:

- 1) The 1979-630-Report (carrier population) enumerated 176 certificated cement carriers and 20 cement contract carriers;
- 2) The 1979-601-Report (revenues earned by carriers grossing over \$25,000 annually) based upon 176 carriers reporting shows an earned revenue of \$47,123,203;
- 3) From the same revenue report - \$241,722 or 1/2% of the gross revenue declared was earned through the use of competitive rates (rail);
- 4) The Commission hearings for increases developed the fact that all cement carriers (certified and contract) were experiencing the same level of increased costs;
- 5) The opinion in D.92162 noted that no protests to the granting of an increase to the cement carriers were received from the seven cement manufacturers-shippers the staff queried, and none opposed the ex parte handling of the matter;
- 6) Finding of Fact 1 of D.92162, "...request an interim surcharge increase...to partially offset increased costs not reflected in the historical data underlying the level of rates named in this tariff..."
- 7) The Interim Opinion in D.91403 noted: "The last full-scale investigation of the rates and charges of MRT 10 resulted in the Commission's D.73607 dated January 9, 1968." and,
- 8) From A.60280 of WMTB seeking an increase for its WMTB 17 tariff - Exhibit I 156 certificated cement carriers are listed as participants in the tariff.

From the above, the maintenance of the Commission's MRT 10 has been based upon a datum plane established in 1967. Decisions authorizing increases subsequent to this time frame have been granted based upon exhibits prepared from costs being experienced in the transportation of cement by the carriers participating in this traffic. Recently, WMTB has been the applicant seeking these increases based upon increased costs of operations experienced by 156 certificated cement carriers. The Commission's 601 and 630 annual reports of for-hire operations listed 176 certificated cement carriers and 176 cement carriers reporting revenues in excess of \$25,000 annually. Therefore, with the recent increases authorized for the transportation of cement not being made effective on MRT 10, the tariff does not presently contain rates and charges which realistically reflect the operating needs of carriers transporting cement.

The staff, therefore, recommends that the rates and charges in MRT 10 be increased to the levels published in WMTB 17. The order should also provide for the cancellation of the present surcharge supplements and a "roll-in" of the WMTB 17 surcharges to the rates and charges in MRT 10 and that these increases be made mandatory for all carriers of cement.

The Transportation Division is presently preparing its reregulation program applicable to the transportation of cement. The program, among other things, will call for the cancellation of MRT 10. The elevation of the minimum rates to the level recommended will provide an equitable "starting point" for the transportation of cement. The Transportation Division recommends that no further adjustment of the rates in MRT 10 be thereafter made.

Findings of Fact

1. MRT 10 has not been subject to a full-scale investigation of its rates and charges since D.73607 dated January 9, 1968.
2. D.91403 dated March 4, 1980 in Petition 113 found that there were only 7 cement contract carriers subject to MRT 10.
3. Finding of Fact 10 of D.91403 found that "cement contract carriers may, on their own initiative, charge more than the minimum rates to compensate for the increases in operating costs..."
4. The staff has ascertained that of the 176 carriers reporting in the 601 report 5 carriers were cement contract carriers subject to MRT 10. These 5 carriers reported a total revenue of \$187,801 or .4% of the gross revenue reported attributed to the transportation of cement.

5. The staff analysis has determined that the 171 certificated cement carriers reporting accounted for 99.6% of the revenue. .5% of this revenue was based upon the use of rail alternative rates with the balance (99.1%) computed from common carrier tariff rates published for the transportation of cement.

6. Commission revenue report (601-1979) illustrated revenues from 176 cement carriers who reported revenue in excess of \$25,000 annually.

7. Commission carrier report (630-1979) indicated that 176 certificates for the transportation of cement had been authorized.

8. WMTB is a rate bureau operating in conformance with Public Utilities Code Section 496.

9. WMTB 17 is an agency tariff publishing rates and charges for the transportation of cement by certificated cement carriers.

10. WMTB 17 contains rates and charges which are higher than the rates and charges published in the Commission's M&T 10.

11. 91% of the 171 certificated carriers reporting revenue for the transportation of cement participate in WMTB 17.

12. WMTB 17 contains rates and charges at levels which reflect the present cost of operations experienced by the participant carriers.

13. The rates and charges in MRT 10 should be increased to the levels in WMTB 17 by "rolling-in" the surcharges applicable to the WMTB 17 tariff.

14. The resultant increases should be mandatory for all carriers of cement as a part of the Transportation Division's MRT 10 reregulation.

15. Because the increases authorized in C.5440, Pet. 113, and the two subsequent applications by WMTB were absent of protest, a public hearing is not necessary.

16. The proceeding in C.5440, Pet. 113, should be closed.

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

Conclusions of Law

1. The staff recommendation should be granted to the extent set forth in the ensuing order.

2. The proceeding in C.5440, Pet. 113, should be closed.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 10 (Appendix A to Decision (D.)44633, as amended) is further amended by incorporating to become effective August 24, 1981 the tariff supplement and revised pages shown in Appendix A, attached.

2. The increase authorized in Ordering Paragraph 1 above is the cumulative effect of the increases authorized by the Commission in Decisions 91403, 91596, 92162, 92499, and 92967, respectively.

3. Common carriers subject to the Public Utilities Act, to the extent that they are subject to D.44633, as amended, are directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered herein.

4. Common carriers maintaining rates on a level other than the minimum rates for the transportation for which rates are prescribed in Minimum Rate Tariff 10 are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 10 rates.

5. Tariff publications authorized to be made by common carriers as a result of this order may be made effective not earlier than 20 days after the date of this order and may be made effective on not less than five days' notice to the Commission and to the public if filed not later than 60 days after the effective date of the minimum rate tariff supplement and pages incorporated in this order.

6. Common carriers, in establishing and maintaining the amendments 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 amendments published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

7. C. 5440, Pet. 113, except as provided for in this order, is denied.

8. In all other respects D.44633, as amended, shall remain in full force and effect.

9. 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 10.

10. The Executive Director shall serve a copy of the tariff amendments on each subscriber to Minimum Rate Tariff 10. =

This order is effective today.

Dated AUG 4 1981, at San Francisco, California.

J. E. Bryson
President
Richard D. Stuxley
James W. James
Victor Calvo
Priscilla C. Lee
Commissioners

APPENDIX A

LIST OF SUPPLEMENT AND REVISED PAGES TO
MINIMUM RATE TARIFF 10

SUPPLEMENT		36
FOURTH	REVISED	TITLE PAGE
TWENTY-FIRST	REVISED	PAGE 4
SECOND	REVISED	PAGE 4-A
EIGHTH	REVISED	PAGE 6
SIXTH	REVISED	PAGE 6-B
SEVENTH	REVISED	PAGE 7-A
EIGHTEENTH	REVISED	PAGE 12-A
FOURTEENTH	REVISED	PAGE 12-B
SEVENTH	REVISED	PAGE 12-C

(END OF APPENDIX A)

SUPPLEMENT 36
(Cancels Supplement 13 and 35)
(Supplement 36 Contains All Changes)

TO
MINIMUM RATE TARIFF 10

NAMING
DISTANCE MINIMUM RATES
ALSO
RULES
FOR THE
TRANSPORTATION OF CEMENT AND OTHER
COMMODITIES OVER THE
PUBLIC HIGHWAYS
WITHIN THE
STATE OF CALIFORNIA

BY
HIGHWAY CONTRACT CARRIERS
AND
CEMENT CONTRACT CARRIERS

A VACATING NOTICE

The suspension notice contained in Supplement 9 was vacated and the tariff pages listed below became effective March 1, 1968:

First Revised Page 5-C
First Revised Page 9-B

Δ Change, neither increase
nor reduction

Decision No. 93411

EFFECTIVE

8/24/81

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

PUBLIC UTILITIES COMMISSION OF THE
STATE OF CALIFORNIA

MINIMUM RATE TARIFF NO. 10

NAVING
DISTANCE MINIMUM RATES

AND RULES

FOR THE
TRANSPORTATION OF CEMENT AND OTHER
COMMODITIES OVER THE PUBLIC
HIGHWAYS WITHIN
THE STATE OF CALIFORNIA

BY

**

HIGHWAY CONTRACT CARRIERS
AND
CEMENT CONTRACT CARRIERS

The original tariff contains rates, rules and regulations established by Decision No. 44633 in Case No. 4808. Changes will be made by issuing revised or added pages, or by issuing supplements.

***Radial Highway Common Carriers" eliminated, Decision No.

93411

Correction No.

EFFECTIVE 8/24/81
(Original Tariff Effective September 15, 1950)

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

SECTION 1--RULES	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items 10 and 11)</p> <p>§CARRIER means "§", a highway contract carrier or a cement contract carrier, as defined in the Highway Carriers' Act.</p> <p>COMMISSION means the Public Utilities Commission of the State of California.</p> <p>§COMMON CARRIER *RATE means any intrastate rate or rates of any common carrier as common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>DEBTOR means the person obligated to pay freight charges to the carrier, whether consignor, consignee or other party.</p> <p>DISTANCE TABLE means Distance Table 8 issued by the Commission.</p> <p>MOTOR VEHICLE means any motor truck, tractor or other self-propelled highway vehicle used for transportation of property over the public highways, and any trailer, semitrailer, dolly or other vehicle drawn thereby.</p> <p>OVERLYING CARRIER (principal carrier) means a carrier which contracts with a shipper to provide transportation service for the latter, but which carrier in turn employs another carrier, known as the underlying carrier (independent-contractor subhauler), to perform that service.</p> <p>PALLETIZED SHIPMENT means a shipment tendered to and transported by the carrier on pallets.</p> <p>PALLETS means (a) pallets, metal or wooden, shipping, including inside spaces or supports for palletized loads; (b) pallets, platforms or skids, for lift trucks, iron, steel or wood, separate or combined, with fixed bodies or enclosures or with standing ends, sides, stakes or standards, loose or in packages; or without bodies, enclosures, standing ends, sides, stakes or standards, loose or in packages; or (c) pallets for lift trucks, paperboard, pulpboard or fibreboard.</p> <p>POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent; except that (a) all locations within a radius of 50 feet from a single point, and (b) all locations on the property of a single consignee within a radius of 300 feet from a single point will be considered as one point of destination.</p> <p>POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation; except that (a) all locations within a radius of 50 feet from a single point, and (b) all locations on the property of a single consignor within a radius of 300 feet from a single point will be considered as one point of origin.</p> <p style="text-align: center;">(Continued in Item 11)</p>	<p>§10</p>
<p> § Change) * Addition) Decision No. 93411 ** Eliminated) </p>	
<p>EFFECTIVE <u>8/24/81</u></p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

SECTION NO. 1-RULES (Continued)	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items 10 and 11)</p> <p>POWER EQUIPMENT means any gasoline, diesel, electric or gas driven equipment including, without limitation, conveyor belts, electric powered cranes and lift truck equipment.</p> <p>RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.</p> <p>SHIPMENT means a quantity of property tendered for transportation to one carrier at one time on one shipping document by:</p> <ol style="list-style-type: none"> 1. one shipper at one point of origin for one consignee at one point of destination; or 2. one shipper at one point of origin for one consignee at more than one point of destination, or for more than one consignee at one or more points of destination (split delivery). <p>UNDERLYING CARRIER (independent-contractor subhauler) means any carrier who renders service for an overlying carrier (principal carrier), for a specified recompense, for a specified result, under the control of the overlying carrier as to the result of the work only and not as to the means by which such result is accomplished. *(See Note)</p> <p>NOTE--The term "underlying carrier" includes all highway carriers as defined in Section 3511 of the Public Utilities Code (except seasonal agricultural and seasonal livestock carriers), and a household goods carrier as defined in Section 1109 of said Code."</p> <p>UNIT OF EQUIPMENT means one or more motor vehicles (as herein defined physically connected so as to form a complete unit.</p>	<p>611</p>
<p>of Change) * Addition) Decision No. 93411</p>	
<p>EFFECTIVE <i>8/24/61</i></p>	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

MINIMUM RATE TARIFF 10

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">MIXED SHIPMENTS</p> <p>(a) When commodities covered by this tariff, in bulk and in packages, are included in a single shipment separate weights shall be obtained for the bulk and the sacked commodities, subject to Item No. 60. Charges will be computed at the separate rates applicable to each such commodity in straight shipments of the combined weight of the mixed shipment. The minimum weight for such mixed shipment shall be 47,500 pounds for each unit of carrier's equipment. The charge for any deficiency between actual weight of the shipment and the minimum weight provided herein shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p> <p>(b) Except as provided in Paragraph (c) carriers will transport not to exceed five (5) sacks of cement on bulk equipment. Charges for such sacked cement shall be at the applicable rate or charge for such sacked cement, based on the total weight of the mixed shipment.</p> <p>(c) Except as provided in Paragraph (b) shipments containing a mixture of sacked cement and bulk cement, (part of which is transported in or on flat bed or van equipment, with the other part transported in bulk equipment operating as a single unit of carrier's equipment) shall be subject to an added charge in the amount of \$15.45 per load (unit of carrier's equipment), in addition to the rates otherwise applicable under other provisions of this tariff.</p>	063
<p style="text-align: center;">APPLICATION OF TARIFF--TERRITORIAL</p> <p>Rates in this tariff apply for the transportation of commodities named in Item No. 40 between all points within the State of California.</p>	70
<p style="text-align: center;">TERRITORIAL DESCRIPTIONS</p> <p>NORTHERN TERRITORY includes all points north of the following boundary line: Beginning at a point on the shore line of the Pacific Ocean due south of Caviota, thence northeasterly along an imaginary straight line to the junction point of Santa Barbara, Ventura and Kern County boundaries, northerly and westerly along the westerly boundary of Kern County to the junction point of Kern, San Luis Obispo and Kings Counties, thence easterly along the northerly boundary lines of Kern and San Bernardino Counties to the California-Nevada boundary line.</p> <p>SOUTHERN TERRITORY includes all points south of the southern boundary line of northern territory.</p>	80
<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be the charge for 47,500 pounds at the applicable rate.</p>	90
<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>	95
<p>◇ Increase, Decision No. 93411</p>	
<p>EFFECTIVE 8/24/81</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">FURNISHING OF TRANSFER STORAGE FACILITIES</p> <p>Upon receipt of written request from the consignor or consignee, the carrier may furnish and/or transport to construction job sites, transfer storage facilities with a capacity not exceeding 4,500 cubic feet, subject to the following conditions and charges:</p> <p>(1) A suitable site shall be provided without cost to the carrier for the transfer storage facility with ready access accomodating the type of equipment operated by the carrier; and carrier must be provided 24-hour access for unloading.</p> <p>(a) The transfer storage facility, when placed at a job site, will for the duration of such job, be considered part of consignee's storage facilities and withdrawing or transferring cement from the transfer storage facilities will be the responsibility of the consignee. The rates provided in this tariff do not include carrier operation of such facility. If carrier provides personnel to operate such transfer facilities, charges provided in Item 100 must be assessed; and</p> <p>(b) Any fuel required to operate transfer facilities must be furnished by consignee.</p> <p>(2) Any cement remaining in the transfer storage facility at completion of project must be disposed of by the consignee.</p> <p>(3) The use of a carrier furnished transfer storage facility will be limited to the temporary storage of cement transported subject to the rates provided in Section 2 of this tariff.</p> <p>(4) The following charges shall be paid by the party requesting the services provided in this item:</p> <p> (a) For transporting, establishing and removing each transfer storage facility, an hourly charge of Q537.25 will be assessed and computed on a portal to portal basis.</p> <p> (b) Applies only to carrier furnished transfer storage facilities:</p> <p> 1) For each week, or fraction thereof, beginning with the first delivery of cement to the facility or the date on which the carrier is instructed in the consignee's written request to place the transfer facility at the job site, whichever is first, and ending with delivery of the last load, or the date on which carrier is instructed by the consignee to remove storage facility, whichever is later, a charge of \$135.00; and</p> <p> 2) For each calendar day in which cement is physically transferred from the storage facility, a charge of \$5.00 per day.</p> <p> (c) A charge of Q527.45 shall be made for the service of securing each permit, and a charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</p>	<p>6118</p>
<p>of Change) O Increase) Decision No. 93411</p>	
<p>EFFECTIVE <u>8/24/81</u></p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SPLIT DELIVERY</p> <p>Shipments may consist of several component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, subject to the following conditions and additional charges:</p> <ol style="list-style-type: none"> 1. The composite shipment shall consist of not to exceed three component parts. 2. Except as provided in Item 180, charges shall be paid by the consignor when there is more than one consignee. 3. At the time of or prior to the tender of the composite shipment, the carrier shall have been furnished with written instructions showing the name of each consignee, the point or points of destination, and the kind and quantity of property in each component part. 4. The charge for the transportation of the composite shipment shall be the charge applicable for transportation of a single shipment of like kind and quantity of property, computed by applying the applicable mileage rate from point of origin to point of final destination via each individual destination. (See Exceptions 1 and 2.) <p>EXCEPTION 1.--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> <ol 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 two 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>EXCEPTION 2.--In the event that a carrier is instructed by the consignor to effect delivery to a destination or destinations in a manner which results in a distance greater than the distance determined under the provisions of Paragraph 4, the applicable through rate shall be based on the distance computed from origin to final destination via each individual destination in the order of delivery designated by the consignor. Instructions from the consignor must be in writing and shall be issued at or prior to the time of shipment.</p> <ol style="list-style-type: none"> 5. In addition to the charge applicable for transportation of a single shipment of like kind and quantity of property, computed as set forth in Paragraph 4, an additional charge of \$12.05 shall be made for each of the component parts comprising the composite shipment. 	<p>0130</p>
<p>◇ Increase, Decision No. 93411</p>	
<p>EFFECTIVE 8/24/81</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

MINIMUM RATE TABLE 10

SECTION 2--DISTANCE RATES IN CENTS PER 100 POUNDS								ITEM
NORTHERN TERRITORY RATES								
MILES		RATES		MILES		RATES		
Over	But Not Over	(1) Bulk	(2) Sack	Over	But Not Over	(1) Bulk	(2) Sack	
0	3	20	22-3/4	145	150	74-3/4	78	
3	5	21-1/2	24-1/4	150	160	77-1/4	80-1/2	
5	10	23	26-1/2	160	170	79	82-1/4	
10	15	23-3/4	27-1/4	170	180	81-3/4	84-1/2	
15	20	24-3/4	28-1/2	180	190	83-3/4	86-3/4	
20	25	25-1/2	29-3/4	190	200	86	88-1/2	
25	30	27-3/4	31-1/4	200	210	88-1/4	90-1/2	
30	35	28-3/4	32-3/4	210	220	91	92-1/2	
35	40	30-1/4	34-1/4	220	230	93-1/4	95-1/4	
40	45	32	36	230	240	95-1/2	97-3/4	
45	50	35	38-1/2	240	250	97-3/4	94-1/2	
50	55	37-1/2	42-1/2	250	260	100-1/4	102-1/2	
55	60	40-3/4	44-1/2	260	270	103-1/4	104-1/2	
60	65	42-3/4	47	270	280	106	107-1/4	
65	70	44-1/2	50	280	290	108-1/2	109-1/4	
70	75	47-1/2	52-3/4	290	300	111-1/2	112	
75	80	49-1/2	54	300	320	116-3/4	117-1/4	
80	85	51-1/2	55-1/2	320	340	121-3/4	122-3/4	
85	90	53-1/4	56-3/4	340	360	126-3/4	127-1/2	
90	95	54-3/4	59	360	380	132	133	
95	100	55-3/4	60-1/2	380	400	137	138-1/2	
100	105	57-1/2	62-1/4	400	420	142-1/2	143-1/4	
105	110	59-1/2	64-1/4	420	440	147-1/2	148-1/4	
110	115	62	66-1/4	440	460	153-1/2	153-3/4	
115	120	64-1/2	68-1/4	460	480	160-3/4	160-3/4	
120	125	66-3/4	70-1/4	480	500	164-1/2	164-3/4	
125	130	68-1/4	71-1/2					
130	135	70	73	500	---			
135	140	71-3/4	74-1/4					
140	145	73-1/4	76-1/2					

205

- (1) Rates apply on shipments in bulk.
- (2) Rates apply on shipments in packages.

Increase, except as noted)
 No change) Decision No. **93411**

EFFECTIVE 8/24/81

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

Correction

MINIMUM RATE TARIFF 10

FOURTEENTH REVISED PAGE....12-B
 CANCELS
 THIRTEENTH REVISED PAGE....12-B

SECTION 2--DISTANCE RATES IN CENTS PER 100 POUNDS				ITEM
SOUTHERN TERRITORY RATES				
MILES		RATES		
Over	But Not Over	(1) Bulk	(2) Sack	
0	3	15	16-1/2	
3	5	15-1/4	17-1/2	
5	10	16	18-1/2	
10	15	16-3/4	19-1/4	
15	20	18-1/4	20-1/2	
20	25	19-1/4	22	
25	30	20-1/2	22-3/4	
30	35	21-3/4	24-1/2	
35	40	23-1/4	27-3/4	
40	45	28-3/4	31-1/4	
45	50	31	34-1/4	
50	60	33-1/2	37	
60	70	35-1/2	39-1/4	
70	80	38	41-1/4	
80	90	41	43	
90	100	43-3/4	46-1/4	
100	110	47	49	
110	120	50	52-1/4	
120	130	53-1/2	53-3/4	
130	140	56-3/4	58	
140	150	59-1/2	60-1/2	◇ 210
150	160	62-3/4	63-1/2	
160	170	66	66-3/4	
170	180	68-3/4	69-1/2	
180	190	72-1/4	73-1/4	
190	200	76-3/4	77	
200	220	81	81-1/4	
220	240	86-1/4	86-1/2	
240	260	90-1/2	91-1/4	
260	280	95-1/2	96	
280	300	99-3/4	100-3/4	
300	320	105	106	
320	340	110	111	
340	360	115-3/4	115-3/4	
360	380	120-1/4	120-3/4	
380	400	125-1/2	125-3/4	
400	420	130-1/2	131	
420	440	135-1/4	136	
440	460	140-3/4	141	
460	480	145-1/4	146	
480	500	150-1/2	150-3/4	
500	---	(Add to the rate for 500 miles, 06 cents per 100 pounds for each 25 miles or fraction thereof)		
(1) Rates apply on shipments in bulk.				
(2) Rates apply on shipments in packages.				
◇ Increase, except as noted) ○ No change)		Decision No. 93411		
EFFECTIVE 8/24/81				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

MINIMUM RATE TARIFF 10

SECTION 2--DISTANCE RATES IN CENTS PER UNIT SHOWN		ITEM
<p>Empty Pallets, Second Hand (Used), viz.: (Subject to Notes 1 and 2)</p> <p>(a) Returning after being used in the transportation of a palletized cement shipment, or returning in exchange for pallets used in the transportation of a palletized cement shipment, to the consignor of the cement shipment, or</p> <p>(b) Shipped for use, or in exchange for pallets to be used, to the consignor or a palletized cement shipment.</p> <p>NOTE 1.--The provisions of this item apply only in connection with pallets used in the transportation of cement subject to rates in Southern Territory.</p> <p>NOTE 2.--The provisions of this item apply only when the empty pallets are transported by the same carrier utilized in the transportation of the cement shipment.</p>	<p>RATE (In Cents Per Pallet)</p> <p>35-1/2</p>	<p>◇ 220</p>
<p>Cement, in bulk.</p> <p>From: Calaveras Cement (Kentucky House)</p> <p>To: Lodi</p> <p>NOTE 1.--MINIMUM WEIGHT shall be 52,000 pounds for each unit of carrier's equipment utilized.</p> <p>NOTE 2.--Rate applies only in connection with transportation performed in pneumatic equipment.</p> <p>NOTE 3.--Rate applies only when consignor and consignee have premises available to carriers to permit loading and unloading in a manner that will allow carriers to maintain a twenty-four-hour-a-day (24-hour day) schedule.</p> <p>NOTE 4.--Rate not applicable in connection with services performed in accordance with the following items of this tariff:</p> <p>(a) Item 110-----Diverted Shipments</p> <p>(b) Item 130-----Split Delivery</p> <p>NOTE 5.--Rate not applicable when used in combination with any other rates.</p> <p>NOTE 6.--Rate subject to shipper's tender of a minimum tonnage of 10,000 tons in any given 12 consecutive month period.</p>	<p>RATE (In Cents Per 100 Pounds)</p> <p>27-3/4 (Subject to Notes 1 through 6)</p>	<p>◇ 230</p>
<p>◇ Increase, Decision No. 93411</p>		
<p>EFFECTIVE 8/24/81</p>		
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>		
<p>Correction</p>		