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ORIGINAL

Decision No. 73756

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into the rates, rules, regulations, charges, allowances, and practices of all common carriers, highway carriers, and city carriers relating to the transportation of fresh or green fruits and vegetables and related items (commodities for which rates are provided in Minimum Rate Tariff No. 8).

Case No. 5438
Petition for Modification No. 64
(Filed January 31, 1968)

O P I N I O N

California Trucking Association seeks a general one percent increase in the minimum rates and charges for the transportation of fresh fruits and vegetables and related commodities, as set forth in Minimum Rate Tariff No. 8.^{1/} The last general increase in said rates was authorized by Decision No. 72908, dated August 15, 1967, in Case No. 5438, Petition No. 59.

The petition states that the proposed increases are designed to offset cost increases occurring since the last general revision of the tariff. The verified statement of petitioner's director of its division of transportation economics, attached as Exhibit B to the petition, sets forth the factual background of the need for the proposed tariff changes. Said statement alleges that

1/ Such increase is proposed to be published as a surcharge of four percent, to replace an interim surcharge of three percent scheduled to expire April 1, 1968. A four percent increase in rates for potatoes and onions is also proposed. The petition requests that Distance Table No. 5 continue to apply to MRT 8. Specific increases are proposed in accessorial charges. No increases are sought in rates for transportation of citrus fruits, deciduous tree fruits and grapes to ports for export.

present rates and charges reflect cost conditions, including labor rates, as of April 1, 1967. Labor contracts negotiated between agricultural carriers and labor unions call for increases in direct wage costs (excluding fringe benefits), effective April 1, 1968, ranging from 3.98 percent to 5.07 percent. Increases have also occurred in fringe benefits and payroll taxes. Workmen's compensation insurance was reduced in the period since the rates were last adjusted.

The verified statement asserts that the effect on carriers' total costs of the labor and other cost changes described above is greater than the proposed one percent increase in rates. It is alleged that the full amount of the increases necessary to offset increased costs is not sought because competitive marketing relationships mitigate against any greater or different form of increase.^{2/}

^{2/} The verified statement alleges that the carrier and shipper representatives who considered appropriate forms of tariff adjustments in light of current conditions were guided by three major considerations:

1. The abnormalities created by last year's climatic disasters have not yet been resolved, and any increases in produce rates must necessarily recognize this situation.
2. The Commission has announced (its letter dated November 16, 1967 in Case 7024) that a new distance table is being developed to become effective January 1, 1969. A change in the present governing distance table, only for the period from April 2, 1968 to December 21, 1968, would involve unnecessary expenses and complications.
3. Adjustments should be made in various items to restore historical patterns, to recognize related changes in other tariffs, and to provide for new and changed circumstances. Such tariff revisions should be made to the extent feasible in an adjustment of this nature, and the net effect of any revenue increases and reductions from such changes should be considered in the level of an overall change in the surcharge level.

The tariff revisions requested in the petition assertedly are reflective of such considerations.

It is asserted that the proposed tariff changes will provide increased revenues to the carriers adequate to the maintenance of their obligation to the public without undue disruption of current competitive marketing arrangements.

The petition states that various interested parties have considered tariff changes proposed herein. Such interested parties are basically those entitled as the "Carrier-Shipper" group by the Commission in Decision No. 68921 (dated April 20, 1965, in Case No. 5438), which established the present tariff provisions.^{3/}

Petitioner states that it is informed and believes that this proposal is desired by such parties and will be in their best interest.

Accordingly, petitioner alleges that this matter warrants ex parte handling by the Commission. Copies of the amended petition were served on the principal shipper groups in California. Potato Growers Association of California, Safeway Stores, Incorporated, and California Fruit Exchange have informed the Commission by letter (hereby made a part of the record herein) that they support petitioner's proposal. No objection to the granting of the petition has been received.

^{3/} Petitioner asserts that the proposed tariff revisions have been developed in the same spirit as that summarized by the Commission in Decision No. 68921:

"The C-S proposals are the product of many meetings between representatives of C.T.A. and of the different produce shipping and marketing groups. Through those conferences the payers of transportation charges have taken an active part in the rate-making process. In working out the joint rate proposals with the carrier organization they have brought to the conference table their intimate knowledge of the problems presented, through close involvement with the produce industry. It appears that the joint carrier-shipper proposals, insofar as they differ from those of the staff, may well be more responsive to current transportation rate requirements of that industry. . ."

The Commission finds that petitioner's proposals are reasonable and that the resulting minimum rates and charges for the transportation of fresh fruits and vegetables and related commodities will be just, reasonable and nondiscriminatory minimum rates and charges for the services to which they apply, and that the increases involved are justified. A public hearing is not necessary. The petition, as amended, should be granted.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 8 (Appendix "C" to Decision No. 33977, as amended) is further amended by incorporating therein, to become effective April 1, 1968, the revised pages and supplement attached hereto and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.

2. The tariff amendment established in Ordering Paragraph 1 hereof may also be established by common carriers in connection with the transportation of:

- (a) Commodities for which minimum rates have not been established, or
- (b) Commodities which are subject to higher rates than, or more restrictive provisions than, the minimum rates or provisions otherwise applicable.

3. Tariff publications required to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than the fifth day after the effective date of this order on not less than five days' notice to the Commission and to the public and such tariff publications shall be made effective not later than April 1, 1968; and the tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made

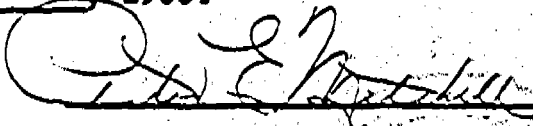
effective not earlier than the fifth day after the effective date of this order, and may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

4. Common carriers, in establishing and maintaining the rates and charges authorized hereinabove, are authorized to depart from the provisions of Section 460 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 and charges published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

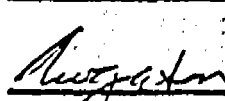
5. In all other respects Decision No. 33977, as amended, shall remain in full force and effect.


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

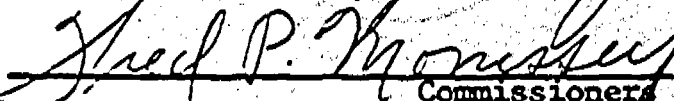
Dated at San Francisco, California, this 20th day of FEBRUARY 1968.



President







Commissioners

Commissioner William M. Bennett, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A TO DECISION NO. 73756

List of Revised Pages to Minimum Rate Tariff No. 8

Authorized by said Decision

Supplement No. 26

Fifteenth Revised Page 4

Thirteenth Revised Page 13

Original Page 13-A

Seventeenth Revised Page 14

Fifth Revised Page 14-A

Sixteenth Revised Page 15

Third Revised Page 15-A

Sixteenth Revised Page 16

Sixth Revised Page 30-B

Third Revised Page 30-D

Fourth Revised Page 30-E

Seventh Revised Page 36-A

Third Revised Page 42-A

Second Revised Page 42-B

(End of Appendix A List)

SPECIAL INCREASE SUPPLEMENT

SUPPLEMENT NO. 26

(Cancels Supplement No. 25)

(Supplement No. 26 Contains All Changes)

TO

MINIMUM RATE TARIFF NO. 8

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF FRESH FRUITS,

FRESH VEGETABLES AND EMPTY

CONTAINERS OVER THE PUBLIC HIGHWAYS

BETWEEN POINTS IN THE STATE OF

CALIFORNIA AS DESCRIBED HEREIN

BY

CITY CARRIERS

RADIAL HIGHWAY COMMON CARRIERS

AND

HIGHWAY CONTRACT CARRIERS

ØAPPLICATION OF SURCHARGES
(See Page 2 of This Supplement)

Ø Change, Decision No. 73756

EFFECTIVE APRIL 1, 1968

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

APPLICATION OF SURCHARGES

The surcharges herein provided shall be in addition to all other rates, charges or surcharges provided by this tariff.

1. Compute the amount of charges in accordance with the provisions of this tariff, and increase the amount so computed by four percent. (See Exception) (See Note 3)
EXCEPTION: Does not apply on rates named in Items Nos. 120, 306, 307, 308 and 360.

2. The additional surcharges provided in this paragraph apply only to shipments, or component parts of split delivery shipments, having point of destination within the GOLDEN GATE PRODUCE TERMINAL located at South San Francisco or the SAN FRANCISCO PRODUCE TERMINAL located at San Francisco (see Item No. 290 for descriptions).

Compute the amount of charges in accordance with the provisions of this tariff and increase the amount so computed by the following amounts:

Packages or Pieces Delivered	SURCHARGE (See Note 1)	
	At Golden Gate Prod. Term.	At S. F. Prod. Term.
50 or less -----	No Charge	No Charge
More than 50 but not more than 150	\$1.00	\$1.00
More than 150 but not more than 250	\$2.00	\$2.00
More than 250 -----	\$1.00 per axle (see Note 2)	\$1.00 per axle (see Note 2)

NOTE 1.--In the case of a shipment transported in multiple lots under the provisions of Item No. 185, the surcharge herein provided shall be determined by applying the table above separately to each single vehicle or train of vehicles transporting the shipment.

NOTE 2.--All axles of the equipment on which the shipment, or portion of a multiple lot shipment, is transported are to be computed, whether said equipment consists of a single vehicle or of two or more vehicles operated as a single unit.

NOTE 3.--Fractions of less than one-half cent shall be dropped; fractions of one-half cent or greater shall be increased to next whole cent.

THE END

Change)
Increase) Decision No. 73756

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
	<p>DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11)</p> <p>BUNKER ICING means placing ice in bunkers or compartments in carrier's equipment, separate or apart from the cargo area thereof, but not including the providing of mechanical means for distributing the cool air, such as fans.</p> <p>CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by the carrier.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; any interstate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b) (6) or Section 203(b) (8) of Part II of the Interstate Commerce Act.</p> <p>10 COMPONENT PART means any part of a shipment separately received by the carrier whether or not such part is separately delivered by the carrier; and any part of a shipment separately delivered by the carrier whether or not such part is separately received by the carrier.</p> <p>CONTAINER ICING means placing ice within the package with the fruit or vegetable shipped.</p> <p>(1) DISTANCE TABLE means Distance Table No. 7. (2) DISTANCE TABLE means Distance Table 6.</p> <p>DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee or other party.</p> <p>ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>HOLIDAYS means New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Admission Day, Thanksgiving Day and Christmas Day. When such holidays fall on Sunday, the following Monday shall be considered a holiday.</p> <p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>PICKUP AND DELIVERY CHARGE means the full charge applicable without the deduction authorized by Item No. 120.</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. (See also Item No. 120, paragraph 2.)

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 all locations on or along a single packing or shipping shed, and all locations within a radius of 100 yards from a single point, within a single field will be considered as one point or origin. A single plant or shipping area shall include only contiguous property which shall not be deemed separate if intersected only by a public street or thoroughfare.

POWER EQUIPMENT means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift-truck equipment.

(Continued in Item No. 11)

ø(1)Expires with December 31, 1968
ø(2)Effective January 1, 1969

ø Change, Decision No. 73756

EFFECTIVE APRIL 1, 1968
(EXCEPT AS NOTED)

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 488

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																								
	APPLICATION OF RATES																								
	1. Deductions																								
	(a) Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 11 from point of origin to point of destination, subject to Items Nos. 130, 140 and 150.																								
	(b) Except as provided in Notes 1, 2, 3 and 4 hereof, when point of origin or point of destination is carrier's established depot, the pickup and delivery rates specifically named in this tariff shall be subject to the following deductions:																								
	<table><tr><td></td><td colspan="3">Deductions, in cents per 100 lbs. except as shown:</td></tr><tr><td>When shipment moves under rates subject to minimum weights of:</td><td colspan="3">Columns</td></tr><tr><td></td><td>(1)</td><td>(2)</td><td>(3)</td></tr><tr><td>Less than 2,000 pounds -----</td><td>20</td><td>5</td><td>25</td></tr><tr><td>2,000 but less than 4,000 pounds -----</td><td>10</td><td>5</td><td>15</td></tr><tr><td>4,000 but less than 10,000 pounds -----</td><td>5</td><td>5</td><td>10</td></tr></table>		Deductions, in cents per 100 lbs. except as shown:			When shipment moves under rates subject to minimum weights of:	Columns				(1)	(2)	(3)	Less than 2,000 pounds -----	20	5	25	2,000 but less than 4,000 pounds -----	10	5	15	4,000 but less than 10,000 pounds -----	5	5	10
	Deductions, in cents per 100 lbs. except as shown:																								
When shipment moves under rates subject to minimum weights of:	Columns																								
	(1)	(2)	(3)																						
Less than 2,000 pounds -----	20	5	25																						
2,000 but less than 4,000 pounds -----	10	5	15																						
4,000 but less than 10,000 pounds -----	5	5	10																						
	In cents per shipment when shipment weighs less than 100 pounds.																								
	Column (1) - Applies on shipments originating at carrier's established depot.																								
120	Column (2) - Applies on shipments destined to carrier's established depot.																								
	Column (3) - Applies on shipments originating at and destined to carrier's established depots.																								
	NOTE 1.-No deduction shall be made under this rule from rates based upon a minimum weight of 10,000 pounds or more, or from minimum charges provided by Item No. 160.																								
	NOTE 2.-No deduction shall be made under this rule on shipments transported for persons, companies or corporations upon whose premises depots from or to which the transportation is performed are located.																								
	NOTE 3.-Deductions made under this rule on split pickup or split delivery shipments shall be made only on the weight of the component parts having point of origin or point of destination, or both (as the case may be), at the carrier's established depots, subject to Note 2.																								
	NOTE 4.-In no case shall the net transportation rate be less than 14 cents per 100 pounds, or less than the pickup and delivery rate, whichever is lower.																								
	2. Deliveries Within a Single Market Area																								
	For the purpose of applying the rates in this tariff, multiple deliveries within a single market area as defined in Item No. 290 shall be deemed to be made to one consignee at one point of destination provided charges are paid by a single consignor or a single consignee.																								

(1) Item formerly shown on this page } Decision No. 73756
transferred to Original Page 13-A }

EFFECTIVE APRIL 1, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 489

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
(1) §130	<p>APPLICATION OF RATES ON SHIPMENTS SUBJECT TO MINIMUM WEIGHTS OF 10,000 POUNDS OR LESS</p> <p>Rates in this tariff subject to minimum weights of 10,000 pounds or less, include loading into and unloading from the carrier's equipment, subject to Note 1.</p> <p>NOTE 1.—When shipment is picked up at or delivered to a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of $8\frac{1}{2}$ cents per 100 pounds, \diamond minimum additional charge 85 cents per shipment, shall be assessed for the service of handling shipment beyond carrier's equipment.</p>												
(2) §140	<p>APPLICATION OF RATES ON SHIPMENTS SUBJECT TO MINIMUM WEIGHTS IN EXCESS OF 10,000 POUNDS</p> <p>Rates in this tariff subject to minimum weights in excess of 10,000 pounds include loading into and unloading from carrier's equipment, subject to Note.</p> <p>NOTE.—When the time consumed in performing loading, unloading or accessorial services, or waiting to load or unload when shipper or his agent has specified a particular arrival time exceeds 8 minutes per ton (based on the weight on which transportation charges are computed), \diamond an additional charge as provided in Item No. 150 shall be assessed for the time consumed in excess of 8 minutes per ton.</p>												
(2) §150	<p>ACCESSORIAL CHARGES</p> <p>An additional charge shall be made for any accessorial or incidental service or delay which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, as follows:</p> <table><thead><tr><th></th><th colspan="2">\diamond CHARGES IN CENTS</th></tr><tr><th></th><th>For First 30 Minutes or Fraction</th><th>For Each Additional 15 Minutes or Fraction</th></tr></thead><tbody><tr><td>(a) For driver, helper, or other employee, per man -----</td><td>400</td><td>200</td></tr><tr><td>(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors) -----</td><td>65</td><td>33</td></tr></tbody></table>		\diamond CHARGES IN CENTS			For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction	(a) For driver, helper, or other employee, per man -----	400	200	(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors) -----	65	33
	\diamond CHARGES IN CENTS												
	For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction											
(a) For driver, helper, or other employee, per man -----	400	200											
(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors) -----	65	33											

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
	<p style="text-align: center;">REFRIGERATION - ICING</p> <p>Commodities, as described in Item No. 40, for which rates in this tariff apply may be refrigerated by the shipper or his agent, or by the carrier at the request of the shipper or his agent, by means of vehicle icing or bunker icing, subject to the following conditions:</p> <p>(a) Transportation charges for the weight of the ice used shall be based on the rate from point of origin to point of destination applicable on the commodity shipped. Iced shipments shall be weighed at the public scales located nearest the point at which shipments are iced.</p> <p>(b) Ice shall be furnished by or at the expense of the shipper.</p> <p>(c) Weight of the ice may be used to make up the applicable minimum weight.</p> <p>(d) When movement of truck equipment to ice plant is involved the following additional charges shall apply:</p> <table><thead><tr><th>Minimum Weight (In Pounds)</th><th>Additional Charge (Per Shipment)</th></tr></thead><tbody><tr><td>10,000</td><td>\$ 5.00</td></tr><tr><td>20,000</td><td>7.00</td></tr><tr><td>30,000</td><td>9.00</td></tr><tr><td>40,000</td><td>10.00</td></tr></tbody></table> <p>(e) When shipments are reiced in transit no additional transportation charges will be assessed for the weight of the added ice except when a greater quantity of ice is added at time of reicing than when initially iced. In this event, transportation charges will be assessed on the weight of the shipment plus the weight of the ice added at time of reicing. The provisions of paragraph (b) and charges named in paragraph (d) of this item will also apply on reiced shipments.</p>	Minimum Weight (In Pounds)	Additional Charge (Per Shipment)	10,000	\$ 5.00	20,000	7.00	30,000	9.00	40,000	10.00
Minimum Weight (In Pounds)	Additional Charge (Per Shipment)										
10,000	\$ 5.00										
20,000	7.00										
30,000	9.00										
40,000	10.00										
Ø155	<p>(1) Items formerly shown on this page transferred to Original Page 13-A</p> <p>Ø Change) Ø Increase) Decision No. 73756</p>										
<p>EFFECTIVE APRIL 1, 1968</p>											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 491</p>											

Fifth Revised Page 14-A

Cancels

Fourth Revised Page 14-A

MINIMUM RATE TARIFF NO. 8

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																					
157	REFRIGERATION - MECHANICAL																																					
	Commodities as described in Item No. 40, transported at rates subject to minimum weights of 18,000 pounds or more, if refrigerated with mechanical units by the carrier at the request of the shipper or his agent, shall be subject to the following charges which shall be in addition to all other applicable charges provided in this tariff (Subject to Note 1)																																					
	NOTE 1.--(a) Mileages to be used in determining the minimum charge in connection with shipments transported under the provisions of Items Nos. 170, 180, 220, 230 or 240 shall be computed in the same manner as the mileage employed in determining the line-haul rate specifically named in this tariff.																																					
	(b) The minimum charge applicable in connection with shipments moving under combinations of rates named in this tariff shall be determined under the provisions of Item No. 200.																																					
	(c) Minimum refrigeration charges shall be based on the actual weight of the shipment.																																					
	<table><tr><th colspan="2">Miles</th><th rowspan="2">Charge (In Cents per 100 Pounds)</th></tr><tr><th>Over</th><th>But Not Over</th></tr><tr><td>0</td><td>15 -----</td><td>2½</td></tr><tr><td>15</td><td>30 -----</td><td>3½</td></tr><tr><td>30</td><td>50 -----</td><td>4½</td></tr><tr><td>50</td><td>100 -----</td><td>5½</td></tr><tr><td>100</td><td>150 -----</td><td>6½</td></tr><tr><td>150</td><td>200 -----</td><td>7-¾</td></tr><tr><td>200</td><td>300 -----</td><td>8-¾</td></tr><tr><td>300</td><td>400 -----</td><td>10</td></tr><tr><td>400</td><td>500 -----</td><td>12</td></tr><tr><td>500</td><td>-----</td><td>13</td></tr></table>			Miles		Charge (In Cents per 100 Pounds)	Over	But Not Over	0	15 -----	2½	15	30 -----	3½	30	50 -----	4½	50	100 -----	5½	100	150 -----	6½	150	200 -----	7-¾	200	300 -----	8-¾	300	400 -----	10	400	500 -----	12	500	-----	13
	Miles		Charge (In Cents per 100 Pounds)																																			
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300	400 -----	10																																				
400	500 -----	12																																				
500	-----	13																																				
MINIMUM CHARGE																																						
The minimum charge per shipment shall be as follows:																																						
(a) When the constructive distance from point of origin to point of destination does not exceed 175 miles:																																						
<table><tr><th>Weight of Shipment</th><th>Minimum Charge in Cents</th></tr><tr><td>Any quantity</td><td>0225</td></tr></table>			Weight of Shipment	Minimum Charge in Cents	Any quantity	0225																																
Weight of Shipment	Minimum Charge in Cents																																					
Any quantity	0225																																					
(b) When the constructive distance exceeds 175 miles:																																						
The charge for 100 pounds at the commodity rate applicable thereto but not less than 0\$2.75.																																						
160																																						

Change }
Increase } Decision No. 73756

EFFECTIVE APRIL 1, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 492

- 14-A -

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">SPLIT PICKUP</p> <p>The rate for the transportation of a split pickup shipment shall be determined and applied as follows, subject to Note 1:</p> <p>(a) Distance rates shall be determined by the distance to point of destination from that point of origin which produces the shortest distance via the other point or points of origin. (See Exception.)</p> <p>EXCEPTION.-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">1. 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.2. 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>(b) For each split pickup shipment a single bill of lading or other shipping document shall be issued; and at the time of or prior to the initial pickup the carrier shall be furnished with written instructions showing the name of the consignor, the point or points of origin and the description and weight of property in each component part of such shipment.</p> <p>(c) If split delivery is performed on a split pickup shipment or a component part thereof, or if shipping instructions do not conform with the requirements of paragraph (b) hereof, each component part of the split pickup shipment shall be rated as a separate shipment under other provisions of this tariff.</p>
Ø170	

NOTE 1.-In addition to the rate for transportation, the following additional charges shall be assessed for split pickup service:

Weight of Component Part (In Pounds)		Split Pickup Charge for Each Component Part in Cents
Over	But not over	
0	100 -----	210
100	250 -----	245
250	500 -----	255
500	1,000 -----	285
1,000	2,000 -----	370
2,000	5,000 -----	480
5,000	10,000 -----	560
10,000	20,000 -----	630
20,000	-----	780

Change)
 Increase) Decision No. 73756

EFFECTIVE APRIL 1, 1968

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 493

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																	
	<p style="text-align: center;">PRODUCE SERVICE SHIPMENT</p> <p>The rate for the transportation of a produce service shipment shall be determined and applied as follows, subject to Notes 1 and 2:</p> <p>(a) Distance rates shall be determined by the distance from that point of origin to that point of destination which produces the shortest distance via all point(s) of origin and/or destination.</p> <p>(b) For each produce service shipment a bill of lading or other shipping document shall be issued; and the carrier shall be furnished with instructions showing the name of each consignee or consignor, the point or points of origin and/or destination and the description of property in each component part of such shipment.</p> <p>NOTE 1.-In addition to the rate for transportation, the following additional charges shall be assessed for each component part for component handling service; except, that such additional charge shall not apply on any shipment involving only a single pickup and a single delivery:</p> <table><tr><th colspan="2">Weight of Component Part (In Pounds)</th><th>◇ Charge for Each Component Part in Cents</th></tr><tr><th>Over</th><th>But not over</th><th></th></tr><tr><td>0</td><td>100</td><td>210</td></tr><tr><td>100</td><td>250</td><td>245</td></tr><tr><td>250</td><td>500</td><td>255</td></tr><tr><td>500</td><td>1,000</td><td>285</td></tr><tr><td>1,000</td><td>2,000</td><td>370</td></tr><tr><td>2,000</td><td>5,000</td><td>480</td></tr><tr><td>5,000</td><td>10,000</td><td>560</td></tr><tr><td>10,000</td><td>20,000</td><td>630</td></tr><tr><td>20,000</td><td></td><td>780</td></tr></table> <p>Note 2.-See Item No. 120, paragraph 2, for deliveries within a single market area.</p>	Weight of Component Part (In Pounds)		◇ Charge for Each Component Part in Cents	Over	But not over		0	100	210	100	250	245	250	500	255	500	1,000	285	1,000	2,000	370	2,000	5,000	480	5,000	10,000	560	10,000	20,000	630	20,000		780
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175	<div>◇ Change) ◇ Increase)</div> <div>Decision No. 73756</div>																																	
	<p style="text-align: center;">EFFECTIVE APRIL 1, 1968</p>																																	
	<div>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</div> <div>Correction No. 494</div>																																	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
Ø180	<p data-bbox="728 417 987 448" style="text-align: center;">SPLIT DELIVERY</p> <p data-bbox="310 481 1352 575">The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Note 1:</p> <p data-bbox="389 608 1392 741">(a) 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 Exception)</p> <p data-bbox="472 772 1410 958">EXCEPTION.-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 data-bbox="513 993 1430 1401" style="list-style-type: none">1. 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.2. 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 data-bbox="393 1434 1433 1691">(b) For each split delivery shipment a single bill of lading or other shipping document shall be issued; and at the time of or prior to the tender of the shipment the carrier shall be furnished with written instructions showing the name of each consignee, the point or points of destination and the description and weight of property in each component part of such shipment.</p> <p data-bbox="393 1724 1397 1944">(c) If split pickup is performed on a split delivery shipment or a component part thereof, or if shipping instructions do not conform with the requirements of paragraph (b) hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff.</p>

NOTE 1.-In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:

Weight of Component Part (In Pounds)		Split Delivery Charge for Each Component Part in Cents
Over	But not over	
0	100	210
100	250	245
250	500	255
500	1,000	285
1,000	2,000	370
2,000	5,000	480
5,000	10,000	560
10,000	20,000	630
20,000		780

See Item No. 120, paragraph 2, for Deliveries Within a Single Market Area.

Change)
 Increase) Decision No. 73756

EFFECTIVE APRIL 1, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 495

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)									
306	CITRUS FRUITS, subject to Notes 1 and 2.									
	MILES		MINIMUM WEIGHT			MILES		MINIMUM WEIGHT		
	But Not Over	Over	Any Quantity	20,000 Pounds	40,000 Pounds	But Not Over	Over	Any Quantity	20,000 Pounds	40,000 Pounds
	0	3	24	18	14	190	200	61	44	40
	3	5	25	18½	14½	200	220	63	47	43
	5	10	26	19	15	220	240	65	49	45
	10	15	27	19½	15½	240	260	67	51	47
	15	20	28	20	16	260	280	69	53	49
	20	25	30	21	17	280	300	72	56	52
	25	30	31	22	18	300	325	74	60	56
	30	35	32	23	19	325	350	77	63	59
	35	40	33	23½	19½	350	375	79	65	61
	40	45	34	24½	20½	375	400	83	68	64
	45	50	36	25½	21½	400	425	87	70	66
50	60	38	26½	22½	425	450	90	73	69	
60	70	42	27½	23½	450	475	92	75	71	
70	80	43	28½	24½	475	500	95	79	75	
80	90	45	31	27	500	525	99	81	77	
90	100	46	32	28	525	550	102	84	80	
100	110	47	33	29	550	575	105	86	82	
110	120	49	34	30	575	600	108	89	85	
120	130	50	36	32	600	625	111	92	88	
130	140	52	37	33	625	650	116	94	90	
140	150	53	38	34	650	675	118	98	94	
150	160	54	39	35	675	700	121	100	96	
160	170	55	41	37	For distances over 700 miles add for each 25 miles or fraction thereof					
170	180	57	42	38						
180	190	60	43	39						
NOTE 1.—Applies only for the transportation of citrus fruits, moving to airports, steamship docks, piers, wharves and railheads, when such movements are in interstate or in foreign commerce and are exempt from rate regulation by the Interstate Commerce Commission under the provisions of Section 203(b)(6) of the Interstate Commerce Act.										
NOTE 2.—Pallets (with dimensions not exceeding 36x42x5 inches) may be furnished by the carrier for transporting shipments subject to the rates provided by this item, without additional charge for transportation when empty, subject to a charge of 20 cents per pallet and a minimum charge of \$1.00 per shipment.										
Change * Addition		Decision No.		73756						
EFFECTIVE APRIL 1, 1968										
Issued by the Public Utilities Commission of the State of California, Correction No. 496 San Francisco, California.										

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)				
	DECIDUOUS FRUITS, including Apples, Apricots, Berries, Cherries, Figs, Grapes, Loquats, Nectarines, Peaches, Pears, Persimmons, Plums, Prunes and Quinces. (See Notes 1, 2, 3 and 5)				
	(Items Nos. 307 and 308)				
	MILES		MINIMUM WEIGHT IN POUNDS		
	Over	But Not Over	AQ	20,000	40,000 (See Note 4)
	400	425	81	78	70
	425	450	83	80	73
	450	475	86	83	75
	475	500	88	85	78
	500	525	92	89	80
	525	550	95	92	83
	550	575	98	95	85
	575	600	101	98	89
	600	625	103	100	91
	625	650	106	103	94
	650	675	108	105	98
	675	700	112	109	100
6308	For distances over 700 miles add for each 25 miles or fraction thereof		2½	2½	2½
<p>Note 1.-Applies only for the transportation of deciduous fruits, moving to airports, steamship docks, piers, wharves or railheads, when such movements are in interstate or in foreign commerce and are exempt from rate regulation by the Interstate Commerce Commission under the provisions of Section 203(b)(6) of the Interstate Commerce Act. (See Exception)</p> <p>EXCEPTION: Rates in this item are not applicable to shipments of grapes moving to steamship docks, piers or wharves. See Item No. 360 for applicable rates.</p> <p>Note 2.-Carriers may quote and assess charges upon a different unit of measurement than that provided herein provided:</p> <p>(1) The freight charges assessed are not less than those which would have been assessed had the rates herein been applied; and</p> <p>(2) That the carrier's shipping documents contain all the information necessary to compute the freight charges on the basis of the unit of measurement provided herein.</p>					

Note 3.-Rates named in this item do not alternate with rates provided in other items or sections of this tariff.

Note 4.-Rates apply subject to a minimum weight of 40,000 pounds per unit of carrier's equipment utilized.

Note 5.-Shipments transported under this item will not be subject to the provisions of Item No. 155 or 157 when transported in shipper-owned or railroad-owned trailers furnished and refrigerated at no cost to the carrier.

Ø Change)
* Addition) Decision No. 73756

EFFECTIVE APRIL 1, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 497

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES		
ø309	FRUITS, NUTS AND VEGETABLES, INCLUDING MUSHROOMS, IN TRAILERS, SHIPPER-OWNED OR RAILROAD-OWNED, as described in Item No. 40. (See Notes 4, 5, 6, 7 and 8)		
	MILES (See Note 1) Over	Rates in Cents Per 100 Pounds (See Note 2)	Charge Per Trip (See Note 3)
	But Not Over		
		<u>Minimum Weight 36,000 Pounds</u>	
	0 10	7	\$11.05
	10 20	9	19.95
	20 30	11½	28.90
	30 40	14½	37.80
		<u>Minimum Weight 40,000 Pounds</u>	
	40 50	14	47.00
	50 60	15½	51.00
	60 70	16½	55.00
	70 80	18	59.00
	80 90	19	64.00
	90 100	20	70.00
	100 110	21	76.50
	110 120	22	83.00
	120 130	23½	90.00
	130 140	25½	97.00
	140 150	27	104.00
NOTE 1.--Distances between railheads and points of origin of shipments.			
NOTE 2.--Rates apply only for:			
(a) Round-trip movements of empty shipper-owned or railroad-owned trailers from railheads to origin points of shipments and loaded shipper-owned or railroad-owned trailers from such origin points to railheads for subsequent movement in interstate or foreign commerce on railroad-owned flat cars. The one-way distance between railhead and point of origin of shipment shall govern the rate for such round-trip transportation.			
(b) Transportation of loaded shipper-owned or railroad-owned trailers from origin points to railheads for subsequent movement in interstate or foreign commerce on railroad-owned flat cars.			

NOTE 3.--Charges apply only for transportation of empty shipper-owned or railroad-owned trailers from rail-heads to points of origin of shipments for loading. This charge does not apply when power equipment makes round-trip with empty trailer from railroad to point of origin of shipment and with loaded trailer from point of origin of shipment to railroad.

NOTE 4.--Rates and charges apply when motor carrier furnishes power equipment only.

NOTE 5.--Rates and charges in this item do not include loading or unloading by carrier's employee.

NOTE 6.--Rates in this item do not alternate with other rates provided by this tariff.

NOTE 7.--For delay at place of pickup and/or delivery which exceeds $\frac{1}{2}$ hour, an additional charge will be assessed as provided in Item No. 150, subject to a minimum charge of one hour.

NOTE 8.--Shipments transported under this item will not be subject to the provisions of Item No. 155 or 157 when transported in shipper-owned or railroad-owned trailers furnished and refrigerated at no cost to the carrier.

Ø Change
◊ Increase

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Decision No. 73756

EFFECTIVE APRIL 1, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 498

Item No.	SECTION NO. 2 - COMMODITY RATES (In Cents per 100 Pounds)				
360	GRAPES (See Notes 1, 2 and 3.)				
	To Docks, Piers and Wharves at	From (See Note 4)	MINIMUM RATES		
			Any Quantity	20,000 Pounds	40,000 Pounds
	San Francisco, Alameda, Oakland, Richmond	Arvin Zone	69	67	66
		Exeter Zone	60	58	57
		Lodi Zone	38	36	35
		Reedley Zone	54	52	51
		Richgrove Zone	64	62	61
	Los Angeles Harbor (San Pedro, Wil- mington, Terminal Island) and Long Beach	Arvin Zone	47	45	44
		Exeter Zone	56	54	53
		Lodi Zone	74	72	71
		Reedley Zone	61	59	58
		Richgrove Zone	51	49	48
	Stockton	Arvin Zone	60	58	57
		Exeter Zone	49	47	46
		Lodi Zone	27	25	24
		Reedley Zone	45	43	42
		Richgrove Zone	53	51	50
<p>NOTE 1.--Applies only for the transportation of grapes moving to *air-ports, steamship docks, piers, or wharves, when such movements are in interstate or in foreign commerce and are exempt from rate regulation by the Interstate Commerce Commission under the provisions of Section 203(b)(6) of the Interstate Commerce Act.</p> <p>NOTE 2.--Carriers may quote and assess charges upon a different unit of measurement than that provided herein, provided:</p> <p>(1) The freight charges assessed are not less than those which would have been assessed had the rates herein been applied; and</p> <p>(2) That the carrier's shipping documents contain all the information necessary to compute the freight charges on the basis of the unit of measurement provided herein.</p> <p>NOTE 3.--Rates named in this item do not alternate with rates provided in other items or sections of this tariff.</p> <p>NOTE 4.--For description of origin zones see Items Nos. 365 and 366.</p>					

SEED POTATOES, viz.: Potatoes, in packages, certified and tagged as seed potatoes by the Department of Agriculture.

BETWEEN	RATE
Points in California except as provided in Note 1.	Determine the rate otherwise applicable on the shipment under other provisions of this tariff, and deduct 6 cents per 100 pounds based upon the actual or higher minimum weight used in determining the rate, subject to Note 2.

NOTE 1.-This item is not applicable if the shipment has either point of origin or point of destination within any of the single market areas described in Item No. 290.

NOTE 2.-(a) No deduction shall be made from minimum charges provided in Item No. 160 or from the rates provided in Items Nos. 304 and 309.

363

6 Change)
* Addition) Decision No. 73756

EFFECTIVE APRIL 1, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 499

Item No.	SECTION NO. 4 - SPECIAL SAN FRANCISCO AREA AND EAST BAY AREA RATES
505	<p style="text-align: center;">APPLICATION OF RATES</p> <p>(a) Rates in Section No. 4 apply for the transportation of fruits, mushrooms, nuts, vegetables and empty containers, as described in the individual rate items, within or between the San Francisco Area zones described in Items Nos. 560 and 565; also within or between the East Bay Area zones described in Items Nos. 570, 575 and 580.</p> <p>(b) Rates in Section No. 4 are subject to the provisions of the following items in Section No. 1: Items Nos. 10 and 11, Definition of Technical Terms; Item No. 20, Application of Tariff - Carriers; Item No. 30, Application of Tariff - Territorial; Items Nos. 40 and 41, Application of Tariff - Commodities; Item No. 60, Gross Weight; Item No. 65 - Units of Measurement in Quotation of Rates and Charges; Item No. 100, Mixed Shipments; Item No. 190, Collect on Delivery (C.O.D.) Shipments; Item No. 210, Alternative Application of Common Carrier Rates; Item No. 215, References to Items and Other Tariffs; Item No. 217, Accessorial Charges not to be offset by Transportation Charges; Item No. 250, Accessorial Services Not Included in Common Carrier Rates (except paragraphs 4 and 5 and paragraphs 1, 2, and 3 of Note therein); Item No. 255, Issuance of Shipping Documents; and Item No. 260, Collection of Charges. They are not subject to other rules and regulations provided in Section No. 1.</p> <p>(c) Rates in Section No. 4 include tailgate loading into and tailgate unloading from the carrier's equipment with the services of the driver only, subject to provisions of Item No. 515.</p> <p>(d) Rates in Section No. 4 apply to transportation by city carriers, radial highway common carriers, and highway contract carriers.</p>
515	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>For stacking, sorting, or other accessorial service which is not authorized to be performed under the rates provided in this Section, and for which a charge is not otherwise provided, an additional charge as provided in Item No. 150 shall be made.</p>
	<p style="text-align: center;">CHARGES FOR SERVICE AT OTHER THAN REGULAR WORKING HOURS</p> <p>Rates named in this Section apply for service performed during regular hours from 4:00 a.m. to 5:00 p.m. except Saturdays, Sundays and holidays as defined in Item No. 10.</p>

520

For service performed at the request of the shipper or consignee at other than those hours specified above and on Saturdays, Sundays and holidays, a charge equal to the additional cost of overtime will be made.

ø Change)
◇ Increase)
ø Reduction)

Decision No. 73756

EFFECTIVE APRIL 1, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 500

Item No.	SECTION NO. 4--SPECIAL SAN FRANCISCO AREA AND EAST BAY AREA RATES (Continued)
	COLLECTION OF LOSS AND/OR DAMAGE CLAIMS
ø525	A minimum charge of ø\$3.00 per claim shall be made by the carrier for the service of handling and collecting loss and damage claims against another carrier when the amount involved therein exceeds \$100.00. When the amount involved is \$100.00 or less, one percent of the amount involved shall be charged, subject to a minimum charge of ø100 cents.
	DELAYS TO EQUIPMENT
ø530	Delays at place of pickup and/or delivery, exclusive of the time actually consumed in loading or unloading, resulting from any cause not the fault of and beyond the control of carrier which exceed one-half hour, øan additional charge as provided in Item No. 150 shall be made.
	MINIMUM CHARGE
ø540	The minimum charge for shipments transported at rates named in this section shall be ø\$2.25.
	SHIPMENTS TO BE RATED SEPARATELY
550	Rates named herein apply to single shipments of property. Two or more single shipments shall not be combined and billed as one shipment, but must be carried as separate shipments, and at rates not less than the established minimum rates for each shipment.
	When shipments are delivered to or received from other carriers, each bill of lading, freight bill, dock permit or dock receipt, shall be considered as a separate shipment and charges assessed accordingly.
ø Change) ø Increase)	Decision No. 73756
EFFECTIVE APRIL 1, 1968	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 501	