

84695

Decision No. \_\_\_\_\_

**ORIGINAL**

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. 103  
(Filed October 29, 1974;  
amended May 20, 1975)

Henry Y. Yukihiro and Kiichi J. Namba, for Local Produce  
Truckers Association of Los Angeles, petitioner.  
Herbert S. Yokoyama, Leroy Kawai, Walter Kawai, Henry Y.  
Yukihiro, Kiichi J. Namba, Toshio Uchigoshi, Hajime  
Kanno, J. A. Ushijima, Henry T. Nomura, James Y. Masaki,  
and Masakazu Inamoto, for themselves, respondents and  
members of Local Produce Truckers Association of  
Los Angeles.  
J. C. Kaspar, R. Smith, Attorney at Law, and H. Hughes,  
for California Trucking Association, interested party.  
E. Q. Carmody and R. Toohey, for the Commission staff.

**O P I N I O N**

Petitioner, Local Produce Truckers Association of Los Angeles, is a nonprofit corporation composed of persons engaged in transportation under Minimum Rate Tariff 8 (MRT 8). That tariff contains minimum rates for the transportation of fresh fruits and vegetables, nuts, and empty containers. Petitioner seeks revisions of the rates in Section 3 of MRT 8 relating to transportation within the Los Angeles Local Produce Territory.

A duly noticed public hearing was held before Examiner Mallory on a consolidated record with OSH 99 on February 26 and 27, 1975 at San Francisco. Further hearing on a separate record was held on March 29 and 30, 1975 at Los Angeles. Petition 103 was submitted on the latter date. The amendment, filed May 20, 1975, contains downward revisions of certain proposed rates introduced at the hearing in order to reflect rates actually assessed for longer hauls.

The petitioner alleges that the present territorial application of the special rates in Section No. 3 of MRT 8 are obsolete because many of the growers for whom transportation service is performed have moved their operations beyond the existing boundaries of the Los Angeles Local Produce Territory. The petitioner also alleges that present rates are not responsive to the needs of the carriers and shippers involved in the transportation services covered by Section 3 of MRT 8. Petitioner proposes that the limits of the Los Angeles Local Produce Territory be expanded to include the points now served by petitioner's members and that rates be revised to reflect those actually being assessed. Petitioner also seeks to amend the requirement for securing a weighmaster's certificate. The tariff requires that a weighmaster's certificate be secured for shipments weighing 18,000 pounds or more if the transportation service exceeds 50 constructive miles. The rates now set forth in Section No. 3 of MRT 8 apply for distances of 50 miles or less. If the territory is extended as proposed, petitioner also requests that the mileage exemption with respect to the requirement for a weighmaster's certificate also be extended to cover the added distance encompassed in the extension.

Oral and documentary evidence on behalf of petitioner was presented by two officers of the association. Exhibit 103-1, as amended at the hearing, sets forth the rates proposed by petitioner. The proposed rates apply for distances of 80 miles or less, and are stated on a per-package basis. Exhibits 103-2 and 103-3 are copies of letters from growers requesting rates on a package basis and elimination of surcharge increases. Exhibit 103-4 is a list of 21 growers and shippers located in the expanded Los Angeles Local Produce Territory which assertedly have discontinued shipping to the Los Angeles produce markets by petitioner's members and which now engage in proprietary trucking operations. Exhibit 103-5 is a list of 14

growers formerly located within the geographical limits of the existing Los Angeles Local Produce Territory that have moved their farming operations to points within the proposed expanded Territory. The points where farming operations are now conducted are in the vicinity of Oxnard, Corona, Carlsbad, and Simi. Farms formerly were located near the communities of Torrance, Venice, North Hollywood, and Northridge, and in Orange County. The record shows that urbanization and the effect of smog on leafy vegetable crops caused the transfer of the farming operations to more distant points. The witnesses testified that membership in their association has declined because of loss of business to proprietary trucking operations by growers located outside the existing area but within the proposed area. The extension of the local produce territory to include farmers whose operations have been dispersed and the establishment of rates on a per-package basis assertedly will permit association members to retain existing traffic and to prevent further loss of traffic to proprietary operations. The proposed rates also will permit the carriers to continue to serve their existing customers at reasonable rate levels.

The record shows that petitioner hauls fresh vegetables, mushrooms, and strawberries in packages, and does not engage in transportation of tree fruits, melons, nuts, or any fresh produce transported in bulk. Each lot transported by petitioner is rated separately; no split pickup, split delivery, or multiple lot service is accorded. Petitioner desires that the proposed rates apply only to the services performed by it on behalf of growers located in the expanded territory and, therefore, proposes that the revised rates not alternate or combine with other rates in MRT 8 for the same transportation service.

The record shows that rates proposed by petitioner are based on the actual rates now being assessed by petitioner's members and, in almost every instance, are the same or are higher than the existing rates in MRT 8 (exclusive of unloading charges).

Refrigeration service is not ordinarily performed by petitioner's

members but to the extent that service is required it is included in the proposed rates. The existing rates in MRT 8 are subject to separate surcharge increases of 25 and 6 percent, which make calculation of the rates difficult for petitioner's members and for their customers. Petitioner seeks cancellation of the surcharge increases concurrently with the establishment of the revised rates proposed herein.

Petitioner urges that its proposals be adopted as soon as possible to prevent further loss of traffic to proprietary trucking operations. California Trucking Association (CTA), and the Commission staff concur in petitioner's proposals as amended and restricted at the hearing.

By letter dated June 27, 1975 CTA opposes the adoption of the rates contained in the amendment filed May 20, 1975 (after the conclusion of the hearing). The CTA states in part, as follows: "...we wish to advise the Commission that we urge them to issue an early decision on the proposal submitted during hearing, and justified by the evidence received at such hearing. If additional changes subsequently become necessary, they can be handled by separate filing and should not be permitted to delay an early decision on the principal issues proposed and justified during the hearings involving Petition 103."

In the circumstances, we should either base the decision herein on the evidence received at the hearing, or reopen the matter to receive additional evidence with respect to the proposals contained in the amendment. Petitioner has demonstrated that the extension of package rates to the enlarged territory is an urgent matter which should take precedence over the minor rate adjustments proposed in the amendment. Petitioner may seek the further relief deemed necessary in a subsequent filing.

Findings

1. Petitioner is an association of highway carriers engaged in the transportation of fresh vegetables, mushrooms, and strawberries in containers from points within 90 miles of the Los Angeles wholesale produce market to wholesale produce markets and retail chain store warehouses located in Metropolitan Zones 229 and 235 as described in the Distance Table.

2. The special Los Angeles Area rates in Section 3 of MRT 8 originally were established to meet the needs of petitioner's members and the shippers of fresh produce served by them.

3. The present rates, rules, and provisions of Section 3 of MRT 8 are no longer responsive to the needs of petitioner's members and their shippers.

4. Petitioner has proposed revisions of the provisions of MRT 8 which are designed to make the rates in Section 3 responsive to the current transportation requirements of petitioner's members and their shippers.

5. The rates proposed by petitioner are based on the unit of measurement universally used by shippers and carriers involved in the transportation of packaged fresh vegetables, mushrooms, and strawberries to Los Angeles wholesale markets from points within 90 miles thereof.

6. The rates proposed by petitioner are based on the actual rates now being assessed, and said rates generally are the same as or in excess of the present minimum rates for the same transportation service, as set forth in MRT 8 (exclusive of unloading charges).

7. The extension of the Los Angeles Local Produce Territory as proposed by petitioner is necessary in order that petitioner's members may continue to serve shippers which have relocated at greater distances from the Los Angeles Market Area because of urbanization or the effects of smog on leafy vegetable crops.

8. The revised rates, rules, and provisions proposed by petitioner, limited to apply to the specific transportation services offered by petitioner's members, will result in just, reasonable, and nondiscriminatory minimum rates for the transportation services to which they will apply.

9. The increases in rates resulting from adoption of petitioner's proposals are justified.

10. The revised rates adopted herein are not designed to produce additional revenues over rates now being assessed by petitioner, although such rates are generally higher than the minimum rates; therefore, it is not possible to estimate the annual revenue effect of the increase in minimum rates resulting from this proceeding.

#### Conclusions

1. The rate proposals of petitioner found reasonable above should be adopted and Minimum Rate Tariff 8 should be amended accordingly. Concurrently with the establishment of said rates, the provisions of Supplements 40 and 41 should be cancelled with respect to Section 3 of Minimum Rate Tariff 8.

2. To the extent that common carriers heretofore have been authorized to depart from the long- and short-haul provisions of the Public Utilities Code, carrier should be authorized to depart from said provisions in connection with the rates authorized herein.

3. To the extent not granted herein the petition should be denied.

#### O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 8 (Appendix C to Decision No. 33977, as amended) is further amended by incorporating therein, to become effective August 23, 1975, 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 to Decision No. 33977, as amended, are hereby directed to establish in their tariffs the amendments necessary to conform with the further adjustments ordered herein.

3. Tariff publications required to be made by common carrier 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 fifth day after the effective date of this order on not less than five days' notice to the Commission and to the public and shall be made effective not later than August 23, 1975.

4. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby 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.

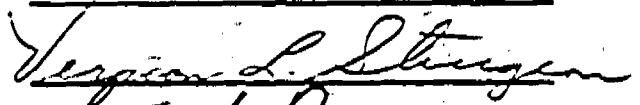
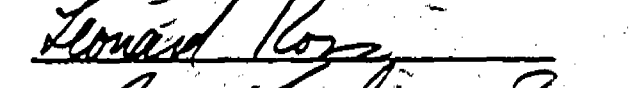

5. In all other respects, Decision No. 33977, as amended, shall remain in full force and effect.

6. To the extent not granted herein Petition 103 in Case No. 5438 is denied.

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

Dated at San Francisco, California, this 22nd day of JULY, 1975.

  
President

  
  
  
Commissioners

Commissioner William S. Jones, Jr., being necessarily absent, did not participate in the disposition of this proceeding.



APPENDIX A

LIST OF SUPPLEMENT AND REVISED PAGES TO  
MINIMUM RATE TARIFF 8

SUPPLEMENT 43

TENTH	REVISED	PAGE	9
EIGHTEENTH	REVISED	PAGE	15
FIFTH	REVISED	PAGE	15-A
EIGHTEENTH	REVISED	PAGE	16
THIRD	REVISED	PAGE	16-A
FIFTH	REVISED	PAGE	18
EIGHTH	REVISED	PAGE	37
NINTH	REVISED	PAGE	38
FIFTH	REVISED	PAGE	40
FIRST	REVISED	PAGE	40-A
FIRST	REVISED	PAGE	40-B
ELEVENTH	REVISED	PAGE	41

(END OF APPENDIX A)

SPECIAL INCREASE SUPPLEMENT

SUPPLEMENT 43

(Cancels Supplements 41 and 42)

(Supplements 29 and 43 Contain All Changes)

TO

MINIMUM RATE TARIFF 8

NAMING

MINIMUM RATES AND RULES

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

RADIAL HIGHWAY COMMON CARRIERS

AND

HIGHWAY CONTRACT CARRIERS

APPLICATION OF SURCHARGES  
(See Page 2 of This Supplement)

Decision No. 84695

EFFECTIVE

## (2) APPLICATION OF SURCHARGE

Except as otherwise provided, compute the amount of charges in accordance with the provisions of this tariff, including any surcharges applicable thereto under other supplements to this tariff, and increase the resulting total amount by six (6) percent. (See Exception)

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

EXCEPTION.--The surcharge provided in this supplement shall not be applied to those charges determined under the following provisions of this tariff:

- (a) Item 220 - Accessorial charges resulting under Paragraph 1 (b);
- (b) Item 192 - C.O.D. Shipments;
- (c) Item 210 - Alternative Application of Common Carrier Rates;
- (d) Item 220 - Alternative Application of Combinations with Common Carrier Rates. (Railhead to Railhead portion only);
- (e) Item 230 - Alternative Application of Split Pickup Under Rates Constructed by Use of Combinations With Common Carrier Rates. (Railhead to Railhead portion only);
- (f) Item 240 - Alternative Application of Split Delivery Under Rates Constructed by Use of Combinations With Common Carrier Rates. (Railhead to Railhead portion only);
- (g) Surcharges applicable to deliveries at Golden Gate Produce Terminal and to San Francisco Produce Terminal as set forth in Supplement 29;
- \*Δ(h) Item 450 - Rates on Vegetables, including Mushrooms and Strawberries; and
- \*Δ(i) Item 460 - Rates on Empty Containers.

## (A) APPLICATION OF SURCHARGES

Except as otherwise provided, compute the amount of charges in accordance with the provisions of this tariff, including any surcharges applicable thereto under other supplements to this tariff, and increase the amount so computed by:

- (1) Thirty-one (31) percent on shipments which are subject to minimum weights of 40,000 pounds or more and move distances exceeding 60 constructive miles;
- (2) Twenty-six (26) percent on all other shipments.

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

EXCEPTION.--The surcharges herein shall not apply to:

- 1. Deductions from rates;
- 2. Collect on Delivery (C.O.D.) Shipments;
- 3. Surcharges applicable to deliveries at Golden Gate Produce Terminal and to San Francisco Produce Terminal as set forth in Supplement 29;
- 4. Accessorial charges resulting under Paragraph 1(b) of Item 120;
- \*Δ5. Item 450 - Rates on Vegetables, including Mushrooms and Strawberries; and
- \*Δ6. Item 460 - Rates on Empty Containers.

THE END

\* Addition  
Δ Change, neither increase nor reduction) Decision No.

84695

(1) Reissued from Supplement 41, except as noted.  
(A) Reissued from Supplement 42, except as noted.

MINIMUM RATE TARIFF 8

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM		
<p style="text-align: center;"><b>GROSS WEIGHT</b></p> <p>(a) Charges shall be assessed on the gross weight of the shipment, including container icing, if any. No allowance shall be made for the weight of containers. (See Exceptions 1, 2 and 3)</p> <p>(b) In connection with shipments weighing 18,000 pounds or more, transported for distance in excess of 50 constructive miles, the actual gross weight of the shipments shall be confirmed by a public weighmaster's certificate, which shall be obtained by the carrier prior to or at the time of unloading. (See Notes 1 and "2")</p> <p>(c) When the carrier obtains a public weighmaster's certificate, charges shall be based on the weight of the commodities as confirmed by the public weighmaster's certificate. The original and duplicate copy of the public weighmaster's certificate shall be affixed to the shipper's and carrier's copy of the freight bill (See Item 255), respectively.</p> <p><b>EXCEPTION 1--</b>On shipments containing exclusively the commodities provided below, charges shall be assessed on the gross weights as follows:</p> <p>(a) <b>ONIONS, BEETS, TURNIPS, RUTABAGAS, PARSNIPS, CARROTS AND POTATOES</b></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>When Packed and Invoiced as:</p> <p>10 Pounds per Sack</p> <p>15 Pounds per Sack</p> <p>25 Pounds per Sack</p> <p>50 Pounds per Sack</p> <p>100 Pounds per Sack</p> <p>5 10-Pound Consumer Paper Bags per Sack</p> <p>50 Pounds per Carton</p> </td><td style="width: 50%; vertical-align: top;"> <p>Charges shall be assessed on Gross Weight per Package of:</p> <p>10½ Pounds per Sack</p> <p>15½ Pounds per Sack</p> <p>25½ Pounds per Sack</p> <p>50½ Pounds per Sack</p> <p>101 Pounds per Sack</p> <p>51½ Pounds per Sack</p> <p>53 Pounds per Carton</p> </td></tr> </table> <p>(b) <b>ORANGES or LEMONS</b> when packed in standard orange or lemon box with inside depth, width and length dimensions of 10-1/4 X 10-11/16 X 16-3/8", identified as container 58 in Section 828.83 of Agricultural Code of California, charges shall be assessed on the gross weights as follows:</p> <p style="text-align: center;"><b>ORANGES - 39½ lbs. per box      LEMONS - 40 lbs. per box</b></p> <p>(c) <b>GRAPEFRUIT</b> when packed in standard grapefruit box with inside depth, width and length dimensions of 9-3/4 X 10-11/16 X 16-3/8", identified as container 59 in Section 823.83 of the Agricultural Code of California, charges shall be assessed on the gross weight of 35½ lbs. per box.</p> <p><b>EXCEPTION 2--</b>When palletized shipments subject to minimum weights of 18,000 pounds or more are loaded or unloaded with power equipment, the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. This exception applies only in connection with rates contained in this tariff, and is not applicable to shipments of empty pallets. When rail rates are used under provisions of Items 210 and 220 through 240 of this tariff, the weight of the pallets shall be included or excluded in accordance with the provisions of the governing rail tariff.</p> <p><b>EXCEPTION 3--</b>The provisions of this item do not apply to transportation for which package rates are provided in Section 4 of this tariff.</p> <p><b>EXCEPTION 4--</b>When rail rates are used under the provisions of Items 210 and 220 through 240 of this tariff, actual, estimated or agreed weights shall be used to compute charges in accordance with the provisions of the governing rail tariff.</p> <p><b>NOTE 1.--</b>A single public weighmaster's certificate may be obtained for each unit of carrier's equipment which contains (a) one or more shipments weighing 18,000 pounds or more and other shipments or (b) a portion of a shipment weighing 18,000 pounds or more and other shipments. Such certificate shall show the combined actual weight of all shipments on each such unit of carrier's equipment. The combined weight thus obtained shall be allocated among the shipments in each unit of carrier's equipment. A load manifest or similar document shall be prepared for each such unit which shall set forth the kind and quantity of each commodity in each shipment and the method of allocating the weight to each.</p> <p><b>*NOTE 2.--</b>Not applicable in connection with rates named in Section 3.</p>	<p>When Packed and Invoiced as:</p> <p>10 Pounds per Sack</p> <p>15 Pounds per Sack</p> <p>25 Pounds per Sack</p> <p>50 Pounds per Sack</p> <p>100 Pounds per Sack</p> <p>5 10-Pound Consumer Paper Bags per Sack</p> <p>50 Pounds per Carton</p>	<p>Charges shall be assessed on Gross Weight per Package of:</p> <p>10½ Pounds per Sack</p> <p>15½ Pounds per Sack</p> <p>25½ Pounds per Sack</p> <p>50½ Pounds per Sack</p> <p>101 Pounds per Sack</p> <p>51½ Pounds per Sack</p> <p>53 Pounds per Carton</p>	<p>660</p>
<p>When Packed and Invoiced as:</p> <p>10 Pounds per Sack</p> <p>15 Pounds per Sack</p> <p>25 Pounds per Sack</p> <p>50 Pounds per Sack</p> <p>100 Pounds per Sack</p> <p>5 10-Pound Consumer Paper Bags per Sack</p> <p>50 Pounds per Carton</p>	<p>Charges shall be assessed on Gross Weight per Package of:</p> <p>10½ Pounds per Sack</p> <p>15½ Pounds per Sack</p> <p>25½ Pounds per Sack</p> <p>50½ Pounds per Sack</p> <p>101 Pounds per Sack</p> <p>51½ Pounds per Sack</p> <p>53 Pounds per Carton</p>		
<p>Change )          Addition ) Decision No. <b>84695</b>          Increase )</p>			
<b>EFFECTIVE</b>			
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,          SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>			

## SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

## SPLIT PICKUP

The rate for the transportation of a split pickup shipment shall be determined and applied as follows, subject to Notes 1 and 2:

- (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.)

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:

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.
- (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.
- (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.

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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	225
100	250	270
250	500	285
500	1,000	360
1,000	2,000	505
2,000	5,000	635
5,000	10,000	745
10,000	20,000	855
20,000		1060

NOTE 2.--Not applicable in connection with rates named in Section 3.

g Change )  
\* Addition ) Decision No.  
o Increase )

84695

EFFECTIVE

Correction

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

## SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

## PRODUCE SERVICE SHIPMENT

The rate for the transportation of a produce service shipment shall be determined and applied as follows, subject to Notes 1, 2 and 3:

- (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.
- (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.

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:

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Weight of Component Part (In Pounds)		Charge for Each Component Part in Cents
Over	But Not Over	
0	100	225
100	250	270
250	500	285
500	1,000	360
1,000	2,000	505
2,000	5,000	635
5,000	10,000	745
10,000	20,000	855
20,000		1060

NOTE 2.--See Item 120, paragraph 2, for deliveries within a single market area.

\*NOTE 3.--Not applicable in connection with rates named in Section 3.

◊ Change )  
\* Addition ) Decision No.  
◊ Increase )

84695

EFFECTIVE

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

Correction

## SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

## SPLIT DELIVERY

The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Notes 1 and 2:

- (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)

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:

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.
- (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 or property in each component part of such shipment.
- (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.

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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	225
100	250	270
250	500	285
500	1,000	360
1,000	2,000	505
2,000	5,000	635
5,000	10,000	745
10,000	20,000	855
20,000		1,060

See Item 120, paragraph 2, for Deliveries Within a Single Market Area.

\*NOTE 2.—Not applicable in connection with rates named in Section 3.

◊ Change )  
 \* Addition ) Decision No. 84635  
 ◊ Increase )

## EFFECTIVE

Correction

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS *(Subject to Note)</p> <p>When a shipment is available to the carrier for immediate transportation at the time of the first pickup at a single point of origin, and the carrier is unable to pick up the entire shipment at one time, the following provisions shall apply in addition to other applicable rules and regulations:</p> <ol style="list-style-type: none"> <li>1. At the time of or prior to the initial pickup, the carrier shall issue to the consignor a single master document for the entire shipment. It shall show the name of the consignor, point of origin, date of the initial pickup, name of the consignee (or consignees), point of destination (or points of destinations), and the kind and quantity of property. In addition, a shipping document shall be issued for each pickup which shall give reference to the single master document covering the entire shipment, by its date and number (if assigned a number), the name of the consignor, and such other information as may be necessary to clearly identify the single master document.</li> <li>2. <ol style="list-style-type: none"> <li>a. If rated under the rates in this tariff, the entire shipment shall be picked up by the carrier within a period of 2 days computed from 12:01 a.m. of the date on which the first pickup commences, excluding Saturdays, Sundays and legal holidays.</li> <li>b. If rated under the provisions of Items 210, 220 (paragraph (b)), and 240 of this tariff, the entire shipment shall be picked up by the carrier within: <ol style="list-style-type: none"> <li>(1) a period of two days computed from 12:01 a.m. of the date on which the initial pickup commences, excluding Saturdays, Sundays and legal holidays, when the highway carrier's trailer equipment is placed for loading by the consignor without the presence of carrier personnel or motive equipment.</li> <li>(2) a 24-hour period computed from 12:01 a.m. of the date on which the initial pickup commences, when the shipment is loaded other than under the conditions specified in subparagraph (1) above.</li> </ol> </li> </ol> </li> <li>3. The separate pickups made in accordance with the foregoing provisions shall constitute a shipment which shall be subject to the rates named or provided for in this tariff, including Items 210, 220, 230 and 240, in effect on the date of the first pickup, for the transportation of a shipment of like kind and quantity of property picked up at one time.</li> </ol> <p>Any property separately picked up without complying with the foregoing provisions shall constitute a separate shipment and shall be subject to the rates, rules and regulations applicable thereto.</p> <p>*NOTE.—Not applicable in connection with rates named in Section 3.</p>	2185
<p>         ◊ Change       )          * Addition    ) Decision No. <b>84695</b>          ◊ Increase    )       </p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction



SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p>APPLICATION OF COMBINATIONS OF RATES *(Subject to Note)</p> <p>In the event two or more rates are named in this tariff for the same transportation the lower rate shall apply. In the event a combination of rates makes a lower aggregate through rate or charge than a single rate, such lower combination of rates shall apply.</p> <p>*NOTE.--Not applicable in connection with rates named in Section 3.</p>	200
<p>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>(a) Common carrier rates, except rates of coastwise common carriers by vessel, may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation between the same point of origin and the same point of destination than results from the application of rates herein provided. (See Notes 1, 2, 3, 4 and 5)</p> <p>(b) Team track-to-team track rates of common carriers by railroad may be applied in lieu of the rates provided in this tariff, in connection with transportation between established depots in the same cities or unincorporated communities in which such team tracks are located, when such team track-to-team track rates produce a lower aggregate charge than results from the application of the rates provided in this tariff for depot-to-depot movements. (See Notes 1, 2, 3, 4 and 5)</p> <p>NOTE 1.--In determining the aggregate charge by railroad for the transportation of fruits, vegetables or mushrooms as described in Item 40, the charge for refrigeration service shall be the charge for mechanical refrigeration service named in the applicable rail tariff or tariffs.</p> <p>NOTE 2.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p>NOTE 3.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.</p> <p>NOTE 4.--When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.</p> <p>NOTE 5.--For the purpose of applying the provisions of this item, the definitions of Point of Destination and Point of Origin set forth in Item 10 will be applicable.</p>	210
<p>REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>	215
<p>ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</p> <p>Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected whenever such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.</p>	217
<p>           ◊ Change )            * Addition ) Decision No. <b>84695</b>            ◊ Increase )         </p>	
EFFECTIVE	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p> <p>- Correction</p>	

MINIMUM RATE TARIFF 8

SECTION 3

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SPECIAL LOS ANGELES AREA RATES

Rates Named in This Section Do Not Alternate with Rates Provided in  
Section 2 of This Tariff

\*\*

\*\*Eliminated, Decision No.

84635

EFFECTIVE

Correction

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

SECTION 3--SPECIAL LOS ANGELES AREA RATES	ITEM
<p style="text-align: center;">APPLICATION OF RATES</p> <p>Except as otherwise provided, rates in this Section are subject to the rules in Section 1.</p> <p>¶Rates in Section 3 apply to the transportation of commodities described below from points in the Los Angeles Local Produce Territory as described in Item 425 to points within the Los Angeles Market Area as described in Item 430, and the movement of containers as described in Item 40 from the Los Angeles Market Area to points in the Los Angeles Local Produce Territory.</p> <p>◊The rates in Section 3 are applicable to the following commodities:</p> <p style="padding-left: 40px;">Vegetables, fresh or green, including mushrooms, and fresh strawberries, in containers weighing not more than 75 pounds each;</p> <p style="padding-left: 40px;">Containers as described in Item 40.</p> <p>Rates in Section 3 apply to transportation by Radial Highway Common Carriers and Highway Contract Carriers.</p>	<p style="text-align: center;">8405</p>
Item Cancelled.	8415
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div> <p>◊ Change )</p> <p>◊ Increase )</p> </div> <div> <p>Decision No.</p> </div> <div style="text-align: center;"> <p><b>84695</b></p> </div> </div>	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> <div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</div> </div>	

MINIMUM RATE TARIFF 8

FIFTH REVISED PAGE.....40  
CANCELS  
FOURTH REVISED PAGE.....40

SECTION 3--SPECIAL LOS ANGELES AREA RATES		ITEM
TERRITORIAL DESCRIPTIONS		
LOS ANGELES LOCAL PRODUCE TERRITORY includes that: area consisting of the Counties of Los Angeles, Orange, and Ventura; that portion of Riverside County located west of a north-south line running along the eastern boundary of the City of Banning; and that portion of San Bernardino County located south of the southwestern boundary of San Bernardino National Forest.		425
<p>o Change ) o Reduction ) Decision No. 84695</p>		
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		
Correction		

MINIMUM RATE TARIFF U

FIRST REVISED PAGE....40-A  
CANCELS  
ORIGINAL PAGE.....40-A

SECTION 3--SPECIAL LOS ANGELES AREA RATES	ITEM
<p data-bbox="535 370 991 395">TERRITORIAL DESCRIPTIONS (Continued)</p> <p data-bbox="282 412 1262 459">LOS ANGELES MARKET AREA includes all points in Metropolitan Zones 229 and 235 as described in the Distance Table.</p>	<p data-bbox="1361 412 1410 459">60 430</p>
<div data-bbox="282 561 626 608"><p>Change ) Decision No.</p><p>Increase )</p></div> <div data-bbox="728 591 872 636">84695</div>	
EFFECTIVE	
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Correction

SECTION 3--SPECIAL LOS ANGELES AREA RATES	ITEM
<p data-bbox="525 362 987 388">TERRITORIAL DESCRIPTIONS (Concluded)</p> <p data-bbox="553 625 928 672">Item canceled, for provisions in effect see Item 430.</p>	<p data-bbox="1387 636 1445 661">431</p>
<p data-bbox="553 996 933 1043">Item canceled, for provisions in effect see Item 430.</p>	<p data-bbox="1387 996 1445 1021">435</p>
<p data-bbox="289 1239 773 1287">Change, Decision No. 84695</p>	
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Correction

MINIMUM RATE TARIFF 3

SECTION 3--SPECIAL LOS ANGELES AREA RATES In Cents per 100 Pounds, except as noted								ITEM
VEGETABLES, fresh or green, including mushrooms, and strawberries, fresh, in containers weighing not more than 75 pounds each. Rates in this item include refrigeration service. Subject to Note.								600 (1) 450
FROM: Los Angeles Local Produce Territory as described in Item 425.								
TO: Los Angeles Market Area as described in Item 430.								
NOTE.--Not subject to the provisions of Item 120, paragraph 1(b).								
RATES IN CENTS PER PACKAGE								
MILES		WEIGHT PER PACKAGE IN POUNDS		SHIPMENTS IN QUANTITIES OF:				
Over	But Not Over	Over	But Not Over	1 to 100 Packages	101 to 200 Packages	201 to 400 Packages	Over 400 Packages	
0	35	0	15	17	14	12	10	
		15	25	18	15	13	11	
		25	40	29	23	18	14	
		40	60	38	27	24	20	
		60	100	42	35	30	25	
35	60	0	15	19	17	14	12	
		15	25	21	18	15	13	
		25	40	32	25	22	18	
		40	60	42	32	28	25	
		60	100	52	42	34	32	
60	80	0	15	21	19	17	15	
		15	25	23	20	18	17	
		25	40	34	28	27	26	
		40	60	44	33	31	29	
		60	100	55	45	37	35	
Item Cancelled.								600 455
EMPTY CONTAINERS, as described in Item 40, returning from an outbound paying load or forwarded for a return paying load for which rates in Item 450 apply. Subject to Note.								600 (1) 460
NOTE.--Not subject to the provisions of Item 120, paragraph 1(b).								
MILES		RATES MINIMUM WEIGHT IN POUNDS						
Over	But Not Over	Any Quantity	2,000	4,000	10,000			
0	3	114	68	51	30			
3	5	115	69	52	31			
5	10	116	71	53	32			
10	15	117	72	54	33			
15	20	118	73	55	34			
20	25	119	75	56	35			
25	30	120	76	57	36			
30	35	121	77	59	37			
35	40	122	79	60	38			
40		123	81	61	39			
⧫ Change ) ⧫ Increase ) Decision No. 84695 ⧫ Reduction )								
(1) Rates not subject to surcharges provided in Supplement 43.								
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								
Correction								