

Decision No. 85826

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
Order Setting Hearing 99
(Filed April 30, 1974)

Order Setting Hearing 101
(Filed June 5, 1974)

Petition for Modification
No. 108
(Filed May 14, 1975)

(Appearances are Shown in Appendix A.)

O P I N I O N

Minimum Rate Tariff 8 (MRT 8) contains minimum rates for the transportation of fresh fruits, fresh vegetables, and nuts from points of production to wholesale markets and chain store warehouses. Mileage rates in MRT 8 are based on the constructive mileages set forth in Distance Table 7 (DT 7).

Order Setting Hearing 99 (OSH 99) ordered that public hearing be held for the receipt of evidence relative to the adjustment and/or establishment of minimum rates and rules for the statewide transportation of fresh fruits and vegetables under the provisions of MRT 8, and to consider the full-scale cost and rate studies prepared by the Commission staff.

Order Setting Hearing 101 (OSH 101) was issued to receive evidence to determine the extent that MRT 8 should be modified as a result of the adoption of Distance Table 8 (DT 8) to govern that tariff in lieu of DT 7.

Decision No. 85203 dated December 2, 1975 in Case No. 5432 (Petition 855), Case No. 5438 (Petition 108), and related matters found that the minimum rate tariffs containing rates on a weight basis should be amended by establishing therein a charge for obtaining a weighmaster's certificate. Decision No. 85203 granted the request of Sunkist Growers, Inc. (Sunkist) which asked that Petition 108 in Case No. 5438 be considered in conjunction with the decision in OSH 99, in light of the evidence in that proceeding dealing with provided weights for citrus.

Twenty-five days of public hearing in OSH 99 were held before Examiner Mallory between February 26, 1975 and September 26, 1975. OSH 101 was heard on a consolidated record with OSH 99 beginning on August 11, 1975. OSH 99 and OSH 101 were submitted upon receipt of closing statements filed on November 13, 1975. Closing statements were filed by Sunkist, Lucky Stores, Inc. (Lucky), Western Growers Association (Western Growers), California Farm Bureau Association (Farm Bureau), California Trucking Association (CTA), and the Commission staff. On October 17, 1975 (after close of the hearings) California-Arizona Citrus League (CACL), an association composed of marketers of citrus grown in California and Arizona, filed a petition to intervene in order to support the establishment of separate commodity rates on citrus proposed by Sunkist, and to state its position on tariff changes recommended by other parties.^{1/} CTA opposes CACL's petition to intervene. That petition will be granted.

^{1/} CACL's membership includes Pure Gold, Sunkist, Tenneco, and independent marketers.

Evidence was adduced by witnesses appearing for the Commission staff, California Grape and Tree Fruit League (League), Sunkist, and CTA. The first fourteen days of hearing were devoted exclusively to the testimony of staff witnesses. The staff presented cost studies, proposed rates and tariff rules, and analyses of the revenue effect of the staff and CTA proposals. Other parties presented rate proposals and supporting data covering areas in which those parties differed from the staff. Sixty-nine exhibits were received.

The principal issues raised by the parties in this proceeding are the following:

1. Accuracy and reliability of staff cost studies.
2. Use of cost data in arriving at recommended rate levels.
3. Reasonableness of proposed rates in general.
4. Reasonableness of proposed rates for specific commodities or services:
 - a. The appropriate method of establishing charges for unloading at wholesale markets and chain store warehouses (swamper charges).
 - b. Whether refrigeration charges should be included in line-haul rates or stated separately.
 - c. Whether separate scales of rates should be established for specific commodities, such as citrus.
5. Whether provided weights for citrus, potatoes, and onions should be retained and, if retained, whether the existing agreed weights should be revised or subject to an expiration date.
6. The changes, if any, required in MRT 8 in connection with the adoption of DT 8 to replace DT 7.

7. Whether specific definitions, rules, and accessorial service charges should be revised or canceled.
8. Whether MRT 8 should be reissued as MRT 8-A.

Background

The last full-scale cost and rate studies for MRT 8 were presented by the staff in the proceeding leading to Decision No. 68921 dated April 20, 1965 (64 CPUC 251). That decision states that the shippers and carriers involved in the transportation of fresh fruits and vegetables did not agree with staff proposals and that they formulated rate proposals which they felt were required to satisfy the needs of produce shippers and carriers for the foreseeable future. The carrier-shipper committee rate proposals were adopted. The decision explained that the carrier-shipper rate proposals adopted therein departed substantially from the staff cost data, particularly in connection with truckload shipments. Subsequent adjustments of rate levels in MRT 8 have generally been made on the basis of proposals of CTA which have been concurred in by shipper members of the carrier-shipper committee.

Decision No. 77064 dated April 14, 1970 (unreported) established the offset rate increase approved therein in the form of a surcharge. Subsequent offset increases have been made by increasing the surcharge. The present surcharge increases are 6 percent, plus 31 percent on truckload shipments moving more than 60 miles, or plus 26 percent on all other shipments.

Other surcharges were established in MRT 8 by Decision No. 66124 dated October 1, 1963 (61 CPUC 499) to compensate motor carriers for the gate fees assessed by Golden Gate Produce Terminal (South San Francisco) and San Francisco Produce Terminal. These surcharges have been revised as the gate fees assessed by operators of the terminals have been changed.

Decision No. 81450 dated May 30, 1973 (unreported) established in Item 120, paragraph 1(b) of MRT 8, a requirement that if the services of helpers (swampers) are employed to load or unload shipments, the actual charges assessed by the swampers shall be billed to the debtor. Unloading charges shall not exceed the scale of charges established pursuant to Sections 56801 through 56902, Chapter 8 of the California Food and Agricultural Code.^{2/} Those unloading charges were established on a temporary basis so that the Commission staff could review the circumstances under which swamper charges were incurred at produce terminals and chain store warehouses and could determine the amounts of the swamper charges actually imposed. The expiration date of paragraph 1(b) of Item 120 has been extended to December 31, 1976 to permit the receipt of evidence on that subject by the staff and other parties in OSH 99.

Findings 5 and 6 of Decision No. 81450 read as follows:

- "5. The proposed tariff rule will enable produce carriers and shippers to obtain current information, not now available, concerning transportation conditions and circumstances surrounding the loading and unloading of produce shipments. Such information has been shown to be critical to the evidentiary value of contemplated MRT 8 full-scale cost and rate studies.

^{2/} Chapter 8 of the California Food and Agricultural Code provides that produce terminals at which there are five or more produce dealers may employ registered unloaders, and that each dealer shall post the charges for unloading for registered unloaders employed in those markets. The Director of Industrial Relations is required to approve the levels of unloading charges negotiated between unions and the produce terminals, which then become the standard charge for unloading produce at that market.

- "6. The proposed tariff rule will formulate a basis for future evaluation, coordination and clarification of the existing joint jurisdictional involvement of the Commission and the Director of Industrial Relations relative to charges assessed by registered unloaders at established produce markets."

Apparently it was contemplated that the statutory directive requiring the Director of Industrial Relations to establish swamper charges at wholesale markets would be rescinded. Chapter 8 of the California Food and Agricultural Code has not been rescinded as of this writing.

The staff studies indicate that fresh fruits and vegetables originate in more than 25 producing areas in the State and are generally destined to the major population centers. Loading points are packing houses, fields, or steamer docks (bananas). Unloading points are wholesale produce markets or chain store warehouses.

Carriers engaged in the market hauling of fresh produce range from single-truck operators to fleet operators. Carriers may engage exclusively in hauling fresh produce or may mix that hauling with the transportation of general commodities. Carriers generally handle both less than truckload and truckload traffic, although some carriers engage primarily in handling truckload shipments on a seasonal basis.

Staff Cost Study

The cost evidence introduced by the Commission staff is set forth in Exhibits 99-1, 99-2, and 99-9. The latter exhibit contains revisions of Exhibits 99-1 and 99-2 to reflect cost levels as of July 1, 1975. Exhibit 99-9 contains summaries of total costs of operation for the transportation of fresh produce to destinations at markets located in the Los Angeles and San Francisco areas, and to destinations at all other points. Costs are developed which include

and exclude refrigeration. The study also contains separate cost summaries for the transportation of onions and potatoes, bananas, and seed potatoes.^{3/} Exhibit 99-9 also contains cost data pertaining to the unloading of produce at produce terminals in the San Francisco Bay Area and Los Angeles area.

Exhibit 99-9 states that the two principal areas of the investigation conducted by the staff were costs and performance. Carriers selected for a study of costs were those reporting 1970 gross revenues of at least \$150,000, with a majority of that revenue derived from MRT 8 traffic. Performance data were obtained through unloading observations made at the principal market areas and distribution centers, and loading observations made in various production areas. Terminal studies, including dock performance, were made at selected carrier terminals. The performance data were supplemented by records and special trip reports prepared by carriers.

Vehicle investment costs were developed from data in the Commission's Data Bank and supplemented with data from carrier records, which included depreciation records and invoice records. Equipment costs are based on 1975 levels. The cost study uses a standard unit of equipment for line-haul service consisting of a 3-axle diesel tractor and a 2-axle insulated van equipped with a refrigeration unit. Costs for other types of equipment utilized in pickup and delivery and short-haul services are also shown in the study.

^{3/} MRT 8 contains rates for movements within the San Francisco (MRT 19) and East Bay (MRT 1-B) drayage zones. No separate costs for such movements were developed. The staff proposes that such local rates be canceled and that mileage rates in MRT 8 apply.

Labor and fringe benefit costs in Exhibit 99-9 are based on labor agreements generally in effect on July 1, 1975.

Questions concerning the manner in which property damage, public liability, and cargo insurance were handled in Exhibit 99-9 resulted in a request from CTA that the data be revised. Late-filed Exhibit 99-69, prepared at the request of the presiding examiner, substitutes insurance costs as a percentage of gross revenue in lieu of including such costs in fixed expenses.

The staff cost studies show distance costs for general commodities which include and exclude refrigeration service. Separate scales of truckload costs are shown for potatoes, onions, and bananas. The costs for bananas include the lumper charges assessed by the banana shipping companies for loading bananas at shipside.

The swamper costs applicable at wholesale produce markets in the Metropolitan Los Angeles Area and in the San Francisco Bay Area were developed by averaging the package charges provided for various sizes of containers and types of commodities. Separate swamper costs were developed for shipments originating over 150 miles from the destination markets, because labor agreements at wholesale markets in the Los Angeles and San Francisco Bay Areas require two swampers for such hauls, while generally only one helper is required to be employed when the length of haul is less than 150 miles.

Staff Rate Studies

The rate proposals of the Commission staff are set forth in Exhibits 99-3, 99-4, 99-13, 99-35, 99-44, and 99-67. Exhibits 99-5, 99-25, and 99-29 presented by the staff witness, contain supplementary economic information, including operating ratios of carriers primarily engaged in transportation under MRT 8 for the years 1972, 1973, and 1974. Exhibits 99-30, 99-31, 99-32, 99-33, 99-34, 99-36, 99-37, 99-38,

99-40, 99-54, 99-55, 99-56, and 99-60 contain estimates of the result of the staff rate proposals on carriers' revenues based on a traffic flow sample contained in Exhibit 99-39 extracted from traffic flow data for the year 1974 in the Commission's Data Bank.^{4/}

In developing his proposed rate scales, the staff witness generally relied upon the cost data set forth in Exhibit 99-9. The witness departed from cost-related rates, however, where such rates would cause a severe departure from existing levels of minimum rates. The staff witness proposed that accessorial charges for refrigeration, which are now stated separately, be included in the line-haul rates. In developing his proposed rate scales, the staff witness generally limited any reductions or increases in rates to a maximum of 15 percent of the present rate levels (including refrigeration and unloading charges). If strict adherence to the staff cost data were followed in constructing proposed rates substantial reductions from existing less than truckload rates would result. Similarly, substantial increases would occur in truckload rates. Exhibit 99-3 explains that the rate levels proposed by the staff are based on the staff cost data, the operating results of produce carriers as shown in annual reports filed with the Commission, and the particular needs of specialized transportation services, such as bananas. Based on his review of the operating ratios of produce carriers as set forth in Exhibits 99-25 and 99-29, the staff witness concluded that sufficient profit exists in less than truckload transportation to permit less than truckload rates to be reduced as proposed; and that increases in truckload rates are necessary to provide a profit to truckload carriers.

^{4/} Additional information extracted from staff field notes and other supporting data furnished at the request of interested parties is set forth in Exhibits 99-8, 99-11, 99-14, 99-15, 99-16, 99-17, 99-18, 99-19, 99-20, 99-21, 99-26, 99-27, and 99-28.

In support of his proposal to include refrigeration charges in the line-haul rates, the staff witness testified that his field study showed that many carriers were providing refrigeration service but were not collecting for it. The reasons for not collecting the accessorial refrigeration charge advanced by carriers were that shippers refuse to order refrigeration service (thus making the charge inapplicable) but orally informing the carrier that if refrigeration service is not provided loss or damage from spoilage will be the carrier's responsibility. In the view of the staff witness the only certain means for the collection of the accessorial service is to include the refrigeration charge in the line-haul rate.

The staff witness also proposed that the present provided weights for all commodities be canceled and that, in lieu thereof, carriers be required to obtain certified weighmasters' certificates for shipments of 20,000 pounds or more. Exhibit 99-3 states that in the course of the field study carriers hauling potatoes indicated that potatoes in 100-pound sacks actually weigh, on the average, 105 or 106 pounds, while tariff provided weight is 101 pounds. Citrus carriers assertedly advised the witness that oranges frequently weigh in excess of 42 pounds per carton, whereas the comparable provided weight is 39-1/2 pounds. According to the witness, carriers cannot be certain concerning overloads, and carriers would prefer to obtain weight certificates in lieu of using provided weights.

Exhibit 99-3 concludes that the area of greatest concern for many carriers and shippers of fresh produce is the high cost of unloading experienced at the various produce terminals and at chain store distribution centers. The exhibit shows that swamper charges at Los Angeles markets typically range from \$43.75 for a truckload of 700 cartons of celery to \$67.50 for 1,800 cartons of peaches. The exhibit states that two swampers must be hired when shipments unloaded at

Los Angeles markets originate beyond Saugus, Oxnard, Banning, or Oceanside, and at San Francisco or Oakland markets when the shipment originates at a point requiring over 10 hours to reach first point of delivery. Loads to Bay Area markets originating in Fresno County or beyond generally require two swampers. The staff witness proposed that the current tariff provisions requiring assessment of swamper charges be continued and that such charges be shown separately from the line-haul rates.^{5/} In arriving at the swamper charges included in the rate, the witness used the composite or average costs set forth in the cost study and increased those charges by 45 percent to cover indirect (overhead) and gross revenue expenses and profit.

The staff witness also proposed that empty pallets be returned to the shipper free of charge. The witness stated that power loading and unloading of palletized shipments is a more efficient means of handling than hand stacking. One of the reasons that a relatively small number of produce shipments are palletized is that shippers must pay to have the pallets returned to origin. The witness stated that free return of empty pallets should encourage the greater palletization of produce shipments, and could play a significant part in eventually reducing high unloading costs.

^{5/} The witness recommended continuation of existing provisions which exclude swamper charges from Any Quantity rates.

The staff witness proposed that several tariff items be deleted from MRT 8 because there is no significant use of those items at the present time. The rate items proposed to be canceled are set forth in the margin.^{6/}

The staff study comments on the fact that carriers in the San Joaquin area urged, in the course of the field study, that the allowance of 20 cents per 100 pounds for Any Quantity shipments brought to a carrier's dock at origin be increased to 35 or 40 cents, as an incentive for small farmers to continue growing crops on limited acreage. The dock allowance is made in lieu of providing pickup service, thus resulting in a saving to the carrier as well as providing incentives to shippers. The staff witness did not adopt that recommendation because of the reduced level of Any Quantity rates in his proposal.

The Commission staff also proposed changes in the application of MRT 8 as follows: cancel definition for "unit of carrier's equipment" (Item 11), cancel exemption for certain zones in San Diego (Item 30), eliminate "cold pack" from definitions of commodities (Item 40), quote rates and charges on a per-package basis (Item 65), provide that iced shipments shall be weighed at origin (Item 68), change mixed shipment rule (Item 100), revise mileage computations for split pickup and split delivery shipments (Items 170 and 180), and revise multiple lot rule (Item 185).

6/ Item 304 - Cull fruits and vegetables.

309 - Fruits and vegetables in shipper-owned trailers
(interstate freight).

336 - Potatoes from Guadalupe and Firebaugh to Shafter.

350 - Potatoes within the local Stockton area.

365, 366 - Origin zones.

505 through 665 - Special local San Francisco
and East Bay Area rates.

Sunkist Evidence

Several witnesses appearing for Sunkist presented evidence concerning the transportation of citrus fruit for that marketing organization and testified in support of Sunkist's rate proposals.

Sunkist proposed that mileage rates below the levels of those proposed by the staff in Item 300 series be established for citrus (oranges, lemons, grapefruit, and tangelos). Sunkist also strongly opposed the staff recommendations to include refrigeration in line-haul rates and to cancel the provided weights on citrus.

Sunkist's final rate proposals are set forth in Exhibit 99-57, and reflect data and analyses set forth in Exhibit 99-59. In addition to the proposals mentioned above, Sunkist proposes to: include hand pallet jacks in the definition of power equipment (Item 10), restate the exemption for hauling citrus to packing plants and precooling plants (Item 41), and provide that swamper charges will not be applicable to minimum charge shipments (Item 120).

Sunkist relied upon data contained in staff field notes to show that many shipments of citrus are transported without temperature control and that such shipments do not require refrigeration to prevent spoilage. Carrier witnesses appearing for Sunkist testified that citrus ordinarily is not as perishable as vegetable crops and does not require temperature control service except for long hauls and during periods of above-average temperatures. Sunkist contends that shippers should not be required to pay for accessorial services that are not needed or provided by highway carriers.

Sunkist presented data to show that the existing provided weights for citrus are related to similar provisions set forth in transcontinental rail tariffs and that the rail transcontinental weighing and inspection bureau secured the weights of many shipments

over a several-year period in determining the agreed weights set forth in rail tariffs. Carriers appearing for Sunkist testified that under some conditions the MRT 8 provided weights are too low, but asked that the concept of provided weights be retained. Sunkist conceded that the present provided weights on citrus may require adjustment, but requested that such weights be retained pending the completion of studies which show more up-to-date actual weights.

Evidence of California Grape
and Tree Fruit League

The League is a nonprofit trade association comprised of growers and shippers of grapes and deciduous tree fruits.^{7/} Evidence on behalf of the League was presented by its manager of transportation. Exhibit 99-43 contains the rate proposals of the League, a map showing the principal producing areas of grapes and deciduous tree fruits shipped to California markets, and data which support the League's proposals. The evidence adduced shows that approximately 40 percent of the tree fruits (other than apples) reaching the wholesale markets in Los Angeles and San Francisco are shipped by League members.

The League is concerned with unloading charges assessed at the major wholesale markets. Data were included in Exhibit 99-43 to show that in 1970 charges actually collected by lumpers in those markets exceeded the maximum charges set forth in schedules approved by the Director of Industrial Relations. More recent data were not furnished on this point. This evidence was offered to disprove the data set forth in staff Exhibit 99-20 to the effect that lumpers are generally charging the approved maximum charges. The League pointed out that the staff exhibit failed to include tree fruits.

^{7/} Principally apricots, cherries, figs, nectarines, peaches, pears, plums, and prunes.

It also is the contention of the League that the unloading charges proposed by staff would exceed the maximum charges applicable under current contracts which have been approved by the Director of Industrial Relations. The League also opposed the unloading charges offered by the staff on the basis that it had failed to make the comprehensive studies of unloading practices at terminal markets. It is the contention of the League that no additives to the maximum lumber charges should be included in MRT 8 and that the current tariff item should be continued in its present form.

The League also strongly opposes the inclusion of refrigeration charges in line-haul rates as proposed by the staff. The League offered scales of line-haul rates applicable to the transportation of grapes and deciduous tree fruits without refrigeration service and separate refrigeration charges which would be in addition to such line-haul rates. The League also proposed that the tariff rule be amended to provide that the carrier shall not be liable for loss or damage due to spoilage if the shipper does not order refrigeration service.

The League also opposed the increase in accessorial charges for incidental services (Item 150) in the amount proposed by the staff. The League recommended that the lower levels of charges set forth in its Exhibit 99-43 be adopted.

Evidence of California Trucking Association

The proposals of CTA are set forth in its Exhibits 99-65 and 99-66. In general CTA proposes that a new tariff be issued which would supersede MRT 8. Exhibit 99-65 sets forth the manner in which existing tariff provisions should be incorporated in a new tariff. Exhibit 99-66 contains recommended revisions of tariff rates, rules, and provisions.

The principal thrust of CTA's proposals is that existing rate levels should be adjusted to incorporate present surcharge increases and then should be further increased by 4-1/2 percent. That recommendation was based on the premises that the staff cost and rate studies introduced in this proceeding are deficient and thus should not serve as a basis for revising rate levels; that in the last proceeding which involved a general revision of MRT 8 the Commission ignored the staff cost study and adopted the recommendations of the Carrier-Shipper Committee; that current operating statements of carriers subject to MRT 8 indicate that their composite operating ratios are on the order of 98.5 percent; and that a further revenue increase of 4-1/2 percent is necessary to produce a more reasonable operating ratio of 93 percent. CTA conducted extensive cross-examination of the staff witnesses, reviewed in detail all of the staff working papers and had access to all data relied upon by the staff as background or supporting data for the staff studies. CTA, however, produced no cost data or other definitive information by which the Commission could determine the nature and extent of the asserted deficiencies in the staff cost studies, nor any more specific information other than its statements concerning carrier operating ratios to support the rate increases proposed by it.

CTA strongly opposed the proposals of Sunkist that separate scales of rates be established for citrus fruits on several grounds. The principal grounds are that Sunkist, as a growers' association, does not actually consign shipments and pay transportation charges and thus has no standing to seek lower rates on citrus; that no specific cost data for citrus were set forth in staff cost studies nor supplied by Sunkist to support the level of citrus rates proposed by Sunkist; and that if citrus is removed from the general rate item, rates in that item would need to be increased to make up for revenue losses from lower citrus rates.

CTA also opposed continuation of provided weights on citrus and other commodities on the basis that such weights do not reflect current data, are based on rail rather than truck hauls, and are generally below the actual average weights of the commodities to which they apply. CTA proposed that such provided weights be continued in the tariff on a temporary or interim basis pending the determination of additional data that would support the revision of such weights to reflect average current conditions. It was recommended that carriers be directed to obtain certified weights on citrus, potatoes, and onions as a basis for determining the revisions, if any, required in certified weights.

CTA's proposals with respect to refrigeration charges were that such charges be included in line-haul rates and that deductions be made from such rates when the shipper informs the carrier before the shipment moves that refrigeration is not desired and certifies on the shipping document "No Temperature Control Required Nor Recommended; Shipment Impervious to Spoilage". The recommended deductions are in the same amount as the additional charges for mechanical refrigeration proposed by the League.^{8/}

<u>8/</u>	<u>Miles Transported</u>		<u>Deductions</u> (In cents per 100 lbs.)
	<u>Over</u>	<u>But Not Over</u>	
	0	150	2
	150	350	3
	350	-	5

CTA proposed that lumber charges be determined in the same manner as now provided with the exceptions that the actual charges assessed be increased by 45 percent (as proposed by the staff witness) and certain modifications be made with respect to shipments transported for 150 miles or more when two lumpers are generally required to be employed.

Various other proposals were made by CTA with respect to definitions of terms, cancellation of the 40,000-pound rate scale in Item 300 and raising the 42,000-pound minimum weight to 43,000 pounds, and revision of rules and charges for other accessorial services.

Evidence Concerning Adoption of DT 8

Decision No. 84332 in Case No. 7024 (OSH 31)^{9/} concluded that DT 8 should be issued as described in the findings in that decision, and that further hearing in OSH 101 should be held to determine the extent and manner that DT 8 should supersede DT 7 as the governing distance table for MRT 8.

Evidence was presented by the Commission staff with respect to the foregoing issues. Exhibits 99-22 and 99-53 contain analyses of constructive mileages versus actual mileages for sample produce hauls to determine a mean or average ratio of constructive to actual miles. Exhibit 99-53 developed a mean constructive/average mileage ratio for 87 shipments of 1.074, as compared with 1.08 for DT 7.

Exhibit 99-41 contains analyses of the impact of the proposed changeover from DT 7 to DT 8 by comparing the changes in mileage blocks resulting from the use of DT 8 constructive mileages in connection with rates in Item 300 of MRT 8. The exhibit shows that the mean rate change using DT 8 mileages in lieu of DT 7 mileages would be a revenue reduction of 1.10 percent for all weight brackets. It was the conclusion of the witness sponsoring the exhibit that such impact was negligible and, therefore, no consideration to the changeover from DT 7 to DT 8 should be made in the mileage rate scales proposed herein.

^{9/} Rehearing denied by Decision No. 84572 dated June 17, 1975.

A further analysis of the impact on line-haul revenue resulting from using DT 8 rather than DT 7 is set forth in late-filed Exhibit 99-67. The information in that exhibit is developed by rerating the freight bill data in the Systems and Procedures Data Bank file, and shows the following results:

DT 7 line-haul revenue	\$85,359
DT 8 line-haul revenue	<u>\$84,406</u>
Difference	-\$ 953

The line-haul revenue reduction in the above calculation is 1.1 percent. It is the view of the staff witness that the above revenue reduction is negligible; therefore, no consideration was given to the revenue reduction in his rate proposals.

The staff rate exhibits contain the tariff revisions necessary to accomplish the conversion to DT 8 as the governing distance table.

Position of Other Parties

Farm Bureau, Lucky, and Western Growers actively participated in the hearings but offered no direct evidence.

Farm Bureau concurs with CTA's recommendation that new general rate levels be established by incorporating surcharges in existing rates. Farm Bureau disagrees with CTA's recommendation that all rates be further increased by 4.5 percent. It recommends such increase be made only on truckload shipments moving 60 miles or more, where the present surcharge increases are 6 percent plus 26 percent, rather than 6 percent plus 31 percent otherwise applicable. Farm Bureau supports retention of existing provided weights, and has no objection to limiting their application to a one-year period in which further information would be gathered concerning current actual weights; it opposes increasing actual unloading charges by 45 percent as proposed by the staff and CTA; and it concurs in Sunkist's recommendation that a separate scale

of rates be established for citrus, but urges that such rates be limited to truckload lots. Farm Bureau urges the retention of separate refrigeration charges and opposes including refrigeration charges in line-haul rates; it has no objection to an added tariff provision which makes it mandatory for a shipper to tell the carrier prior to shipment whether or not refrigeration is required and, if such advice is not given, refrigeration charges must be applied.

Lucky opposes the inclusion of refrigeration charges in line-haul rates, and states that the conditions under which refrigeration charges are applied should remain as they now are. Lucky opposes the establishment of lumpsum charges greater than the charges for which the carrier is actually liable. With respect to rates on bananas, Lucky requests that a provision be added specifically prohibiting carriers from incurring any charges in connection with loading. The staff rate proposal includes the cost of loading in the rate levels, and staff costs for bananas also reflect the charges for loading at docks imposed by banana importers in the manner determined to be appropriate in Decision No. 82063 dated October 30, 1973 in Case No. 5438 (Petition 88).

Western Growers opposes the CTA rate proposal to the extent that rates would be raised by an additional 4.5 percent. It appears to support the balance of the CTA rate proposal to the effect that the final rates adopted herein should be the present rates with the incorporation of the existing surcharges. Western Growers opposes the collection of refrigeration charges on all shipments; it supports CTA's proposal that the carrier be relieved of responsibility for loss or damage if refrigeration is not requested by the shipper; it recommends that unloading charges reflect the actual swamper charges incurred by the carrier; and it requests the expansion, rather than contraction, of the existing provided weights.

Discussion

The various issues raised by the parties which need further discussion are set forth below.

Adequacy of Staff Cost Data

As heretofore indicated, CTA raised the issue of the adequacy of the cost data presented by the staff. At the direction of the presiding examiner, late-filed Exhibits 99-68 and 99-69 were prepared. Exhibit 99-68 contains a listing of the cost factor changes affecting Exhibit 99-9 (staff cost study) on or before July 1, 1976.^{10/} Those are the factors which should be adjusted to bring the data in Exhibit 99-9 to July 1, 1976 cost levels. It was the understanding of the principal parties to the proceeding that the staff would undertake such revision of the basic cost data following the issuance of a final decision in OSH 99 and that, where feasible, corresponding adjustments in costs would be developed when the July 1, 1976 labor cost levels are known.

10/ The factors are:

1. Equipment Investment (Tables 1, 20, and 28).
2. Insurance (except cargo) (Tables 1, 20, and 28).
3. Equipment Running Costs (Tables 2, 20, and 28).
4. Labor Costs (Tables 4, 5, 6, 7, 8, 21, and 25-B).
5. State Unemployment Insurance.
6. Workers Compensation Insurance.
7. Average Load (1976 changes in Weight Laws).
8. Banana Loading Labor (Banana Commodity Costs).

Exhibit 99-69 is a revision of the manner in which insurance costs are included in the basic cost study. The basic study in Exhibit 99-9 includes insurance as an element of fixed operating costs. In keeping with the manner that such insurance costs are generally incurred by highway carriers, insurance costs are restated as a part of gross revenue expenses.^{11/}

CTA examined carefully all work papers and other data underlying the staff cost analyses and cross-examined extensively. CTA offered no alternatives to the staff cost studies either in the form of cost studies developed on data acquired independently from the staff data or based on revisions of the staff data. The lengthy time span over which the hearings were conducted, the substantial amount of supporting data furnished to CTA in the form of field notes and work sheets and the extensive cross-examination conducted thereon, provided CTA and other parties ample opportunity to develop and present alternative data to the staff cost studies.

In the circumstances, the basic staff cost study set forth in Exhibit 99-9, as amended by Exhibit 99-69, will be adopted for the purposes of the instant proceeding as well as for the foundation for subsequent offset proceedings.

^{11/} Insurance (Bodily Injury, Property Damage, Fire, Theft, Collision, and Cargo) is included in Gross Revenue Expenses as a percentage of total costs, as follows:

General Distance Costs - 6.144 percent.

Special Commodity Costs - 5.884 percent.

(The other elements of Gross Revenue Expenses are: Transportation Rate Fund Fee - 0.33 percent, and Uniform Business License Tax - 0.10 percent.)

Rate Levels - General

General levels of mileage rates were proposed by CTA and the staff. CTA proposed that present surcharges be incorporated in the mileage rates and that the mileage rates be further increased by 4-1/2 percent. The Commission staff proposed that the general mileage rates be completely revised, based on the criteria set out hereinbefore.

The effect of the staff rate proposals was measured by the staff by rerating shipments included in the Commission's Data Bank sample for 1974. Rough estimates were developed by the staff witness of the revenue effect of CTA proposals. In measuring the CTA and staff proposals, the revenues from unloading charges at terminal markets were included. The data in Exhibit 99-64 show that the staff rate proposal for Item 300 (general mileage rates) would result in an overall increase in carriers' revenue of 4.5 percent;^{12/} Exhibit 99-67

(late-filed) showed that the changeover from DT 7 to DT 8 would produce a line-haul revenue reduction of 1.1 percent. The net offset of the staff proposals is a revenue increase for general mileage rates on the order of 3.5 percent.

The staff witness estimated that the overall effect of CTA's rate proposals would result in an increase in carriers' revenues of about 10 percent. That estimate must be reduced by 1 percent as a result of the replacement of DT 7 by DT 8.

12/ That exhibit shows the following revenue changes:

A.Q. rates:	-15.2%
2,000 pound rates:	-15.5%
4,000 pound rates:	-13.2%
10,000 pound rates:	- 8.3%
20,000 pound rates:	- 2.1%
30,000 pound rates:	+ 7.5%
40,000 pound rates:	+12.2%
42,000 pound rates:	+11.5%

The Commission staff proposal for general mileage rates is more closely related to current carrier operating costs of record than the rate levels proposed by CTA. The staff's recommended rates will provide adequate revenues to carriers engaged in transporting fresh fruits and vegetables and give due consideration to the ratemaking elements set forth in Sections 3661 and 3662 of the Public Utilities Code.^{13/} Those rate scales should be increased as indicated below to offset the reduction in revenues resulting from conversion from DT 7 to DT 8.

13/ "3661. It is the policy of the State to be pursued by the commission to establish such rates as will promote the freedom of movement by carriers of the products of agriculture, including livestock, at the lowest lawful rates compatible with the maintenance of adequate transportation service."

"3662. . . .

"In establishing or approving such rates the commission shall give due consideration to the cost of all of the transportation services performed, including length of haul, any additional transportation service performed, or to be performed, to, from, or beyond the regularly established termini of common carriers or of any accessorial service, the value of the commodity transported, and the value of the facility reasonably necessary to perform the transportation service."

Certain modifications proposed by CTA have merit and should be adopted. Specifically, CTA proposed that the minimum weight of 42,000 pounds be increased to 43,000 pounds, and that the 40,000-pound rate scales be canceled. That proposal will give effect to the weight carrying capacity of carriers' equipment used in the staff studies and will extend the range of application of the 30,000-pound rates and 43,000-pound rates.

The staff and CTA proposed that additional fresh fruits and vegetables be added to the list of articles subject to the rates in proposed Item 303 applicable to so-called light density commodities. The list of articles will be amended substantially as proposed. The rate levels adopted in the order which follows are those proposed by the staff.

Unloading Charges at Terminal Markets

The portions of Item 120 of MRT 8 added by Decision No. 81450, supra, were intended to be stopgap provisions pending review by the staff of the actual charges being assessed by swamper at the terminal markets. In the period since that decision was issued the Director of Industrial Relations has established the maximum charges that may be assessed at the terminal markets in the Bay Area and Los Angeles at the level of the unloading charges set forth in current labor agreements. The Commission staff, in 1971, observed a limited number of actual transactions and reviewed carriers' records. Those analyses showed that overpayments did not regularly occur at terminal markets.

The proposal of the staff is that levels of unloading charges should be established based on averages of the approved maximum unloading charges, increased by 45 percent. Included in the 45 percent is provision for payroll taxes, indirect expenses, gross revenue expenses, and profit.

Many of the shipper interests oppose payment of swamper charges which exceed the actual charges imposed on the carriers at terminal markets; in other words, those parties oppose the increasing of the charges to provide for general overhead expenses and profit. Except for the fact that swamper charges are a substantial portion of the total charge and may seem out of line in comparison with other cost components, such charges are only one of the elements of total direct cost that carriers regularly incur in performing the transportation of fresh fruits and vegetables to major wholesale markets in California. Swamper charges should bear the same proportion of indirect costs, gross revenue expenses, and profit as all other services. The charges for unloading at terminal markets should be shown separately from line-haul rates so that such charges will not be required to be collected in those circumstances where they are not actually incurred.

CTA opposes the cost-averaging method used by the staff in arriving at its proposed charges and proposes, in lieu thereof, that the actual unloading charges assessed by the carriers be increased by 45 percent for payroll taxes, indirect expenses, gross revenue expenses, and profit. CTA urges that in averaging the lumper charges, provisions of the lumper contracts applicable to certain commodities or conditions of employment were excluded which result in higher charges than proposed by the staff. CTA contends that the most accurate means of passing on the actual lumper charges is for the carrier to assess the charges approved by the Director of Industrial Relations and to increase those charges by 45 percent.

A similar situation exists with respect to entry fees collected by the Bay Area wholesale markets. The charges provided in MRT 8 are not the precise charges assessed, but reflect the average of the normal charges imposed by the markets. A similar treatment for unloading charges, in the manner proposed by the staff, is reasonable.

Charges For Refrigeration Service

The tariff provides for the assessment of charges for mechanical refrigeration service which are in addition to the line-haul rates, which are required to be assessed only when such service is requested by the shipper or his agent.

The Commission staff witness proposed that the charge for mechanical refrigeration be included in the rates because such services are generally required to be performed by carriers, but carriers are unable to collect the accessorial charge. The staff studies show that, except for local hauls of 100 miles or less, carriers almost uniformly operate and furnish trailers which are insulated and equipped with mechanical refrigeration units.

Shippers oppose the staff recommendations and presented evidence to show that protection from heat by use of mechanical refrigeration is not needed during certain periods of the year, and is seldom used for certain commodities, such as onions. Shippers recognize that the present tariff provision under which the service must be ordered before the accessorial charge may be assessed presents an opportunity under which the service may be performed without a charge being made therefor. The record contains suggestions of CIA and shipper witnesses of the manner in which the rule may be revised so that the charge will be assessed when the service is both required and is performed.

The evidence on this point clearly indicates that an industry practice exists wherein carriers uniformly provide mechanical refrigeration service but are unable to collect for it. The evidence also shows that there is sufficient traffic that does not actually require refrigeration because of outside temperature conditions, proximity to the market, or nature of the commodity, so that it would not be reasonable to require the assessment of a refrigeration charge on all produce shipments. Suggestions of all parties have been carefully considered, and we find that the tariff should be amended to provide that the freight bill, bill of lading, or other shipping document must be annotated by the shipper or its agent that mechanical refrigeration is not desired in order to avoid payment of the accessorial charge for refrigeration service. In the event such annotation is made the burden would shift to the shipper to show that the carrier was at fault if claims for loss or damage from deterioration of the commodity are made against the carrier, and the carrier transported the shipment with reasonable dispatch. Our rate enforcement personnel should consider suspect any claims paid for deterioration of the commodity when the shipper ordered that mechanical refrigeration service not be provided.

Rates on Citrus

Sunkist proposes that separate scales of mileage rates be established for citrus. Evidence was presented to show that the transportation characteristics, such as density, susceptibility to spoilage, and ease of loading and unloading are similar to the transportation of onions for which separate truckload costs were developed and separate scales of rates proposed in the staff studies. Sunkist developed its proposed truckload rate scale for citrus from the truckload costs for onions and extrapolated from such rates to develop rates for lower weight brackets.

CTA strongly opposed the establishment of special scales of rates for citrus on the basis, among others, that removing citrus from the general mileage scales of rates would leave in that rate item only commodities which are more costly to transport than citrus, thus requiring an increase in the general commodity rates to offset the reduction accorded citrus. CTA also alleged that Sunkist had no standing to propose lower rates as it merely arranges for sale of citrus and actual transportation charges are borne by its members or others and that other citrus marketing organizations had not joined in Sunkist's proposal. In an attempt to meet the latter objection, CACL filed its petition to intervene.

Farm Bureau concurs in Sunkist's proposal insofar as truckload rates are concerned, and urges that the Commission direct its staff to make special studies covering the movement of citrus, pending which truckload rates on citrus would be added to MRT 8.

The evidence shows that citrus is marketed in substantial quantities, that the transportation characteristics of citrus are more favorable than for fresh fruits and vegetables generally, and that the transportation characteristics of citrus are sufficiently similar to onions so that cost data developed for that commodity may serve as a basis for establishing citrus rates. These cost data are limited to truckload movements. There are no cost data in the record which may serve as a basis for less than truckload rates on citrus. Truckload rates will be established in the manner proposed by Sunkist. The reduction in carriers' revenues resulting from the establishment of truckload citrus rates are offset by increases in rates on general commodities and the raising of the truckload minimum weight to 43,000 pounds. Other arguments of CTA against the establishment of citrus truckload rates have no merit.

Use of Provided Weights

Item 60 of MRT 8 contains provided weights for onions, beets, turnips, rutabagas, parsnips, carrots, and potatoes in sacks ranging from 10 to 100 pounds and in consumer packs and cartons. It also contains provided weights for oranges, lemons, and grapefruit in standard boxes. The provided weights must be used in lieu of actual weight in determining the gross weight of the shipment for determination of transportation charges.

The Commission staff witness proposed that the provided weights be canceled for the reason that carriers had indicated in the course of the staff field study that actual weights of citrus and for onions and potatoes in 50- and 100-pound sacks substantially exceeded the tariff provided weights. Testimony of truckers appearing for Sunkist confirmed that in some instances actual weights of citrus substantially exceeded the tariff provided weights.

Sunkist strongly opposed the cancellation of provided weights, as transportation charges computed on such weights are reflected in quoted sales prices for citrus marketed through Sunkist.

CTA initially proposed that the provided weights be canceled; however, after further evaluation CTA proposed that the provided weights be retained in the tariff for a temporary period of one year in which data could be gathered with respect to actual weights which would serve as a basis for revising the tariff provided weights. Sunkist and other shipper representatives generally concurred in that recommendation.

It was suggested that in the interim period the tariff should provide that carriers use the tariff weights to compute freight charges, but that they should be required to weigh shipments in order to gather the necessary background data as to actual weights. The order herein establishes a charge for obtaining certified weighmasters' certificates

at the direction of the shipper. The use of provided weights in lieu of actual weights appears to be supported primarily by shippers and marketers of citrus. The persons responsible for payment of freight charges should also be responsible for obtaining the necessary data to support the continued use of provided weights and should pay for the obtaining of certified weighmasters' certificates. The tariff amendments found reasonable herein will establish an expiration date for the provided weights on the commodities described above. Within that two-year period, actual shipment weights should be gathered by the proponents of the continued use of such provided weights to be presented by them at a future public hearing in which the Commission will consider whether such tariff provisions should expire or whether the use of provided weights should be continued.

Adoption of Distance Table 8

The evidence submitted by the staff is sufficient to meet the requirements of OSH 101 in Case No. 5438 and the order in Decision No. 84332.

The Commission staff conclusion is that a 1.1 percent reduction in the revenues accruing under present MRT 8 mileage rates is negligible and no adjustment in rate levels is required in view of the other criteria used by the staff in adjusting present rates. Those criteria are the maximum 15 percent reduction in less than truckload rates and maximum 15 percent increase in truckload rates as a limitation of the greater changes that would result if full effect is given to the cost data of record.

As indicated heretofore, we have adopted the methods of rate development advocated by the staff with certain minor adjustments. No adjustment in those rates is necessary as a result of the adoption of DT 8 in lieu of DT 7.

CTA proposed that a rule be established to govern computation of mileages when portions of a constructive mileage route are impassable. The establishment of a similar rule was denied in Decision No. 78982 dated August 10, 1971 in Case No. 7024. The proposed rule should not be established herein for the same reason that it was denied in the prior proceeding.

Charges for Obtaining Certified Weights

Decision No. 85203 dated December 2, 1975 in Case No. 5432 (Petition 855) and related proceedings established the following rule in the minimum rate tariffs shown in the margin.^{14/}

"Whenever a carrier is requested by the shipper, consignee or debtor to obtain a certified weight from a public scale, or when a carrier must obtain a certified weight for billing purposes or for other legal requirements, and a charge is assessed by the public weighmaster for this service, the carrier shall assess a charge of not less than the actual amount paid by the carrier to the public weighmaster for the weighing service for each weight certificate obtained and furnished to the debtor or other person requesting a certified weight."

Decision No. 85203 concluded that the proposals in Petition 103 in Case No. 5438 should be considered in light of the evidence adduced in OSH 99, and that Petition 108 would be disposed of in conjunction with the decision in OSH 99.

Finding 4 of Decision No. 85203 is as follows:

- "4. In the absence of evidence justifying different treatment for different tariffs, tariff uniformity concerning obtaining scale weight is desirable."

There is nothing in the record in this proceeding justifying different treatment for MRT 8 from any of the tariffs for which the above quoted provisions are included. The quoted tariff provision is reasonable for MRT 8 and should be adopted.

^{14/} Those minimum rate tariffs are MRT's 1-B, 2, 3-A, 9-B, 10, 11-A, 14-A, and 19.

Reissuance of MRT 8

CTA and the staff propose that MRT 8 be reissued as MRT 8-A. That proposal will be adopted. MRT 8 would be reproduced almost in its entirety as a result of the changes approved by the order herein; reissuance will permit users to have a complete new tariff at their disposal. Reissuance of the tariff will allow rearrangement of the material to simplify the tariff. ✓

New Weight Law

Assembly Bill 1352 (1975), effective January 1, 1976, revised the Vehicle Code to permit greater maximum vehicle weights on the state highway system. For example, the law increased the maximum gross weight to 20,000 pounds for any one axle and to 34,000 pounds for tandem axles, subject to a maximum gross vehicle weight of 80,000 pounds.

The foregoing increases in vehicle weights were reflected in the minimum rates for general commodities (MRTs 2, 1-B, 9-B, and 19) by the establishment of reduced levels of truckload class and commodity rates based on greater minimum weights (Decision No. 85349 dated January 13, 1976 in Case No. 5432 (Petition 871) et al.). That decision contained the following findings pertinent to the changes in the weight law:

- "3. Effective January 1, 1976 the law governing the maximum gross vehicle weight permitted on the California highways was significantly revised. Such revisions, among other matters, increased the maximum gross to 20,000 pounds on any one axle and 34,000 on tandem axles, subject to a maximum gross vehicle weight of 80,000 pounds.
- "4. The amended law governing the maximum gross vehicle weights permitted on the California highways affords shippers and carriers an opportunity to improve both the efficiency and productivity of highway transportation of property.

- "5. The performance data reflected in the current level of minimum rates involved in this proceeding do not give consideration to any actual or potential increase in the operating efficiencies or productivity of highway carriers due to the January 1, 1976 revisions in the California maximum gross vehicle weight law.

* * *

- "9. The CTA's proposed reduced truckload minimum rate scales for minimum per truckload weight brackets of 40,000 and 50,000 pounds constitute an effort to give immediate recognition to the actual and potential savings flowing from the January 1, 1976 revisions in the law governing the maximum gross vehicle weight permitted on the California highways.
- "10. The procedures employed by CTA to develop its truckload minimum rate proposal constitute an expedient effort employed in the absence of more definitive data and current full-scale performance, cost, and rate economic studies."

CTA points out that for certain tandem-axle groupings within some wheel base measurements for types of equipment now in use, the weight law revisions resulted in reductions in legal payloads, rather than increases; although for the majority of 5-axle equipment the new weight law will permit greater gross vehicle weights. Highway carriers seek revision of the new weight law so as not to reduce payloads on equipment now in service.

It was pointed out that the staff cost study in Exhibit 99-9 generally is based on cost conditions as of July 1, 1975, and that such cost data should be updated after the issuance of this order to reflect cost conditions as of July 1, 1976. It was recommended that evidence concerning the effect on carrier productivity resulting from the greater payloads permitted under the new weight law be presented concurrently with the revisions in staff cost data necessary to reflect current cost conditions. That recommendation will be adopted.

Findings

1. MRT 8 sets forth rates, accessorial charges, and rules for the transportation of fresh fruits and vegetables and nuts from points of production to wholesale markets within California by for-hire carriers.
2. The last general revision of MRT 8 was accomplished by Decision No. 68921 dated April 20, 1965 (64 CPUC 251).
3. Since the date of Decision No. 68921 changes in rate levels in MRT 8 have been accomplished by use of offset procedures described in Decision No. 76353 (1969) 70 CPUC 277, using the staff cost studies introduced in the proceeding leading to Decision No. 68921 as the datum plane.
4. Since the cost studies referred to above were completed, substantial changes have occurred in transportation conditions, types and capacities of equipment operated by for-hire carriers, and carrier operating costs.
5. OSH 99 in Case No. 5438 was issued for the receipt of evidence relative to the adjustment and/or establishment of minimum rates and rules for the statewide transportation of fresh fruits and vegetables under provisions of MRT 8, and to consider new full-scale cost and rate studies developed by the Commission staff.
6. Pursuant to OSH 99, 25 days of public hearing were held, and 69 exhibits were introduced. All interested parties had opportunity to be heard.
7. Cost studies were introduced by the staff in this proceeding as Exhibits 99-1 and 99-9. Exhibit 99-9 was revised in late-filed Exhibit 99-69. Exhibits 99-9 and 99-69 reflect levels of carrier operating costs as of July 1, 1975. The Commission staff cost studies in Exhibit 99-9, as modified by Exhibit 99-69, are reasonably representative of the operating experiences of highway carriers engaged in the transportation of fresh fruits and vegetables to wholesale markets in California and are adequate to serve as a basis for adjustments of minimum rates for that transportation.

8. Evidence concerning proposed levels of rates and accessorial charges and governing rules was presented by the staff, Sunkist, League, and CTA. Statements of position were filed by the staff, CTA, Sunkist, Lucky, Western Growers, and Farm Bureau. The position of the several parties with respect to the manner and extent that MRT 8 should be revised are discussed in the preceding opinion.

9. The proposals of the parties involve major changes in all sections of MRT 8, except Section 3 which was completely revised effective August 23, 1975 by Decision No. 84695 in Case No. 5438 (Petition 103). The changes adopted herein are of such magnitude that the tariff should be reissued as MRT 8-A.

10. The reasonable minimum rates and accessorial charges for inclusion in MRT 8-A are described in the foregoing opinion. The rates, accessorial charges, rules, and other provisions of MRT 8-A reflect current carrier operating costs and other data of record concerning carrier operations and revenue requirements and give due consideration to the ratemaking factors set forth in Sections 3661 and 3662 of the Public Utilities Code.

11. Decision No. 84332 issued April 15, 1975 in Case No. 7024 (OSH 31) adopted the mileages, maps, rules, and other provisions in DT 8 and stated that further hearing should be held in Case No. 5438 (OSH 101) and related proceedings to determine the amendments required in the tariffs governed by the distance table as a result of changes in DT 8, and that DT 8 shall supersede DT 7 as the governing distance table to the extent and manner determined in those proceedings.

12. The minimum rates and accessorial charges in MRT 8-A result in both increases and reductions from the existing rates in MRT 8. The adoption of MRT 8-A will result in an overall estimated increase in carriers' revenues of \$1,360,000 or 4.4 percent. ✓

13. The Commission staff has furnished the necessary changes in cost data and required tariff amendments to adopt DT 8 as the governing distance table in lieu of DT 7. The adoption of DT 8 to govern the provisions of MRT 8-A will result in just, reasonable, and nondiscriminatory constructive mileage rates for the transportation of fresh fruits and vegetables and related articles.

14. The minimum rates and accessorial charges which will be established by the order which follows as MRT 8-A, are, and for the future will be the just, reasonable, and nondiscriminatory minimum rates, accessorial charges, and rules to govern the transportation services to which they are applicable.

15. Increases in rates and charges resulting from the establishment of the rates described in the preceding opinion and findings, and which will be established in the ensuing order, are justified.

16. Highway permit carriers and common carriers should be authorized to charge less for longer than for shorter distances to the extent necessary to charge the minimum rates and to observe the rules set forth in the new minimum rate tariff.

17. Highway permit carriers should be ordered to cease and desist from quoting, maintaining, or assessing rates or rules which result in charges lower in volume or effect than the charges applicable under the new minimum rates.

18. The existing rates, rules, and charges maintained by common carriers, as defined in the Public Utilities Code, for transportation over the public highways within California, of commodities for which rates are provided in MRT 8, and for accessorial services incidental thereto, are and for the future will be unreasonable, insufficient, and not justified by the actual competitive rates of competing carriers, or by the cost of other means of transportation, insofar as they are lower in volume or effect than those set forth in MRT 8-A for the performance of the same transportation and the same accessorial services by highway permit carriers.

19. The rates, rules, and charges set forth in MRT 8-A will be the just, reasonable, and sufficient minimum rates, rules, and charges for the transportation by common carriers as defined in the Public Utilities Code.

Conclusions

1. Minimum Rate Tariff 8-A should be established in conformity with the discussion and findings above.
2. All motions not heretofore ruled upon should be denied.

O R D E R

IT IS ORDERED that:

1. The rates, rules, and charges set forth in Minimum Rate Tariff 8-A, which is designated as Appendix B of this decision, are established and approved effective June 19, 1976, as the just, reasonable, and nondiscriminatory minimum rates and charges to be assessed, charged, and collected and rules to be observed by highway permit carriers for transportation and other services, including accessorial services rendered incidental thereto, for which rates, charges, and rules are provided in Minimum Rate Tariff 8-A. ✓
2. All highway permit carriers are hereby ordered to cease and desist on June 19, 1976 from assessing, charging, or collecting rates, charges, or accessorial charges lower in volume or effect than those set forth in Minimum Rate Tariff 8-A, and from observing rules lower in volume or effect than those set forth therein. ✓
3. All common carriers, as defined in the Public Utilities Code, maintaining rates, charges, accessorial charges, and rules for transportation over the public highways within California of commodities for which rates are provided in Minimum Rate Tariff 8, are hereby ordered to cancel those rates, charges, accessorial charges, and rules on not less than five days' notice to the Commission and to the public, and to establish in their stead rates, charges, accessorial charges, and rules no lower in volume or effect than those set forth in Minimum Rate Tariff 8-A.

4. All common carriers referred to and described in Ordering Paragraph 3 are hereby ordered to cease and desist from publishing or maintaining in their tariffs rates, charges, accessorial charges, and rules lower in volume or effect than those set forth in Minimum Rate Tariff 8-A.

5. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff 8-A are authorized to ~~increase such rates by the~~ same amounts authorized by this decision for Minimum Rate Tariff 8-A rates.

6. Except as otherwise provided, tariff publications resulting in increases required or authorized to be made by common carriers as a result of this order shall be filed not earlier than the effective date of this order and may be made effective not earlier than the fifth day after the effective date of this order, on not less than five days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than June 19, 1976; as to increases which are authorized but not required, the authority shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions 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.

7. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of Section 461.5 of the Public Utilities Code to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to this order.

C. 5438, OSH 99 et al. eak

8. All motions not heretofore ruled upon are denied.

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

Dated at San Francisco, California, this 18th day of MAY, 1976.

William J. Lyons, Jr. President
William J. Stutzman
L. H. ...
Robert Bateman Commissioners

APPENDIX A

LIST OF APPEARANCES

Interested Parties: Leslie M. Cox and Ralph Faubel, for Western Growers Association; William F. Geach, for Blue Anchor, Inc.; Charles K. Rivera, for California Grape & Tree Fruit League; Ronald C. Peterson and C. Stephen Howard, Attorneys at Law, for Sunkist Growers, Inc.; J. C. Kaspar, H. Hughes, Robert F. Schafer, and Richard W. Smith, Attorney at Law, for California Trucking Association; Ralph O. Hubbard, for California Farm Bureau Federation; Silver, Rosen, Fischer & Stecher, by John Paul Fischer, Granville Harper, and Martin Rosen, Attorneys at Law, for Lucky Stores, Inc.; and Dan Quan, for Safeway Stores.

Commission Staff: Clyde T. Neary, E. Carmody, George H. Morrison, Charles F. Gerughty, and J. M. Jenkins.

APPENDIX B

TO

DECISION NO. 85826

IN CASE NO. 5438

ISSUED BY THE

PUBLIC UTILITIES COMMISSION

OF THE

STATE OF CALIFORNIA

CONSISTING OF

MINIMUM RATE TARIFF 8-A

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

MINIMUM RATE TARIFF 8-A

(CANCELS 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

The original tariff contains rates and rules established in Decision No. in Case No. 5438. Changes will be made by issuing revised or added pages or by issuing supplements.

EFFECTIVE

CORRECTION NUMBER CHECKING SHEET

THIS TARIFF IS ISSUED IN LOOSE-LEAF FORM. CORRECTION NUMBERS APPEARING ON ALL ADDED AND REVISED PAGES WILL BE SHOWN CONSECUTIVELY IN THE LOWER LEFT-HAND CORNER. THESE CORRECTION NUMBERS SHOULD BE CHECKED BELOW ON THIS CHECK SHEET BEFORE PAGES ARE FILED IN TARIFF.

CORRECTION NUMBERS

1	51	101	151	201	251	301
2	52	102	152	202	252	302
3	53	103	153	203	253	303
4	54	104	154	204	254	304
5	55	105	155	205	255	305
6	56	106	156	206	256	306
7	57	107	157	207	257	307
8	58	108	158	208	258	308
9	59	109	159	209	259	309
10	60	110	160	210	260	310
11	61	111	161	211	261	311
12	62	112	162	212	262	312
13	63	113	163	213	263	313
14	64	114	164	214	264	314
15	65	115	165	215	265	315
16	66	116	166	216	266	316
17	67	117	167	217	267	317
18	68	118	168	218	268	318
19	69	119	169	219	269	319
20	70	120	170	220	270	320
21	71	121	171	221	271	321
22	72	122	172	222	272	322
23	73	123	173	223	273	323
24	74	124	174	224	274	324
25	75	125	175	225	275	325
26	76	126	176	226	276	326
27	77	127	177	227	277	327
28	78	128	178	228	278	328
29	79	129	179	229	279	329
30	80	130	180	230	280	330
31	81	131	181	231	281	331
32	82	132	182	232	282	332
33	83	133	183	233	283	333
34	84	134	184	234	284	334
35	85	135	185	235	285	335
36	86	136	186	236	286	336
37	87	137	187	237	287	337
38	88	138	188	238	288	338
39	89	139	189	239	289	339
40	90	140	190	240	290	340
41	91	141	191	241	291	341
42	92	142	192	242	292	342
43	93	143	193	243	293	343
44	94	144	194	244	294	344
45	95	145	195	245	295	345
46	96	146	196	246	296	346
47	97	147	197	247	297	347
48	98	148	198	248	298	348
49	99	149	199	249	299	349
50	100	150	200	250	300	350

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

TABLE OF CONTENTS	Item Number Except as Shown (Inclusive)
Arrangement of Tariff-----	Page 3
Correction Number Checking Sheet-----	Page 1
Form of Shipping Document (Section 4)-----	440
Rates:	
Distance Commodity Rates (Section 2)-----	350-400
Special Los Angeles Area Rates (Section 3)-----	410-440
Rules and Regulations:	
Accessorial Charges-----	120
Accessorial Charges Not To Be Offset by Transportation Charges-----	130
Accessorial Services Not Included in Common Carrier Rates-----	110
Alternative Application of Combinations with Common Carrier Rates---	80
Alternative Application of Common Carrier Rates-----	70
Alternative Application of Split Delivery Under Rates Constructed---	
by Use of Combinations with Common Carrier Rates-----	100
Alternative Application of Split Pickup Under Rates Constructed by---	
Use of Combinations with Common Carrier Rates-----	90
Application of Combinations of Rates-----	60
Application of Rates-----	50,410
Application of Special Charges on Shipments Destined to Certain---	
Produce Terminals-----	160
Application of Tariff--Carriers-----	20
Application of Tariff--Commodities-----	40
Application of Tariff--Territorial-----	30
Charges for Loading and Unloading-----	150
Collection of Charges-----	170
Collect on Delivery (C.O.D.) Shipments-----	260
Computations of Distances-----	180
Gross Weight-----	330
Issuance of Documents-----	190
Minimum Charge-----	140
Mixed Shipments-----	270
Multiple Truckload Weights-----	370
Packing Requirements-----	200
Produce Service Shipment-----	290
Rates Based on Varying Minimum Weights-----	210
References to Items and Other Tariffs-----	220
Refrigeration--Icing-----	230
Refrigeration--Mechanical-----	240
Shipments To Be Rated Separately-----	250
Shipments Transported in Multiple Lots-----	280
Single Market Areas, Description of-----	340
Split Delivery-----	300
Split Pickup-----	310
Technical Terms, Definition of-----	10
Territorial Descriptions-----	420
Units of Measurement to Be Observed-----	320
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

ARRANGEMENT OF TARIFF

This is a loose-leaf tariff consisting of four sections.

SECTION 1 contains rules.

SECTION 2 contains distance commodity rates.

SECTION 3 contains special Los Angeles area rates.

SECTION 4 contains form of shipping document.

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 1

RULES

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 1--RULES OF GENERAL APPLICATION	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</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, semitrailer, or any combination of such highway vehicles, operated by the carrier, which may be lawfully operated over the public highways without special permit.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier by land, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>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.</p> <p>DISTANCE TABLE means Distance Table 8.</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 RATE means the full rate applicable without the deduction authorized by Item 50.</p> <p>POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. (See also Item 50, paragraph 2.)</p> <p>POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation; except that 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 of 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.</p> <p>POWER EQUIPMENT means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift-truck equipment.</p> <p style="text-align: center;">(Continued)</p>	10
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)
10	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded)</p> <p>PRODUCE SERVICE SHIPMENT means a quantity of freight transported in one unit of carrier's equipment in one continuous movement not exceeding 48 hours in duration, consisting of one or more component parts delivered to, and/or received from, one or more consignee(s) or consignor(s) at one or more points of origin and/or destination. All shipping instructions and freight charges must be assumed by a single party when there is more than one consignee or consignor, and any oral shipping instructions must be confirmed by a single shipping document not later than 48 hours after final delivery. Applies only to truckload shipments subject to a minimum weight of 30,000 pounds or more.</p> <p>RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars. It also includes truck loading facilities of plants or industries located at such rail loading or unloading point.</p> <p>RATE includes charges and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p>SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination.</p> <p>SPLIT PICKUP SHIPMENT means a shipment consisting of several component parts, tendered at one time, received during one day and transported under one shipping document from (a) one consignor at more than one point of origin, or (b) more than one consignor at one or more points of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination and, except as provided in paragraph 2 of Item 190, all charges thereon being paid by the consignee when there is more than one consignor.</p> <p>SPLIT DELIVERY SHIPMENT means a shipment consisting of several component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being shipped by one consignor on one shipping document at one point of origin at one time and, except as provided in paragraph 2 of Item 190, all charges thereon must be prepaid, and shall be billed to and collected from only one debtor.</p> <p>TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally.</p> <p>VEHICLE ICING means placing ice around or over the packages within carrier's equipment.</p> <p style="text-align: center;">(Concluded)</p>
	EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE
	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p data-bbox="624 360 1037 388">APPLICATION OF TARIFF--CARRIERS</p> <p data-bbox="282 432 1290 526">Rates provided in this tariff are minimum rates, established pursuant to the Highway Carriers' Act. They apply for the transportation of property by radial highway common carriers and highway contract carriers, as defined in said Highway Carriers' Act.</p> <p data-bbox="282 548 1248 620">When property in continuous through movement is transported by two or more such carriers, the rates (including minimum charges) provided herein shall be the minimum rates for the combined transportation.</p> <p data-bbox="282 642 1328 751">Rates, rules and regulations named in this tariff shall not apply to transportation by independent-contractor subhaulers when such transportation is performed for other carriers. This exception shall not be construed to exempt from the tariff provisions carriers for whom the independent contractors are performing transportation service.</p>	20
<p data-bbox="607 810 1058 838">APPLICATION OF TARIFF--TERRITORIAL</p> <p data-bbox="332 882 1351 910">Rates in this tariff apply between all points within the State of California.</p>	30
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)
40	<p style="text-align: center;">APPLICATION OF TARIFF--COMMODITIES</p> <p>Rates in this tariff apply to transportation of the following commodities (See Exception):</p> <p>Fruits, fresh or green, in their natural form, including dates, fresh (not cold pack nor frozen), subject to Note 2(h); Mushrooms, fresh (not cold pack nor frozen); Nuts, in the shell; Nuts, field shelled, subject to Note 2 (g); Vegetables, fresh or green, in their natural form, (not cold pack nor frozen), subject to Note 2(h); Containers, empty, second-hand, returning from an outbound paying load, or forwarded for a return paying load, of commodities for which rates are provided in this tariff, subject to Note 1.</p> <p>EXCEPTION.--Rates in this tariff do not apply to the following transportation (See Note 2):</p> <ul style="list-style-type: none"> (a) Disaster Supplies, i.e., those commodities which are allocated to provide relief during a state of extreme emergency or state of disaster; and those commodities which are transported for a civil defense or disaster organization established and functioning in accordance with the California Disaster Act to ultimate point of storage or use prior to or during a state of disaster or state of extreme emergency. (b) Empty containers used or shipped out for use in connection with transportation described in paragraph (e) below, subject to Note 3. (c) Fresh or green fruits, fresh or green vegetables, or mushrooms, as described herein, moving to a cold storage plant to be held for interim storage for a subsequent movement to a cannery, subject to Note 4. (d) Fresh or green fruits, fresh or green vegetables, nuts (in the shell or field shelled), or mushrooms, as described herein, when the point of destination of the shipment is a cannery, accumulation station, pre-cooling plant, or winery; nor to the empty containers used or shipped out for use in connection with such transportation, nor to shipments rejected at such facilities or at inspection stations enroute to said facilities and returned to point of origin. (e) Fresh or green fruits, fresh or green vegetables, nuts (in the shell or field shelled), or mushrooms, as described herein, when transported from the field or point of growth to a packing plant, cold storage plant, or a packing shed, nor when transported between packing sheds, subject to Notes 3 and 5. (f) Property of the United States, or property transported under an agreement whereby the United States contracted for the carrier's services. (g) Property transported for a displaced person when the cost thereof is borne by a public entity as provided in Section 7262 of the Government Code. (h) Sugar beets when the point of destination of the shipment is a beet sugar factory or a railroad loading dump. (i) Pallets, empty, second hand, returning from an outbound paying load of commodities for which rates are provided in this tariff, subject to Note 1. <p>NOTE 1.--Highway carriers must determine before accepting shipment that said containers were moved filled and are being returned by the same carrier or carriers to consignor of the filled containers; or that containers shipped for return paying load will, when filled, move by the same carrier or carriers to the consignor of the original empty containers.</p> <p style="text-align: center;">(Continued)</p>
	EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE
	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;">APPLICATION OF TARIFF--COMMODITIES (Concluded)</p> <p>NOTE 2.--For the purpose of these items, the following definitions will apply:</p> <p>(a) Packing Shed or Packing Plant:--Facilities maintained for assembling, sorting, grading, shelling, hulling, or packing the commodity for shipment.</p> <p>(b) Precooling Plant:--Facilities maintained for the purpose of precooling commodities for shipment under refrigeration.</p> <p>(c) Cold Storage Plant:--Facilities maintained for the storage of commodities under refrigeration.</p> <p>(d) Cannery:--Facilities maintained for the processing of commodities at which the commodities are canned, preserved, dried, frozen, pickled, brined, or otherwise processed into manufactured products.</p> <p>(e) Winery:--Facilities maintained for the purpose of producing vinous liquors, including wine, champagne and brandy.</p> <p>(f) Accumulation Station:--Open areas maintained for the receiving of unprocessed commodities from the field, and accumulation and consolidation of such commodities for shipment to a cannery, winery, cold storage plant or precooling plant.</p> <p>(g) Field Shelled:--Rough shelled, with or without removal of broken shells, dirt, residue, or foreign material, and not cleaned nor further processed.</p> <p>(h) In Their Natural Form:--Means in the original form at the time of harvest, not further processed for human consumption than topping, trimming, washing, coloring, fumigating, or such processing as does not alter the natural shape or form of the commodity.</p> <p>NOTE 3.--</p> <p>(a) Except as otherwise provided in subparagraph (b) hereof and except for the transportation of citrus fruits moving to packing plants or precooling plants, carrots, avocados, or nuts (in the shell or field shelled), exemption does not apply when the distance between the point of origin and point of destination exceeds 50 constructive miles computed in accordance with the provisions of Item 180.</p> <p>(b) Exemption does not apply to the transportation of potatoes when the distance between the point of origin and point of destination exceeds 75 constructive miles computed in accordance with the provisions of Item 180.</p> <p>NOTE 4.--Exemption applies only when shipper certifies on the shipping document covering the transportation that the ultimate destination of the shipment is a cannery.</p> <p>NOTE 5.--Exemption applies for the transportation of nuts (in the shell or field shelled) even though shipment is stopped in transit at an accumulation station when moving from the field or point of growth to a packing plant or shed.</p>	40
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)										
50	<p style="text-align: center;">APPLICATION OF RATES</p> <p>1. GENERAL</p> <p>(a) Rates provided in this tariff are for the transportation of shipments, as defined in Item 10 from point of origin to point of destination, subject to Items 120 and 150.</p> <p>2. DEDUCTIONS</p> <p>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:</p> <table border="0"> <tr> <td style="vertical-align: top;">When shipment moves under rates subject to minimum weights of:</td><td style="text-align: right; vertical-align: top;">Deductions, in cents per 100 Pounds except as shown: Columns</td></tr> <tr> <td></td><td style="text-align: center;">(1) (2) (3)</td></tr> <tr> <td>Less than 2,000 pounds-----</td><td style="text-align: center;">#20 #5 #25</td></tr> <tr> <td>2,000 but less than 4,000 pounds-----</td><td style="text-align: center;">10 5 15</td></tr> <tr> <td>4,000 but less than 10,000 pounds-----</td><td style="text-align: center;">5 5 10</td></tr> </table> <p>*In cents per shipment when shipment weighs less than 100 pounds.</p> <p>Column (1)--Applies on shipments originating at carrier's established depot.</p> <p>Column (2)--Applies on shipments destined to carrier's established depot.</p> <p>Column (3)--Applies on shipments originating at and destined to carrier's established depots.</p> <p>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 140.</p> <p>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.</p> <p>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.</p> <p>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, which is lower.</p> <p>3. DELIVERIES WITHIN A SINGLE MARKET AREA</p> <p>For the purpose of applying the rates in this tariff, multiple deliveries, not exceeding six in number, will be permitted within a single market area as defined in Item 340 and 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.</p>	When shipment moves under rates subject to minimum weights of:	Deductions, in cents per 100 Pounds except as shown: 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
When shipment moves under rates subject to minimum weights of:	Deductions, in cents per 100 Pounds except as shown: 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										
60	<p style="text-align: center;">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>										
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											

MINIMUM RATE TARIFF 8-A

ORIGINAL PAGE....11

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p data-bbox="431 318 1037 340">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p data-bbox="227 364 1346 482">(a) Rates of common carriers by land 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 data-bbox="227 502 1372 637">(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 data-bbox="227 659 1318 747">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 data-bbox="227 769 1334 858">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 data-bbox="227 880 1346 1063">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 data-bbox="227 1086 1323 1152">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 data-bbox="227 1174 1334 1218">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>	70
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)
80	<p data-bbox="568 316 1073 360" style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p data-bbox="287 404 1394 455">When lower aggregate charges result, rates provided in this tariff may be used in combination with rates of common carriers by land for the same transportation:</p> <p data-bbox="287 473 1356 672">(a) When point of origin is located beyond railhead or an established depot and point of destination is located at railhead or an established depot, add to the common carrier rate applying from any (1) team track, (2) established depot or (3) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to point of destination, the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from point of origin to any such team track, depot or private railhead from which the common carrier rate applies. (See Notes 1 and 2)</p> <p data-bbox="287 690 1339 871">(b) When point of origin is located at railhead or an established depot and point of destination is located beyond railhead or an established depot, add to the common carrier rate applying from point of origin to any (1) team track, (2) established depot or (3) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from any such team track, depot or private railhead to which the common carrier rate used applies to point of destination. (See Notes 1 and 2)</p> <p data-bbox="287 889 1344 1141">(c) When both point of origin and point of destination are located beyond railhead or an established depot, add to the common carrier rate applying between any railheads or established depots the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from point of origin to any (1) team track, (2) depot or (3) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, from which the common carrier rate used applies, plus the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from any (1) team track, (2) depot or (3) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the destination. (See Notes 1 and 2)</p> <p data-bbox="287 1159 1319 1318">NOTE 1.--If the route from point of origin to the railhead, or from the railhead to point of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 3 miles or less, or the minimum rates established by the Commission for transportation within that city, whichever are lower, shall apply from point of origin to the railhead or from the railhead to point of destination as the case may be.</p> <p data-bbox="287 1336 1306 1428">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>
	EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE
	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

MINIMUM RATE TARIFF 8-A

ORIGINAL PAGE.....13

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">ALTERNATIVE APPLICATION OF SPLIT PICKUP UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>Charges on split pickup shipments may be computed by use of combinations with common carrier rates as follows, if a lower aggregate charge than that accruing under the basis provided in Item 310 results:</p> <p>(1) Compute the charge applicable under the rates named in this tariff for the composite weight of a split pickup shipment from the point or points of origin of the several component parts (See Item 310) to any (a) team track, (b) established depot or (c) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service. (See Note)</p> <p>(2) Add to such charge the charge applicable under Items 70 and 80 for the weight of the composite shipment from any such team track, established depot or private railhead to point of destination.</p> <p>NOTE.--If the points of origin of all component parts are within the limits of an incorporated city within which the railhead is located, and no rate for transportation to the railhead from such points of origin is named in this tariff, the rates named in this tariff for transportation for distances of 3 miles or less shall apply to the composite weight of the shipment, or rates established by the Commission for transportation within that city, whichever are lower, shall apply to such railhead from such points of origin.</p>	90
<p style="text-align: center;">ALTERNATIVE APPLICATION OF SPLIT DELIVERY UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>Charges on split delivery shipments may be computed by use of combinations with common carrier rates as follows, if a lower aggregate charge than that accruing under the basis provided in Item 300 results:</p> <p>(1) Compute the charge applicable under Items 70 and 80 for the composite weight of a split delivery shipment from point of origin to any (a) team track, (b) established depot or (c) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service.</p> <p>(2) Add to such charge the charges applicable under the rates named in this tariff for the composite weight of a split delivery shipment (See Item 300) from any such team track, established depot or private railhead to the point or points of destination of the several component parts. (See Note)</p> <p>NOTE.--If the points of destination of all component parts are within the limits of an incorporated city within which the railhead is located, and no rate for transportation from the railhead to such points of destination is named in this tariff, the rates named in this tariff for transportation for distances of 3 miles or less shall apply to the composite weight of the shipment, or rates established by the Commission for transportation within that city, whichever are lower, shall apply from such railhead to such points of destination.</p>	100
EFFECTIVE AS SHOWN ON THE ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)
110	<p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p>In the event, under the provisions of Items 70 to 100, inclusive, a rate of a common carrier is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier, the following charges for such accessorial services shall be added:</p> <ul style="list-style-type: none"> (1) For loading carrier's equipment 5¢ cents per 100 pounds assessed on the weight on which transportation charges are computed (See Note); (2) For unloading carrier's equipment--charges provided in Item 150; (3) For C.O.D. services--charges provided in Item 260; (4) For other accessorial service--charges provided in Item 120; (5) Split pickup or split delivery shall not be accorded unless included in the common carrier rate (See Items 90 and 100 for exceptions). <p>NOTE.--The charges for loading and/or unloading shall apply in all circumstances except:</p> <ul style="list-style-type: none"> (a) When rates provided in this tariff are applied in combination with common carrier rates under the provisions of: <ul style="list-style-type: none"> (1) Paragraph (a) of Item 80, only the accessorial charges for unloading shall be assessed; (2) Paragraph (b) of Item 80, only the accessorial charges for loading shall be assessed; and (3) Paragraph (c) of Item 80, no charge for either loading and/or unloading shall be assessed. (b) When the shipment is loaded into and/or unloaded from the carrier's equipment by the consignor and/or consignee with power equipment as described in Item 10. (c) When the carrier's equipment is a trailer or semitrailer left for loading and/or unloading by the consignor and/or consignee without the presence of carrier's employees. (d) Provided that, on shipments described under subparagraphs (b) or (c) above, the Shipping Document and Freight Bill issued pursuant to Item 190 indicate that the shipment was loaded and/or unloaded under one of the circumstances described in subparagraphs (b) or (c) hereinabove.
	EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE
	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;">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><tr><td></td><td colspan="2" style="text-align: center;"><u>CHARGES IN CENTS</u></td></tr><tr><td></td><td style="text-align: center;"><u>For First 30 Minutes or Fraction</u></td><td style="text-align: center;"><u>For Each Additional 15 Minutes or Fraction</u></td></tr><tr><td>(a) For driver, helper, or other employee, per man--</td><td style="text-align: center;">560</td><td style="text-align: center;">280</td></tr><tr><td>(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)----</td><td style="text-align: center;">90</td><td style="text-align: center;">45</td></tr></table>			<u>CHARGES IN CENTS</u>			<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>	(a) For driver, helper, or other employee, per man--	560	280	(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)----	90	45	120
	<u>CHARGES IN CENTS</u>													
	<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>												
(a) For driver, helper, or other employee, per man--	560	280												
(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)----	90	45												
<p style="text-align: center;">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 shall not be waived on the basis that higher-than-minimum transportation rate serves as an offset.</p>		130												
<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be as follows:</p> <p>(a) When the constructive mileage distance from point of origin to point of destination does not exceed 175 miles, the minimum charge is \$3.00.</p> <p>(b) When the constructive mileage distance exceeds 175 miles, the minimum charge is the charge for 100 pounds at the commodity rate applicable thereto but not less than \$3.60.</p>		140												
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE														
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.														

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)																																																						
	<p style="text-align: center;">CHARGES FOR LOADING AND UNLOADING</p> <p>1. The rates and charges named in this tariff include loading by the carrier, and the services of a single carrier employee (driver) for unloading (See Notes 1 and 2).</p> <p>2. If the services of helpers, lumpers or swampers are employed by the carrier to perform, or assist in the performance of unloading or other accessorial services rendered under this tariff at point of destination the charges set forth in Notes 3 and 4, as applicable, shall be billed directly to and collected from the debtor. The charges shall be in addition to all other rates and charges accruing under this tariff or under alternatively applied common carrier rates under Items 70-100. The accessorial charges provided in Notes 3 and 4 are in addition to those set forth in Notes 1 and 2.</p> <p>NOTE 1.--When a shipment subject to a minimum weight of less than 10,000 pounds 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 16 cents per 100 pounds, minimum additional charge 125 cents per shipment, shall be assessed for the service of handling shipment beyond carrier's equipment.</p> <p>NOTE 2.--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, for shipments subject to a minimum weight of 10,000 pounds or more, exceeds 8 minutes per ton (based on the weight on which transportation charges are computed), an additional charge as provided in Item 120 shall be assessed for the time consumed in excess of 8 minutes per ton.</p> <p>NOTE 3.--Apply the rates in this note to the actual weight of shipments unloaded by helpers as shown below:</p> <table><tr><td></td><td colspan="8"><u>Rates in cents per 100 pounds for shipments moving under rates named in Items:</u></td></tr><tr><td></td><td>350 & 390</td><td>360</td><td>380</td><td>400</td><td>350 & 390</td><td>360</td><td>380</td><td>400</td></tr><tr><td><u>Shipments or component parts of shipments destined to points in:</u></td><td colspan="4"><u>Under 150 Constructive Miles</u></td><td colspan="4"><u>150 Constructive Miles or more</u></td></tr><tr><td>(a) Metropolitan Zones 101 through 135</td><td>11</td><td>14½</td><td>10½</td><td>9½</td><td>22</td><td>29</td><td>19½</td><td>18½</td></tr><tr><td>(b) Metropolitan Zones 201 through 262</td><td>13</td><td>19</td><td>10½</td><td>10½</td><td>20</td><td>29</td><td>19½</td><td>16</td></tr><tr><td>(c) All points not located in (a) or (b)</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td></tr></table> <p>NOTE 4.--In connection with shipments unloaded with power equipment the actual charges assessed or incurred therefor, plus 45 percent of said charges, shall be billed directly to and collected from the debtor.</p>		<u>Rates in cents per 100 pounds for shipments moving under rates named in Items:</u>									350 & 390	360	380	400	350 & 390	360	380	400	<u>Shipments or component parts of shipments destined to points in:</u>	<u>Under 150 Constructive Miles</u>				<u>150 Constructive Miles or more</u>				(a) Metropolitan Zones 101 through 135	11	14½	10½	9½	22	29	19½	18½	(b) Metropolitan Zones 201 through 262	13	19	10½	10½	20	29	19½	16	(c) All points not located in (a) or (b)	5	5	5	5	5	5	5	5
	<u>Rates in cents per 100 pounds for shipments moving under rates named in Items:</u>																																																						
	350 & 390	360	380	400	350 & 390	360	380	400																																															
<u>Shipments or component parts of shipments destined to points in:</u>	<u>Under 150 Constructive Miles</u>				<u>150 Constructive Miles or more</u>																																																		
(a) Metropolitan Zones 101 through 135	11	14½	10½	9½	22	29	19½	18½																																															
(b) Metropolitan Zones 201 through 262	13	19	10½	10½	20	29	19½	16																																															
(c) All points not located in (a) or (b)	5	5	5	5	5	5	5	5																																															
	<p style="text-align: center;">EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</p> <p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>																																																						

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM																				
<p data-bbox="254 336 1295 357">APPLICATION OF SPECIAL CHARGES ON SHIPMENTS DESTINED TO CERTAIN PRODUCE TERMINALS</p> <p data-bbox="204 405 1328 495">The charges provided herein 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 340 for terminal descriptions).</p> <p data-bbox="204 513 1272 560">Compute the amount of charges in accordance with the provisions of this tariff and increase the amount so computed by the following amounts:</p> <table data-bbox="327 577 1196 1026"> <thead> <tr> <th><u>Packages or Pieces Delivered</u></th><th><u>Charge (See Note 1)</u></th></tr> </thead> <tbody> <tr> <td>25 or less -----</td><td>\$.50</td></tr> <tr> <td>More than 25 but not more than 100 -----</td><td>1.00</td></tr> <tr> <td>More than 100 but not more than 149 -----</td><td>2.00</td></tr> <tr> <td>More than 149 but not more than 249 -----</td><td>5.00</td></tr> <tr> <td>More than 249 -----</td><td>8.00</td></tr> <tr> <td> <u>Shipments in Bulk (See Note 2)</u></td><td> <u>Charge</u></td></tr> <tr> <td>Less than 2,000 pounds -----</td><td>\$2.00</td></tr> <tr> <td>2,000 to 5,999 pounds inclusive -----</td><td>5.00</td></tr> <tr> <td>6,000 pounds or more -----</td><td>8.00</td></tr> </tbody> </table> <p data-bbox="204 1043 1377 1112">NOTE 1.--In the case of a shipment transported in more than a single unit of carrier's equipment the charge herein provided shall be determined by applying the table above separately to each single vehicle or train of vehicles transporting the shipment.</p> <p data-bbox="204 1129 1321 1177">NOTE 2.--The term "shipment in bulk" means shipments not in bags, sacks, packages, or other containers, except bins.</p>	<u>Packages or Pieces Delivered</u>	<u>Charge (See Note 1)</u>	25 or less -----	\$.50	More than 25 but not more than 100 -----	1.00	More than 100 but not more than 149 -----	2.00	More than 149 but not more than 249 -----	5.00	More than 249 -----	8.00	 <u>Shipments in Bulk (See Note 2)</u>	 <u>Charge</u>	Less than 2,000 pounds -----	\$2.00	2,000 to 5,999 pounds inclusive -----	5.00	6,000 pounds or more -----	8.00	160
<u>Packages or Pieces Delivered</u>	<u>Charge (See Note 1)</u>																				
25 or less -----	\$.50																				
More than 25 but not more than 100 -----	1.00																				
More than 100 but not more than 149 -----	2.00																				
More than 149 but not more than 249 -----	5.00																				
More than 249 -----	8.00																				
 <u>Shipments in Bulk (See Note 2)</u>	 <u>Charge</u>																				
Less than 2,000 pounds -----	\$2.00																				
2,000 to 5,999 pounds inclusive -----	5.00																				
6,000 pounds or more -----	8.00																				
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE																					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																					

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)
170	<p style="text-align: center;">(1) COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period of 7 days, excluding Sundays and legal holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>(e) Carriers may elect to have their freight bills presented to the debtor by means of the United States mail, and when the mail service is so used the day of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the day of presentation of the freight bills.</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders, which shall be satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor shall be deemed to be the collection of the charges within the credit period for the purpose of this item. In case of dispute as to the day of mailing, the postmark shall be accepted as showing such day.</p> <p>(1) The provisions of this rule will not apply to transportation of property for the United States, state, county, or municipal governments.</p>
180	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named in this tariff are the shortest constructive highway mileages provided in the Distance Table in effect at time of shipment.</p>
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
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;">ISSUANCE OF DOCUMENTS</p> <p>1. Shipping Documents. A shipping document shall be issued by the carrier to the debtor for each shipment within 48 hours of the final delivery, computed from 12 o'clock midnight of the day of final delivery. The shipping document shall show the following information: (See Note)</p> <p>A. Shipment (other than a Split Pickup, Split Delivery or Produce Service Shipment).</p> <table border="0"> <tr> <td>(a) Name of carrier.</td><td>(h) Description of shipment (kind and quantity of commodities shipped).</td></tr> <tr> <td>(b) Name of debtor.</td><td>(i) Weight of shipment. (See Item 330). Not applicable to shipments rated under Item 430.</td></tr> <tr> <td>(c) Name of consignor.</td><td>(j) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.</td></tr> <tr> <td>(d) Name of consignee.</td><td></td></tr> <tr> <td>(e) Point of origin.</td><td></td></tr> <tr> <td>(f) Point of Destination</td><td></td></tr> <tr> <td>(g) Date of delivery.</td><td></td></tr> </table> <p>B. Split Pickup, Split Delivery or Produce Service Shipment.</p> <table border="0"> <tr> <td>(a) Name of carrier.</td><td></td></tr> <tr> <td>(b) Name of debtor.</td><td></td></tr> <tr> <td>(c) For each component part:</td><td></td></tr> <tr> <td> 1. Name of party from whom received.</td><td></td></tr> <tr> <td> 2. Name of party to whom delivered.</td><td></td></tr> <tr> <td> 3. Point of origin.</td><td></td></tr> <tr> <td> 4. Point of destination.</td><td></td></tr> <tr> <td> 5. Date of pickup.</td><td></td></tr> <tr> <td> 6. Date of delivery.</td><td></td></tr> <tr> <td> 7. Weight picked up.</td><td></td></tr> <tr> <td> 8. Weight delivered.</td><td></td></tr> <tr> <td> 9. Description of commodities (kind and quantity).</td><td></td></tr> <tr> <td>(d) Weight of multiple shipment. (See Item 330)</td><td></td></tr> <tr> <td>(e) Such other information as may be necessary to an accurate determination of the applicable rate and charge.</td><td></td></tr> </table> <p>2. Freight Bill. A freight bill (either individual or manifest form) shall be issued by the carrier to the debtor for each shipment transported. Except with respect to intercarrier transactions and as hereinafter provided, only one freight bill shall be issued for each shipment transported and the carrier shall not apportion, prorate, or otherwise divide the freight charges between or among the consignor(s), consignee(s), or any other parties. For accessorial service not included in the rate for actual transportation, the carrier shall issue a freight bill to the consignor or consignee who requested or ordered such accessorial service. The freight bill shall show the following information: (See Note)</p> <table border="0"> <tr> <td>(a) The information required of shipping documents as set forth in paragraph 1 of this item, or in lieu thereof specific reference may be made to the shipping document covering the shipment in question.</td><td></td></tr> <tr> <td>(b) Rate and charge assessed.</td><td></td></tr> </table> <p>The form of shipping document in Item 450 will be suitable and proper.</p> <p>A copy of each shipping document, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for any transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p> <p>NOTE.--A single combined shipping document and freight bill may be issued provided that all the information required of each is included on the single document.</p>	(a) Name of carrier.	(h) Description of shipment (kind and quantity of commodities shipped).	(b) Name of debtor.	(i) Weight of shipment. (See Item 330). Not applicable to shipments rated under Item 430.	(c) Name of consignor.	(j) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.	(d) Name of consignee.		(e) Point of origin.		(f) Point of Destination		(g) Date of delivery.		(a) Name of carrier.		(b) Name of debtor.		(c) For each component part:		1. Name of party from whom received.		2. Name of party to whom delivered.		3. Point of origin.		4. Point of destination.		5. Date of pickup.		6. Date of delivery.		7. Weight picked up.		8. Weight delivered.		9. Description of commodities (kind and quantity).		(d) Weight of multiple shipment. (See Item 330)		(e) Such other information as may be necessary to an accurate determination of the applicable rate and charge.		(a) The information required of shipping documents as set forth in paragraph 1 of this item, or in lieu thereof specific reference may be made to the shipping document covering the shipment in question.		(b) Rate and charge assessed.		<p style="text-align: center;">190</p>
(a) Name of carrier.	(h) Description of shipment (kind and quantity of commodities shipped).																																														
(b) Name of debtor.	(i) Weight of shipment. (See Item 330). Not applicable to shipments rated under Item 430.																																														
(c) Name of consignor.	(j) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.																																														
(d) Name of consignee.																																															
(e) Point of origin.																																															
(f) Point of Destination																																															
(g) Date of delivery.																																															
(a) Name of carrier.																																															
(b) Name of debtor.																																															
(c) For each component part:																																															
1. Name of party from whom received.																																															
2. Name of party to whom delivered.																																															
3. Point of origin.																																															
4. Point of destination.																																															
5. Date of pickup.																																															
6. Date of delivery.																																															
7. Weight picked up.																																															
8. Weight delivered.																																															
9. Description of commodities (kind and quantity).																																															
(d) Weight of multiple shipment. (See Item 330)																																															
(e) Such other information as may be necessary to an accurate determination of the applicable rate and charge.																																															
(a) The information required of shipping documents as set forth in paragraph 1 of this item, or in lieu thereof specific reference may be made to the shipping document covering the shipment in question.																																															
(b) Rate and charge assessed.																																															
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE																																															
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																																															

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)										
200	<p style="text-align: center;">PACKING REQUIREMENTS</p> <p>Articles may be accepted for transportation in any container or any shipping form, providing such container or shipping form will render the transportation of the freight reasonably safe and practicable.</p>										
210	<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS OR QUANTITIES</p> <p>When charges accruing on a shipment based upon actual weight or quantity exceed the charges computed upon a rate based upon a greater minimum weight or quantity the latter shall apply. For the purpose of applying this item to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight or quantity shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>										
220	<p style="text-align: center;">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 revisions and reissues of such other tariffs.</p>										
230	<p style="text-align: center;">REFRIGERATION--ICING</p> <p>Commodities, as described in Item 40, for which rates in this tariff apply may be refrigerated by the shipper or his agent, or by the carrier, by means of vehicle 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 lowest rated commodity shipped.</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 carrier's equipment to ice plant is involved the following additional charges shall apply:</p> <table data-bbox="330 1223 1288 1397"> <thead> <tr> <th style="text-align: center;">Minimum Weight (In Pounds)</th><th style="text-align: center;">Additional Charge (Per Shipment)</th></tr> </thead> <tbody> <tr> <td style="text-align: center;">10,000</td><td style="text-align: center;">\$ 7.50</td></tr> <tr> <td style="text-align: center;">20,000</td><td style="text-align: center;">10.20</td></tr> <tr> <td style="text-align: center;">30,000</td><td style="text-align: center;">13.60</td></tr> <tr> <td style="text-align: center;">40,000</td><td style="text-align: center;">15.00</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 the 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	\$ 7.50	20,000	10.20	30,000	13.60	40,000	15.00
Minimum Weight (In Pounds)	Additional Charge (Per Shipment)										
10,000	\$ 7.50										
20,000	10.20										
30,000	13.60										
40,000	15.00										
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											

SECTION 1--RULES OF GENERAL APPLICATION (Continued)			ITEM
REFRIGERATION--MECHANICAL			
Commodities as described in Item 40 refrigerated with mechanical units by the carrier shall be subject to the following charges which shall be in addition to all other applicable charges provided in this tariff (See Notes 1, 2 and 3):			
<u>Constructive Miles</u>		<u>Charge in Cents</u>	
<u>Over</u>	<u>But Not Over</u>	<u>Per 100 Pounds</u>	
0	150	2	
150	350	3	
350	---	5	
NOTE 1.--			
(a) Mileages to be used in determining the minimum charge in connection with shipments transported under the provisions of Items 80, 90, 100, 300 or 310 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 60.			
(c) Minimum refrigeration charges shall be based on the actual weight of shipment.			
NOTE 2.-- The charges provided in this item will not be applicable if the carrier is informed by the debtor at the time of or prior to the shipment that mechanical refrigeration service is not required, and the shipping document contains a statement to that effect.			
NOTE 3.--The carrier shall not be liable for loss or damage due to spoilage on shipments transported without unusual delay when the debtor indicates that refrigeration service is not required.			
240			
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)
250	<p data-bbox="665 334 1088 355" style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p data-bbox="335 404 1422 449">Each shipment shall be rated separately. Shipments shall not be consolidated nor combined by the carrier. (See Exceptions).</p> <p data-bbox="335 471 1395 539">EXCEPTION 1.--Component parts of a split pickup or split delivery shipment or of a produce service shipment as defined in Item 10 may be combined under the provisions of Items 290, 300 and 310.</p> <p data-bbox="335 561 1435 607">EXCEPTION 2.--Component parts of a shipment may be consolidated at a carrier's established depot, subject to the following provisions:</p> <p data-bbox="335 628 1476 882">(a) The transportation charges for such consolidated shipment shall be paid by a single debtor; (b) The entire shipment shall be tendered to the carrier for transportation during the calendar day the first component part is delivered to carrier's established depot; (c) Written shipping instructions shall be furnished to the carrier on the calendar day the first component part is delivered to the carrier's established depot; (d) The composite shipment shall weigh (or transportation charges shall be computed upon a weight of) not less than 10,000 pounds; (e) The deductions set forth in Item 50 shall not apply to shipments consolidated under the provisions of this exception.</p>
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
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;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p>1. A collect on delivery shipment, hereinafter referred to as a C.O.D. shipment, means a shipment upon which the consignor has attached, as a condition of delivery, the collection of a specific sum or sums of moneys by the carrier making delivery thereon and the return of said moneys to the consignor or other payee designated by the consignor.</p> <p>2. No carrier shall handle C.O.D. shipments unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than Two Thousand Dollars (\$2,000). The principal amount of the bond of any particular carrier may be increased from time to time where the Commission finds that the public interest so requires.</p> <p>3. The bond required by paragraph 2 hereof shall be filed by the carrier as principal and by a qualified surety insurer, authorized to do business in the State of California, as surety, payable to any person or persons to whom any amount may be due on any C.O.D. shipment transported by the carrier and not remitted to the person or persons to whom it is due within 10 days after delivery of any such C.O.D. shipment; that each bond filed pursuant to the foregoing shall specify the extent to which the carrier's operations are covered thereby; that such a bond may cover more than one operative authority held by the same carrier; that when a carrier with such a bond on file with the Commission obtains additional operative authority said bond shall be revised or re-issued to show whether or not the additional operative authority is covered thereby; and that the name of the carrier's surety company in any bond filed pursuant hereto will be made public by the Commission upon reasonable request therefor.</p> <p>4. The term of the bond shall include: that any person or persons to whom an amount may be due on any C.O.D. shipment transported by a carrier and not remitted within 10 days after delivery of said shipment may file a claim therefor with the surety; that upon the filing of the claim, the surety shall notify the Commission and the carrier in writing of such filing; that such notification to the Commission shall be addressed to the Public Utilities Commission of the State of California at its office in San Francisco; that suit against the surety shall be commenced within one year after the date the shipment was tendered to the carrier; and that the surety waives any rights it may have under Section 2845 of the Civil Code of the State of California.</p> <p>5. The bond required herein may be canceled by the surety by written notice to the Public Utilities Commission of the State of California at its office in San Francisco, such cancellation to become effective thirty days after receipt of said notice by the Commission.</p> <p>6. Claims arising from failure to remit C.O.D. moneys may be filed by any person or persons to whom an amount may be due directly against the surety company and any suits against the surety must be commenced within one year from the date the shipment was tendered.</p> <p>7. The name and address of the surety company may be obtained from the Public Utilities Commission, State Building, San Francisco, California 94102.</p> <p>8. The bond prescribed herein shall not be required of carriers while engaged as independent-contractor subhaulers; or carriers operating within lawfully established pickup and delivery limits as agents of a common carrier in the performance for such common carrier of transfer, pickup or delivery services provided for in the lawfully published tariffs of such common carrier.</p> <p style="text-align: center;">(Continued)</p>	260
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)
260	<p data-bbox="492 362 1153 388">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS (Continued)</p> <p data-bbox="350 412 1022 438">9. Every carrier handling C.O.D. shipments shall:</p> <ul style="list-style-type: none"> <li data-bbox="416 456 1410 570">(a) Establish and maintain a separate bank account or accounts wherein all moneys (other than checks or drafts payable to consignor or payee designated by consignor) collected on C.O.D. shipments will be held in trust until remitted to payee, except C.O.D. moneys which are remitted within five days after delivery. <li data-bbox="416 591 1410 847">(b) Establish and maintain a record or records of all C.O.D. shipments in such manner and form as will plainly and readily show the following information with respect to each shipment: <ul style="list-style-type: none"> <li data-bbox="482 683 964 709">(1) Number and date of freight bill. <li data-bbox="482 709 1410 736">(2) Name and address of consignor or other person designated as payee. <li data-bbox="482 736 938 762">(3) Name and address of consignee. <li data-bbox="482 762 855 788">(4) Date shipment delivered. <li data-bbox="482 788 992 814">(5) Amount of C.O.D. moneys collected. <li data-bbox="482 814 910 840">(6) Date C.O.D. moneys remitted. <li data-bbox="482 840 1339 867">(7) Check number or other identification of remittance to payee. <li data-bbox="416 867 1422 1028">(c) Collect the full amount of the C.O.D. moneys at the time C.O.D. shipments are delivered to the consignee and remit all such collections to consignor, or to other persons designated by the consignor on such shipments, promptly and in no event later than 10 days after delivery to the consignee, unless consignor instructs otherwise in writing. All remittances for C.O.D. shipments shall refer to or otherwise identify the C.O.D. shipment or shipments covered by the remittance. <li data-bbox="416 1050 1410 1120">(d) Not accept checks or drafts (other than certified checks, cashier's checks, or money orders) in payment of C.O.D. charges unless authority has been received from the consignor. <li data-bbox="416 1142 1427 1347">(e) Notify the consignor immediately if a C.O.D. shipment is refused or cannot be delivered on the carrier's initial attempt. Upon instructions from the consignor the carrier may attempt subsequent deliveries, the charge for each such delivery, or attempted delivery, being determined by the applicable freight charges from carrier's terminal to the point of destination but in no event less than the rate provided for mileages of less than three miles. The carrier may also return the shipment to the consignor upon his request, subject to a charge equal to the applicable freight charges on the original outbound movement. <li data-bbox="416 1369 1285 1395">(f) Not make a C.O.D. shipment part of a split delivery shipment. <p data-bbox="745 1478 882 1504">(Continued)</p>
	EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE
	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM
COLLECT ON DELIVERY (C.O.D.) SHIPMENTS (Concluded)		
<p>10. If, in any particular case, exemption or deviation from any of the requirements herein is deemed necessary by the carrier concerned, the Commission will consider the application of such carrier for such exemption or deviation when accompanied by a full statement of the conditions existing and the reasons why such exemption or deviation is considered necessary.</p> <p>11. A carrier not electing to undertake transportation of C.O.D. shipments shall be deemed to have given notice of such election by not filing the bond provided for herein for carriers handling such shipments.</p> <p>12. The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:</p>		
When the amount collected is	Charge for collecting and remitting will be	
Not Over \$ 100-----	\$ 3.15	
Over 100 not over \$ 110-----	3.25	
Over 110 not over 120-----	3.50	
Over 120 not over 140-----	3.75	
Over 140 not over 160-----	3.90	
Over 160 not over 180-----	4.10	
Over 180 not over 200-----	4.35	260
Over 200 not over 250-----	4.70	
Over 250 not over 300-----	5.30	
Over 300 not over 350-----	5.45	
Over 350 not over 400-----	5.80	
Over 400 not over 450-----	6.35	
Over 450 not over 500-----	6.90	
Over 500 not over 550-----	7.45	
Over 550 not over 600-----	8.00	
Over 600 not over 650-----	8.55	
Over 650 not over 700-----	9.10	
Over 700 not over 750-----	9.65	
Over 750 not over 800-----	10.20	
Over 800 not over 850-----	10.75	
Over 850 not over 900-----	11.30	
Over 900 not over 950-----	11.80	
Over 950 not over 1,000-----	12.35	
Over \$1,000 at rate of \$12.35 per \$1,000		
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">MIXED SHIPMENTS</p> <p>1. Commodities for which rates are provided in this tariff:</p> <p>(a) When two or more commodities for which different rates are provided are shipped as a mixed shipment, without weights being furnished or obtained for the portions shipped under the separate rates, charges for the entire shipment will be computed at the rate applicable to the highest rated commodity contained in such mixed shipment, subject to Item 210.</p> <p>(b) When two or more commodities are included in the same shipment and separate weights thereof are furnished or obtained, charges will be computed at the separate rates applicable to such commodities in straight shipments of the combined weight of the mixed shipment. The minimum weight shall be the highest provided for any of the rates used in computing the charges, subject to Item 210. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments such lower charge shall apply.</p> <p>2. Commodities for which rates are provided herein moving in mixed shipments containing commodities for which rates are provided in other effective tariffs of the Commission:</p> <p>(a) When one or more commodities for which rates are provided herein are included in a shipment of one or more commodities for which rates are provided in other effective tariffs of the Commission without separate weights being furnished or obtained for the portions shipped under the separate tariffs, charges for the entire shipment will be computed at the rate applicable to the highest rated commodity contained in such mixed shipment, subject to Item 210. Minimum weight shall be the highest applicable to any commodity in the shipment.</p> <p>(b) When one or more commodities for which rates are provided herein are included in a shipment of one or more commodities for which rates are provided in other effective tariffs of the Commission and separate weights thereof are furnished or obtained, the charges will be computed at the separate rates applicable to such commodities in straight shipments of the combined weight of the mixed shipment. The minimum weight shall be the highest provided for any of the rates used in computing the charges, subject to Item 210. Charges for accessorial services shall be the highest provided in any of the tariffs used in computing charges. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments such lower charge shall apply.</p> <p>270 3. Commodities for which rates are provided herein, moving in mixed shipments containing commodities upon which no minimum rates or charges have been established by the Commission:</p> <p>When one or more commodities for which rates are provided in this tariff are included in a shipment of commodities for which no minimum rates have been established by the Commission, the rate or rates applicable to the entire shipment may be determined as though all of the commodities were ratable under the provisions of this tariff, subject to Item 210. (See Note) In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments such lower charge shall apply.</p> <p>NOTE.--The rate to be applied to the commodity for which no minimum rates have been established will be the rate applicable to the commodity with which it is mixed. In the event the commodity for which no minimum rates have been established is mixed with commodities taking different rates, the commodity for which no minimum rates have been established will be rated at the rates applicable to lowest rated commodity for which minimum rates have been established.</p>
	EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE
	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"> 1. The carrier shall not transport a multiple lot shipment unless, prior to or at the time of the initial pickup, written information has been received from the consignor describing the kind and quantity of property which will constitute the multiple lot shipment. Preparation by the shipper of the required single multiple lot document for the entire shipment, referred to in paragraph 2 of this item, for execution by the shipper and carrier prior to or at the time of initial pickup, will constitute compliance with this paragraph. 2. 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. 3. <ol style="list-style-type: none"> 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. b. If rated under the provisions of Items 70,80 (paragraph (b)), and 100 of this tariff, the entire shipment shall be picked up by the carrier within: <ol style="list-style-type: none"> (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. (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. 4. 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 70, 80, 90 and 100, 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. <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>	280
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

ITEM

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

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. (See Exceptions 1 and 2).

EXCEPTION 1.--Add to the distance determined under the provisions of paragraph (a) above, 2 constructive miles for each point in excess of one located within:

- (a) a single metropolitan zone, or
- (b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or
- (c) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction.

EXCEPTION 2.--In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:

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 point for the applicable metropolitan zone group.
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 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:

Weight of Component Part (In Pounds)		Charge for Each Component Part in Cents
Over	But Not Over	
0	2,000	375
2,000	4,000	720
4,000	10,000	1000
10,000		1100

NOTE 2.--See Item 50, paragraph 3, for deliveries within a single market area.

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

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

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, 2 and 3:

- (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 Exceptions 1 and 2).

EXCEPTION 1.--Add to the distance determined under the provisions of paragraph (a) above, 2 constructive miles for each point in excess of one located within:

- (a) a single metropolitan zone, or
- (b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or
- (c) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction.

EXCEPTION 2.--In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:

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 in the form of a single document 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.

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	2,000	375
2,000	4,000	720
4,000	10,000	1000
10,000		1100

NOTE 2.--See Item 50, paragraph 3, for Deliveries Within a Single Market Area.

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

300

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

ITEM	SECTION 1--RULES 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 Notes 1 and 2:</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 Exceptions 1 and 2.)</p> <p>EXCEPTION 1.--Add to the distance determined under the provisions of paragraph (a) above, 2 constructive miles for each point in excess of one located within:</p> <p>(a) a single metropolitan zone, or</p> <p>(b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or</p> <p>(c) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction.</p> <p>EXCEPTION 2.--In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <p>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.</p> <p>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> <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 in the form of a single document 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> <p>NOTE 1.--In addition to the rate for transportation, the following additional charges shall be assessed for split pickup service:</p> <table><tr><th colspan="2">Weight of Component Part (In Pounds)</th><th rowspan="2">Split Pickup Charge for Each Component Part in Cents</th></tr><tr><th>Over</th><th>But Not Over</th></tr><tr><td>0</td><td>2,000</td><td>375</td></tr><tr><td>2,000</td><td>4,000</td><td>720</td></tr><tr><td>4,000</td><td>10,000</td><td>1000</td></tr><tr><td>10,000</td><td></td><td>1100</td></tr></table> <p>NOTE 2.--Not applicable in connection with rates named in Section 3.</p>	Weight of Component Part (In Pounds)		Split Pickup Charge for Each Component Part in Cents	Over	But Not Over	0	2,000	375	2,000	4,000	720	4,000	10,000	1000	10,000		1100
Weight of Component Part (In Pounds)		Split Pickup Charge for Each Component Part in Cents																
Over	But Not Over																	
0	2,000	375																
2,000	4,000	720																
4,000	10,000	1000																
10,000		1100																
310																		
<p style="text-align: center;">EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</p> <p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>																		

MINIMUM RATE TARIFF 3-A

ORIGINAL PAGE....31

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM																
<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>Rates or accessorial charges may be quoted or assessed by carriers on a per package basis provided.</p> <p>(1) The freight charges assessed are not less than those which would have been assessed had the rates and accessorial charges stated in this tariff been applied and</p> <p>(2) The carrier's shipping documents contain all the information necessary to compute the freight charges on the basis of the unit of measurement provided in this tariff.</p>	320																
<p style="text-align: center;">GROSS WEIGHT</p> <p>(a) Charges shall be assessed on the gross weight of the shipment as tendered, 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 20,000 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, 2, and 3) Iced shipments shall be weighed at first available scale along route of movement.</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 190), respectively.</p> <p>(d) Whenever a carrier is requested by the shipper, consignee or debtor to obtain a certified weight from a public scale, or when a carrier must obtain a certified weight for billing purposes or for other legal requirements, and a charge is assessed by the public weighmaster for this service, the carrier shall assess a charge of not less than the actual amount paid by the carrier to the public weighmaster for the weighing service for each weight certificate obtained and furnished to the debtor or other person requesting a certified weight.</p> <p>(E) EXCEPTION 1.--On shipments containing exclusively the commodities provided below, charges shall be assessed on the gross weights as follows:</p> <p>(a) ONIONS, BEETS, TURNIPS, RUTABAGAS, PARSNIPS, CARROTS AND POTATOES</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;"><u>When Packed and Invoiced as:</u></th><th style="text-align: left;"><u>Charges shall be assessed on Gross Weight per Package of:</u></th></tr> </thead> <tbody> <tr> <td>10 Pounds per Sack</td><td>10½ Pounds per Sack</td></tr> <tr> <td>15 Pounds per Sack</td><td>15½ Pounds per Sack</td></tr> <tr> <td>25 Pounds per Sack</td><td>25½ Pounds per Sack</td></tr> <tr> <td>50 Pounds per Sack</td><td>50½ Pounds per Sack</td></tr> <tr> <td>100 Pounds per Sack</td><td>101 Pounds per Sack</td></tr> <tr> <td>5 10-Pound Consumer Paper Bags per Sack</td><td>51½ Pounds per Sack</td></tr> <tr> <td>50 Pounds per Carton</td><td>53 Pounds per Carton</td></tr> </tbody> </table> <p>(b) ORANGES or LEMONS 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 Title 3, Section 1380.19 of the California Administrative Code, charges shall be assessed on the gross weights as follows:</p> <p style="text-align: center;">ORANGES - 39½ lbs. per box LEMONS - 40 lbs. per box</p> <p>(c) GRAPEFRUIT 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 Title 3, Section 1380.19 of the California Administrative Code, charges shall be assessed on the gross weight of 35½ lbs. per box.</p> <p style="text-align: center;">(Continued)</p>	<u>When Packed and Invoiced as:</u>	<u>Charges shall be assessed on Gross Weight per Package of:</u>	10 Pounds per Sack	10½ Pounds per Sack	15 Pounds per Sack	15½ Pounds per Sack	25 Pounds per Sack	25½ Pounds per Sack	50 Pounds per Sack	50½ Pounds per Sack	100 Pounds per Sack	101 Pounds per Sack	5 10-Pound Consumer Paper Bags per Sack	51½ Pounds per Sack	50 Pounds per Carton	53 Pounds per Carton	330
<u>When Packed and Invoiced as:</u>	<u>Charges shall be assessed on Gross Weight per Package of:</u>																
10 Pounds per Sack	10½ Pounds per Sack																
15 Pounds per Sack	15½ Pounds per Sack																
25 Pounds per Sack	25½ Pounds per Sack																
50 Pounds per Sack	50½ Pounds per Sack																
100 Pounds per Sack	101 Pounds per Sack																
5 10-Pound Consumer Paper Bags per Sack	51½ Pounds per Sack																
50 Pounds per Carton	53 Pounds per Carton																
(E) Expires with June 30, 1978.																	
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE																	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																	

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)
330	<p style="text-align: center;">GROSS WEIGHT (Concluded)</p> <p>EXCEPTION 2.--When palletized shipments subject to minimum weights of 20,000 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. When rail rates are used under provisions of Items 70, 80, 90 and 100 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>EXCEPTION 3.--When rail rates are used under the provisions of Items 70, 80, 90 and 100 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>NOTE 1.--A single public weighmaster's certificate shall be obtained for each unit of carrier's equipment which contains (a) one or more shipments weighing 20,000 pounds or more and other shipments or (b) a portion of a shipment weighing 20,000 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>NOTE 2.--Carriers are not required to obtain a public weighmaster's certificate:</p> <ul style="list-style-type: none"> (a) When the weighing of the shipment on a public weighmaster's scale would require the carrier to traverse a route which is more than five constructive miles longer than the shortest route from point(s) of origin to point(s) of destination as determined in accordance with Item 180. (b) When no public weighmaster's scale along the route of movement is open for weighing at the time the carrier arrives at the scale point. (c) When tariff agreed weights set forth in Exception 1 (above) are used to determine gross weights. <p>NOTE 3.--Not applicable in connection with rates named in Section 3.</p>
	EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE
	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES OF GENERAL APPLICATION (Concluded)	ITEM
<p style="text-align: center;">SINGLE MARKET AREAS</p> <p>Each of the markets described below constitutes a single market area, and includes both sides of streets and avenues named.</p> <p>Fresno Beginning at the intersection of South Thorne and East California Avenues, easterly to South Sarah Street, northerly on South Sarah Street and its prolongation to East Tulare Street, westerly on East Tulare Street (becoming East Divisadero Street) to North Thorne Avenue, and southerly on North Thorne Avenue (becoming South Thorne Avenue) to East California Avenue.</p> <p>Los Angeles Beginning at the intersection of Washington Boulevard and Santa Fe Avenue, northerly to 6th Street, westerly to Broadway, southerly to Washington Boulevard and easterly to Santa Fe Avenue.</p> <p>Oakland The Oakland Wholesale Market bounded on the northwest by Franklin Street, on the northeast by 5th Street, on the southeast by Jackson Street, and on the southwest by 2nd Street.</p> <p>Sacramento (5th Street Market) The Sacramento 5th Street Wholesale Market bounded on the north by First Avenue, on the east by 5th Street, on the south by the Southern Pacific Company spur track (from the lead take off commencing near Front Street and Broadway), and on the west by 3rd Street.</p> <p>Sacramento (16th Street Market) The Sacramento 16th Street Wholesale Market bounded on the north by North C Street, on the east by North 16th Street, on the south by North B Street, and on the west by the Southern Pacific Company right-of-way (that spur adjacent to and paralleling North 14th Street, an extension of Ahern Avenue).</p> <p>San Diego Beginning at the intersection of Harbor Drive and Beardsley Street, northeasterly to U. S. Highway 101, following U. S. Highway 101 to Broadway, westerly to Kettner Boulevard, south to Harbor Drive, and southerly to its intersection with Beardsley Street.</p> <p>San Francisco The San Francisco Produce Terminal, Jerrold Avenue, between Toland and Rankin Streets.</p> <p>San Jose The San Jose Wholesale Market bounded on the northwest by Mission Street, on northeast by the Southern Pacific Company right-of-way (8th Street), on the southeast by Taylor Street, and on the southwest by 7th Street.</p> <p>South San Francisco The Golden Gate Produce Terminal bounded on the north by Terminal Court, on the east by Freeway Street and Bayshore Freeway (Highway U. S. 101), on the south by Navigable Slough, and on the west by the East San Bruno Drill Track of the Southern Pacific Company.</p> <p>Stockton The Stockton Wholesale Market bounded on the north by East Channel Street, on the east by an imaginary extension of Locust Avenue, on the south by the Southern Pacific Company right-of-way (an extension of East Weber Avenue), and on the west by North Wilson Way.</p>	340
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 2

DISTANCE COMMODITY RATES

Rates Named in This Section Will Not Apply to Transportation for Which
Rates Are Provided in Section 3.

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

MINIMUM RATE TARIFF 3-A

ORIGINAL PAGE.....35

SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents Per 100 Pounds)									ITEM
FRUITS, NUTS, VEGETABLES, MUSHROOMS AND EMPTY CONTAINERS, as described in Item 40, except does not apply on commodities for which rates are named in Item 360. (See Note).									
MILES		Any Quantity	MINIMUM WEIGHT IN POUNDS						
Over	But Not Over		2,000	4,000	10,000	20,000	30,000	(1) 43,000	
0	3	112	71	59	38	26	22	19	
3	5	113	72	60	38	27	23	20	
5	10	115	72	62	40	29	25	22	
10	15	116	72	64	41	31	27	23	
15	20	118	73	66	42	32	28	25	
20	25	119	73	69	44	34	30	27	
25	30	121	74	71	46	36	32	28	
30	35	123	76	73	48	38	34	30	
35	40	124	78	74	50	40	36	32	
40	45	126	80	76	52	42	38	34	
45	50	128	82	77	54	44	40	37	
50	60	131	84	79	58	48	44	40	
60	70	134	87	81	62	52	48	44	
70	80	137	88	82	66	56	51	48	
80	90	140	91	83	67	57	53	50	
90	100	142	93	85	69	58	55	52	
100	110	146	96	87	72	60	57	54	
110	120	148	99	89	75	62	59	56	
120	130	151	102	92	77	64	61	58	
130	140	153	104	94	79	66	63	59	
140	150	156	107	96	82	69	66	61	
150	160	157	108	97	83	71	67	62	
160	170	159	110	99	85	73	69	64	
170	180	160	112	101	87	75	71	66	
180	190	162	114	103	89	77	73	68	
190	200	165	116	105	91	79	75	70	
200	220	168	119	108	94	82	78	74	
220	240	171	122	111	98	85	81	77	
240	260	175	126	115	102	89	85	81	
260	280	178	129	119	106	93	89	84	
(Continued)									
NOTE.--Rates in this item subject to minimum weights of 20,000 pounds or more will not apply to the transportation of bananas, see Item 380.									
(1) Subject to the provisions of Item 370.									
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE									
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.									

ORIGINAL PAGE....36

MINIMUM RATE TARIFF 8-A

ITEM	SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)								
350	FRUITS, NUTS, VEGETABLES, MUSHROOMS AND EMPTY CONTAINERS, as described in Item 40, except does not apply on commodities for which rates are named in Item 360. (See Note).								
	MILES		Any Quantity	MINIMUM WEIGHT IN POUNDS					
	Over	But Not Over		2,000	4,000	10,000	20,000	30,000	(1) 43,000
	280	300	182	133	123	110	97	93	88
	300	325	186	137	127	114	101	97	92
	325	350	191	141	132	118	106	102	96
	350	375	195	146	137	123	111	107	101
	375	400	200	152	143	129	117	113	105
	400	425	205	158	149	135	123	119	111
	425	450	210	164	155	141	129	125	116
	450	475	215	170	161	147	135	131	122
	475	500	220	176	167	153	141	137	127
	500	525	225	182	173	159	147	143	132
	525	550	230	189	180	166	154	149	137
	550	575	234	194	185	171	159	154	142
	575	600	239	200	191	177	165	160	150
	600	625	244	206	197	183	171	165	155
	625	650	249	212	203	189	179	172	160
	650	675	254	218	209	195	185	178	166
	675	700	259	224	215	201	191	184	171
For each 25 miles or fraction thereof, add to the rate for 700 miles:		5	6	6	6	6	6	6	
(Concluded)									
NOTE.--Rates in this item subject to minimum weights of 20,000 pounds or more will not apply to the transportation of bananas, See Item 380. (1) Subject to the provisions of Item 370.									
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE									
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.									

MINIMUM RATE TARIFF 8-A

ORIGINAL PAGE....37

SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)							ITEM
FRUITS, NUTS AND VEGETABLES, viz.:							360
Berries		Leeks	Peppers				
Cauliflower		Lettuce, other than iceberg	Prickly Pears				
Chop Suey Mix		Mushrooms	Romaine				
Cucumbers, Hot House		Onions, green	Shallots				
Endive		Okra	Spinach				
Escarole		Oyster Plant (Salsify)	Sprouts, bean or seed				
Kiwi Fruit		Parsley	Tomatoes, Cherry				
Kumquats		Parsnips with tops	Watercress				
MILES		Any Quantity	Minimum Weight in Pounds				
Over	But Not Over		2,000	4,000	10,000	20,000	
0	3	115	73	60	38	25	
3	5	116	73	61	39	26	
5	10	118	73	63	40	28	
10	15	120	73	65	41	30	
15	20	121	74	67	42	33	
20	25	123	75	69	44	35	
25	30	125	76	71	46	37	
30	35	127	78	73	49	40	
35	40	129	80	74	52	42	
40	45	130	82	76	54	45	
45	50	132	84	78	57	48	
50	60	136	88	81	63	52	
60	70	140	92	84	68	56	
70	80	143	95	86	73	60	
80	90	146	98	89	76	65	
90	100	149	101	92	79	68	
100	110	152	104	96	82	71	
110	120	154	107	99	85	74	
120	130	157	111	103	88	77	
130	140	160	114	106	91	80	
140	150	163	117	109	94	83	
150	160	164	119	111	96	84	
160	170	167	121	113	99	87	
170	180	169	124	115	102	89	
180	190	172	126	118	104	91	
190	200	174	129	121	107	94	
200	220	178	133	125	111	98	
220	240	183	137	130	115	103	
240	260	188	141	135	120	107	
260	280	193	147	140	125	112	
(Continued)							
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							

ORIGINAL PAGE....38

MINIMUM RATE TARIFF 8-A

ITEM	SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)						
	FRUITS, NUTS AND VEGETABLES, viz.:						
	Berries Cauliflower Chop Suey Mix Cucumbers, Hot House Endive Escarole Kiwi Fruit Kumquats	Leeks Lettuce, other than iceberg Mushrooms Onions, green Okra Oyster Plant (Salsify) Parsley Parsnips with tops	Peppers Prickly Pears Romaine Shallots Spinach Sprouts, bean or seed Tomatoes, Cherry Watercress				
360	MILES		Any Quantity	MINIMUM WEIGHT IN POUNDS			
	Over	But Not Over		2,000	4,000	10,000	20,000
	280	300	198	153	145	131	116
	300	325	203	159	151	137	122
	325	350	209	165	157	143	127
	350	375	216	172	164	150	131
	375	400	224	180	172	158	137
	400	425	232	188	180	166	142
	425	450	240	196	188	174	148
	450	475	248	204	196	182	153
	475	500	256	213	203	189	158
	500	525	264	221	211	197	164
	525	550	272	229	219	205	169
	550	575	279	236	226	212	174
	575	600	287	244	234	220	179
	600	625	295	252	242	228	184
	625	650	303	260	250	236	190
	650	675	311	268	258	244	195
	675	700	319	276	265	252	201
	For each 25 miles or fraction thereof, add to the rate for 700 miles:		6	6	6	6	6
(Concluded)							
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							

SECTION 2--DISTANCE COMMODITY RATES (Continued)		ITEM										
<p style="text-align: center;">MULTIPLE TRUCKLOAD WEIGHTS</p> <p>Rates in items referring to this item are subject to varying minimum weights per shipment, dependent upon the number of units of carriers' equipment used, as shown below, regardless of the weight loaded in each unit of equipment. In no event shall the weight per shipment be less than 43,000 pounds or actual weight, whichever is greater.</p> <table><tr><th>Number of Units of Equipment Used</th><th>Minimum Weight (In Pounds)</th></tr><tr><td>1 -----</td><td>43,000</td></tr><tr><td>2 -----</td><td>86,000</td></tr><tr><td>3 -----</td><td>129,000</td></tr><tr><td>4 -----</td><td>172,000</td></tr></table> <p>Over 4--Add to the weight for 4 units of equipment 43,000 pounds for each unit of equipment in excess of 4.</p>		Number of Units of Equipment Used	Minimum Weight (In Pounds)	1 -----	43,000	2 -----	86,000	3 -----	129,000	4 -----	172,000	370
Number of Units of Equipment Used	Minimum Weight (In Pounds)											
1 -----	43,000											
2 -----	86,000											
3 -----	129,000											
4 -----	172,000											
<p style="text-align: center;">EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</p>												
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>												

ITEM	SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)					
380	BANANAS (See Note)					
	Minimum Weight 43,000 Pounds, subject to the provisions of Item 370.					
	MILES		RATES	MILES		RATES
	Over	But Not Over		Over	But Note Over	
	0	3	37	190	200	83
	3	5	38	200	220	86
	5	10	39	220	240	90
	10	15	41	240	260	94
	15	20	42	260	280	98
	20	25	43	280	300	102
	25	30	45	300	325	106
	30	35	46	325	350	111
	35	40	47	350	375	116
	40	45	48	375	400	122
	45	50	50	400	425	128
50	60	52	425	450	134	
60	70	54	450	475	140	
70	80	57	475	500	145	
80	90	59	500	525	151	
90	100	61	525	550	157	
100	110	64	550	575	162	
110	120	66	575	600	168	
120	130	69	600	625	174	
130	140	72	625	650	180	
140	150	74	650	675	186	
150	160	75	675	700	192	
160	170	77	For each 25 miles or fraction thereof, add to the rate for 700 miles:			
170	180	79				
180	190	81				
190						
NOTE.--Rates in this item will not alternate with rates named in Item 350 subject to minimum weights of 20,000 pounds or more, or with rates named in Item 430.						
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						

SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)						ITEM
CITRUS FRUITS, viz.: Oranges, Lemons, Grapefruits, Limes and Tangelos. Minimum Weight 43,000 Pounds, subject to the provisions of Item 370.						390
MILES Over But Not Over		RATES	MILES Over But Not Over		RATES	
0	3	15	140	150	54	
3	5	16	150	160	55	
5	10	17	160	170	57	
10	15	19	170	180	59	
15	20	20	180	190	61	
20	25	22	190	200	63	
25	30	23	200	220	66	
30	35	24	220	240	70	
35	40	26	240	260	74	
40	45	27	260	280	78	
45	50	28	280	300	82	
50	60	31	300	325	86	
60	70	33	325	350	91	
70	80	36	350	375	95	
80	90	38	375	400	101	
90	100	40	400	425	106	
100	110	43	425	450	112	
110	120	46	450	475	117	
120	130	49	475	500	122	
130	140	51	(1)			
(1) For distances exceeding 500 miles apply rates in Item 350.						
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						

ORIGINAL PAGE....42

MINIMUM RATE TARIFF 8-A

ITEM	SECTION 2--DISTANCE COMMODITY RATES (Concluded) (In Cents per 100 Pounds)					
400	POTATOES (OTHER THAN SWEET POTATOES OR YAMS) AND ONIONS. Minimum Weight 43,000 Pounds, Subject to the Provisions of Item 370.					
	MILES		RATES	MILES		RATES
	Over	But Not Over		Over	But Not Over	
	0	3	15	190	200	63
	3	5	16	200	220	66
	5	10	17	220	240	70
	10	15	19	240	260	74
	15	20	20	260	280	78
	20	25	22	280	300	82
	25	30	23	300	325	86
	30	35	24	325	350	91
	35	40	26	350	375	95
	40	45	27	375	400	101
	45	50	28	400	425	106
	50	60	31	425	450	112
	60	70	33	450	475	117
	70	80	36	475	500	122
	80	90	38	500	525	128
	90	100	40	525	550	133
	100	110	43	550	575	138
	110	120	46	575	600	143
	120	130	49	600		
	130	140	51			
	140	150	54			
	150	160	55			
	160	170	57			
170	180	59				
180	190	61				
			For each 25 miles or fraction thereof, add to the rate for 600 miles:			5
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						

SECTION 3

SPECIAL LOS ANGELES AREA RATES

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

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 3--SPECIAL LOS ANGELES AREA RATES	ITEM
<p data-bbox="629 340 888 367">APPLICATION OF RATES</p> <p data-bbox="221 409 1306 451">Except as otherwise provided, rates in this Section are subject to the rules in Section 1.</p> <p data-bbox="221 480 1344 588">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 420 to points within the Los Angeles Market Area as described in Item 420, 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 data-bbox="282 610 1146 639">The rates in Section 3 are applicable to the following commodities:</p> <p data-bbox="348 656 1273 703">Vegetables, fresh or green, including mushrooms, and fresh strawberries, in containers weighing not more than 75 pounds each;</p> <p data-bbox="348 723 794 747">Containers as described in Item 40.</p> <p data-bbox="221 769 1314 814">Rates in Section 3 apply to transportation by Radial Highway Common Carriers and Highway Contract Carriers.</p>	410
<p data-bbox="591 884 898 906">TERRITORIAL DESCRIPTIONS</p> <p data-bbox="282 948 1367 1061">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.</p> <p data-bbox="282 1083 1314 1128">LOS ANGELES MARKET AREA includes all points in Metropolitan Zones 229 and 235 as described in the Distance Table.</p>	420
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 3--SPECIAL LOS ANGELES AREA RATES In Cents per 100 Pounds, except as noted								ITEM
<p>VEGETABLES, fresh or green, including mushrooms, and strawberries, fresh, in containers weighing not more than 75 pounds each. Rates in this item include mechanical refrigeration service. Subject to Note.</p> <p>FROM: Los Angeles Local Produce Territory as described in Item 420.</p> <p>TO: Los Angeles Market Area as described in Item 420.</p> <p>NOTE.--Not subject to the provisions of Item 150, paragraph 2.</p>								
MILES		RATES IN CENTS PER PACKAGE						430
		WEIGHT PER PACKAGE IN POUNDS		SHIPMENTS IN QUANTITIES OF:				
				1 to 100 Packages	101 to 200 Packages	201 to 400 Packages	Over 400 Packages	
Over	But Not Over	Over	But Not Over					
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	75	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	
<p>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 430 apply. Subject to Note.</p> <p>NOTE.--Not subject to the provisions of Item 150, paragraph 2.</p>								
MILES		RATES				440		
		MINIMUM WEIGHT IN POUNDS						
		Any Quantity	2,000	4,000	10,000			
Over	But Not Over							
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			
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								

SECTION 4

FORM OF SHIPPING DOCUMENT TO WHICH

REFERENCE IS MADE IN

ITEM 190

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 4--FORM OF SHIPPING DOCUMENT

Item 450

SHIPPING ORDER AND FREIGHT BILL

Bill No. _____

Permit No. _____

Name of Carrier _____
(Carrier's name must agree with name on permit)

Point of Origin _____ Date _____ 19__

Debtor _____

Shipper _____ Consignee _____

Street Address _____ Street Address _____

City _____ City _____

Packages	Kind	Description of Commodities	(1) Weight	Rate	Charges
Shipper _____		Check here		C.O.D.	
By _____ (Show name in full)		Origin		Destination	
Received by Carrier in good condition except as noted		Terminal	Store Door	Terminal	Store Door
By _____ Driver (Show name in full)				C.O.D. Fee	
Received by Consignee in good condition except as noted				Advances (2)	
				Other Charges (2)	
By _____ (Show name in full)				Prepaid	
Date _____				Total to Collect	

- (1) Or other factor or unit of measurement upon which charges are based.
 (2) Explain what each charge represents.

END OF TARIFF

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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