

Decision No. 87255

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
for the purposes of considering)
and determining minimum rates for)
transportation of fresh or green)
fruits and vegetables and related)
items statewide as provided in)
Minimum Rate Tariff 8-A and the)
revisions or reissues thereof.)

Case No. 5438
Petition for Modification
No. 112
(Filed June 29, 1976)
OSH 113
(Filed September 21, 1976)

Richard W. Smith, Attorney at Law, and H. Hughes,
for California Trucking Association, petitioner
in Petition 112 and interested party in OSH 113.
Asa Button, for Spreckels Sugar Division - Amstar
Corporation; John Paul Fischer, Attorney at Law,
for Lucky Stores; Jeffrey Lee Guttero, for
Western Growers Association; Thomas J. Hale,
for California Grape and Tree Fruit League; and
Ralph O. Hubbard and Richard E. Dobson,
Attorneys at Law, for California Farm Bureau
Federation; interested parties.
Robert E. Walker and George H. Morrison, for the
Commission staff.

O P I N I O N

Minimum Rate Tariff 8-A (MRT 8-A) contains minimum rates
and rules governing the statewide transportation of fresh fruits
and vegetables to wholesale and retail markets. MRT 8-A was
established by Decision No. 85826 dated May 18, 1976 in Case No.
5438 (OSH 99 et al.). MRT 8-A superseded MRT 8. MRT 8-A is a
complete revision of the former tariff based on comprehensive cost
and economic studies introduced into evidence by the Commission
staff. The cost data submitted by the staff in Exhibit 99-9
reflected cost levels as of July 1, 1975. Exhibit 99-68 in that

proceeding contains a listing of the cost factor changes affecting Exhibit 99-9 (staff cost study) on or before July 1, 1976.^{1/} Decision No. 85826 stated that the staff will undertake a revision of the basic cost data submitted by it in Exhibit 99-9 following the issuance of that decision to bring the cost data up to July 1, 1976 cost levels when labor costs effective on that date become known.

In Petition 112, California Trucking Association (CTA) seeks the revision of the banana commodity rates in Item 380 to reflect the higher loading charges exacted by banana shippers at docks in Long Beach and Wilmington, which charges became effective on May 24, 1976.

Order Setting Hearing 113, issued at the request of the Commission staff, states, in part, as follows:

"The staff is currently updating the basic cost data and plans to offer adjusted costs and proposed rates at hearings in this matter. Included in the updating will be adjustments in loading costs for transportation of bananas as related to Petition 112. Accordingly, a public hearing in this proceeding should be consolidated with hearings in Petition 112 for receipt of evidence."

OSH 113 ordered that a public hearing be held for the receipt of the staff data and consolidated that proceeding with Petition 112 for hearing.

^{1/} Those factors are: equipment investment (Tables 1, 20, and 28); insurance (except cargo) (Tables 1, 20, and 28); equipment running costs (Tables 2, 20, and 28); labor costs (Tables 4, 5, 6, 7, 8, 21, and 25-B); State Unemployment Insurance (SUI); Workers' Compensation Insurance (WCI); average load (1976 changes in weight laws); and banana loading labor (banana commodity costs).

Public hearing in the consolidated hearing was held before Examiner Mallory in San Francisco on December 20, 1976, and the matters were submitted. Evidence was adduced by the Commission staff and by CTA.

A staff transportation engineer presented Exhibit 113-1, which is a report revising the basic cost data in Exhibit 99-9 to reflect cost conditions as of July 1, 1976. The staff report states that the basic performance data and format of Exhibit 99-9 were utilized in Exhibit 113-1, except that insurance costs were applied on a gross revenue basis as developed in Exhibit 99-69. Los Angeles Local Produce Territory costs are not shown in the report, as the rates for such movements were not established in Decision No. 85826 (such rates were established in Decision No. 84695). All of the cost factors listed in Footnote 1, supra, were revised except average load. The witness testified that the effect on average load of the increased maximum vehicle weights permitted by the State of California could not be determined without a new field study, which was not feasible. The witness testified that equipment investment costs were revised to include 1976 data based on the latest information contained in the Commission's Data Bank and on staff estimates. Equipment running costs were revised to reflect current costs of fuel, oil, tires, and repair costs, which are 10 percent greater than those set forth in Exhibit 99-9. The constructive mileage factor was changed from 1.08 to 1.07 to reflect the ratio of actual to constructive miles in Distance Table 8 (Exhibit 99-53). The labor costs set forth in Exhibit 113-1 reflect July 1, 1976 labor and fringe benefits rates. State Unemployment Insurance (SUI) was increased from 2.70 percent of basic wages to 4.20 percent, and Workers' Compensation Insurance (WCI) was increased from 6.89 percent to 8.45 percent of basic wages. Banana loading labor was revised to reflect wage agreements in effect on July 1, 1976. Indirect expenses ratios used in Exhibit 99-9 were revised to include insurance expense on a gross revenue basis.

Exhibit 113-1 shows that the revised full costs (excluding unload labor costs at produce terminals) as of July 1, 1976 exceed the corresponding full costs as of July 1, 1975 in Exhibit 99-9 by varying amounts ranging from 5.95 percent to 9.23 percent. The overall average of increase in mileage costs for general commodities is 8.1 percent.

In Exhibit 113-2, a staff transportation rate expert proposed increases in the rates and charges in MRT 8-A to reflect the increased operating costs measured in Exhibit 113-1. The rates for various lengths of haul and minimum weights were adjusted according to the increased costs for related distances and shipment weight groups. Charges for unloading at produce terminals were revised in accordance with the changes in the weighted-average unloading costs measured in the staff cost exhibit. Other accessorial charges were revised to reflect current labor and/or equipment costs. Minor changes were proposed in various tariff items to clarify the application of MRT 8-A.

The staff rate witness estimated that the total annual revenue earned by highway carriers from transportation services subject to MRT 8-A is \$33,131,360, and that the increases proposed by the staff (which average 8.1 percent) will produce increased annual revenues of \$2,683,640.

A transportation analyst employed by CTA presented evidence in support of the relief sought in Petition 112 and in connection with OSH 113. The witness stated that the increased loading charges for bananas sought to be recovered in Petition 112 are the same as those considered by the staff in the development of banana commodity costs in Exhibit 113-1. The witness testified that the staff rate proposals with respect to bananas are generally satisfactory to CTA and recommended that Item 340 of MRT 8-A be adjusted as proposed by the staff.

With respect to OSH 113, the CTA witness presented Exhibits 113-3 and 113-4. Exhibit 113-3 measures increases in certain elements of costs which assertedly have been experienced since July 1, 1976 and which are not set forth in staff Exhibit 113-1. Exhibit 113-3 measures increases in WCI and in payroll taxes. According to the witness the rates effective January 1, 1977 for WCI are 10.38 percent of the base hourly wage rather than 8.45 percent as shown in Exhibit 113-1. The witness also testified that state and federal unemployment taxes (SUI and FUTA) and the employer's share of social security taxes (FICA) increased on January 1, 1977 and that such increased payroll taxes are not reflected in Exhibit 113-1. The WCI and payroll tax increases measured by CTA in Exhibit 113-3 raise direct hourly wages for drivers and helpers by 2.1 to 2.4 percent.

Exhibit 113-3 also measured the higher unloading labor costs in the San Francisco Bay Area produce terminals resulting from the increased charges for unloading at those markets approved by the Director of the California State Department of Industrial Relations effective December 13, 1976.^{2/} The so-called lumper charges for both the San Francisco and Los Angeles Area produce terminals were also revised to reflect CTA's development of weighted average lumper charges based on 1975 unload data for those terminals set forth in United State Department of Agriculture Unload Summaries (USDA - AMS FVUS-4, 1975). The adjustments in lumper charges measured by CTA in Exhibit 113-3 result in slightly lower lumper charges for the

^{2/} Under Chapter 8 of the California Food and Agriculture Code, the Director of Industrial Relations is required to approve the levels of unloading charges negotiated between labor unions and produce terminals, which then became the standard charge for unloading at those markets.

Los Angeles Area produce terminals and substantially higher lumper charges in the San Francisco Area markets.

The CTA witness stated that time did not permit him to calculate the effect on total costs of the cost elements measured by him in Exhibit 113-3. CTA requested that the staff be directed to revise Exhibit 113-1 to incorporate therein the cost changes measured in its Exhibit 113-3. The Commission staff indicated that a minimum of two months would be necessary to make the revisions requested by CTA. CTA urged that relief be granted promptly and indicated that it would not press its request for revision of Exhibit 113-1 if such would unduly delay revision of MRT 8-A.

Discussion

The revisions in costs and rates in staff Exhibits 113-1 and 113-2 are those that the staff was directed to develop in Decision No. 85826, supra, in order to bring the underlying costs and rates in MRT 8-A up to the level of costs generally prevailing on July 1, 1976. Further increases in payroll costs have been experienced by carriers on January 1, 1977 due to statutory changes in payroll taxes and in WCI which are not incorporated in the staff studies.

The rate increases resulting from the adoption of the staff proposals in Exhibit 113-2 are those which the Commission indicated it would consider when it established MRT 8-A. Such changes in rates and accessorial charges are the lowest necessary to reflect in MRT 8-A the current operating costs experienced by highway permit carriers subject to that tariff. The staff proposal will be adopted.

We will establish a discretionary differential above the minimum rates adopted herein, which differential may be filed by highway common carriers. That differential will be one percent. The amount is calculated from the data set forth in CTA's Exhibit 113-3 which shows that January 1, 1977 payroll and WCI costs raise the total direct labor costs by an average of 2.3 percent. Labor costs are approximately 50 percent of the total operating costs. Therefore, the increased labor costs measured in Exhibit 113-3 are about one percent of the total costs. An increase of that amount is the maximum rate increase justified on this record.

We also carry forward to this proceeding the request in Decision No. 86507 that all parties cooperate with the continuing examination of California's transportation system.

This order, granting increases in minimum rates in MRT 8-A and authorizing common carriers to establish in their tariffs a differential above the minimum rates, is made in consideration that our investigation in Order Setting Hearing 111^{2/} will not be completed for some time and that complex issues of fact and law have been raised therein that will require analysis and consideration by the Commission. A final decision in that proceeding may not be reached for some time. Our minimum rate tariffs should be maintained as nearly as possible on a current basis until the Commission decides that a different regulatory procedure will be adopted.

^{2/} The investigation in Case No. 5438 (OSH 111) concerns whether minimum rates on unprocessed agricultural products should be canceled in light of the statutory exemption from economic regulation of those commodities in interstate commerce contained in the Interstate Commerce Act.

Findings

1. MRT 8-A was established pursuant to Decision No. 85826 dated May 18, 1976 in Case No. 5438 (OSH 99) et al. Such rates are based on cost conditions as of July 1, 1975.

2. Decision No. 85826 indicated that MRT 8-A should be revised to reflect labor and other operating conditions effective July 1, 1976 when the specific level of such costs were known.

3. Pursuant to the directive to it in Decision No. 85826 the Commission staff has revised the basic cost data (Exhibit 99-9) which underly the rates and charges in MRT 8-A to incorporate the labor, payroll, equipment, and running costs generally in effect on July 1, 1976. The revised staff cost study in Exhibit 113-1 shows that total costs have increased by approximately 8.1 percent in the period July 1, 1975 to July 1, 1976.

4. The Commission staff in Exhibit 113-2 recommends that the rates and charges in MRT 8-A be increased to reflect the costs set forth in Exhibit 113-1. Specific rates and charges are proposed to be increased in accordance with the changes in the related costs. We adopt those recommendations.

5. The increased rates and charges set forth in Exhibit 113-2 have been shown to be justified and such rates will be just, reasonable, and nondiscriminatory minimum rates and charges for the future.

6. Rates one percent greater than the specific minimum rates found reasonable in the preceding finding are the maximum increases for fresh fruits and vegetables and nuts justified on this record and common carriers should be authorized to file increases in their tariff rates not exceeding that amount.

7. The minimum rate increases established herein are estimated to produce annual increases on carriers' revenues of \$2,683,640, or 8.1 percent.

8. To the extent that the provisions of MRT 8-A heretofore have been found to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Code, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges designated herein as reasonable for said carriers, to that same extent the rates and charges of said carriers 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.

Conclusion

The revisions of MRT 8-A found reasonable above should be incorporated in MRT 8-A.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 8-A (Appendix B to Decision No. 85826, as amended) is hereby further amended by incorporating therein to become effective May 28, 1977, the revised tariff pages attached hereto and listed in Appendix A, which pages and appendix by this reference are made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 85826, as amended, are directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered by this decision.

3. 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.

4. Common carriers maintaining rates on the same level as Minimum Rate Tariff 8-A rates for the transportation of commodities and/or transportation not subject to 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.

5. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for transportation not subject to 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. Common carriers are authorized to establish in their tariffs increases in the rates and charges for the transportation of fresh fruits and vegetables, nuts in the shell, and related empty returning carriers in amounts not exceeding one percent higher than the minimum rates and charges established by Ordering Paragraph 1 hereof. In determining the increased rates authorized in this paragraph, fractions shall be disposed of to the nearest half cent for rates 30 cents and under and to the nearest cent for rates in excess of 30 cents.

7. Tariff publications 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 tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than May 28, 1977; and as to tariff publications which are authorized but not required, the authority shall expire unless exercised within sixty days after the effective date of this order.

8. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of Sections 460 and 461.5 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

9. In all other respects Decision No. 85826, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 26th day of APRIL, 1977.

Robert Batyminid
President
William Aguirre
Virginia Sturgeon
Charles D. Hovell

Commissioners

APPENDIX A

LIST OF REVISED PAGES TO
MINIMUM RATE TARIFF 8-A

FIRST	REVISED	PAGE	9
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SECOND	REVISED	PAGE	13
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(END OF APPENDIX A)

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
<p>No change on this page, Decision No. 87255</p>	
<p>EFFECTIVE</p>	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)																				
050	<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" style="width: 100%;"> <tr> <td style="width: 60%;">When shipment moves under rates subject to minimum weights of:</td> <td colspan="3" style="text-align: center;">Deductions, in cents per 100 Pounds except as shown: Columns</td> </tr> <tr> <td></td> <td style="text-align: center;">(1)</td> <td style="text-align: center;">(2)</td> <td style="text-align: center;">(3)</td> </tr> <tr> <td>Less than 2,000 pounds-----</td> <td style="text-align: center;">#21½</td> <td style="text-align: center;">#5½</td> <td style="text-align: center;">#26½</td> </tr> <tr> <td>2,000 but less than 4,000 pounds-----</td> <td style="text-align: center;">10½</td> <td style="text-align: center;">5½</td> <td style="text-align: center;">16</td> </tr> <tr> <td>4,000 but less than 10,000 pounds-----</td> <td style="text-align: center;">5½</td> <td style="text-align: center;">5½</td> <td style="text-align: center;">10½</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 15 cents per 100 pounds, or less than the pickup and delivery rate, whichever 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-----	#21½	#5½	#26½	2,000 but less than 4,000 pounds-----	10½	5½	16	4,000 but less than 10,000 pounds-----	5½	5½	10½
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2,000 but less than 4,000 pounds-----	10½	5½	16																		
4,000 but less than 10,000 pounds-----	5½	5½	10½																		
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>																				
<p>◊ Increase, Decision No. 87255</p>																					
<p>EFFECTIVE</p>																					
Correction	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>																				

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
<p>No change on this page, Decision No.</p> <p style="font-size: 2em; font-weight: bold;">87255</p>	
EFFECTIVE	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)
	<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> <ol style="list-style-type: none"> (1) For loading carrier's equipment 6 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> <p>(a) When rates provided in this tariff are applied in combination with common carrier rates under the provisions of:</p> <ol 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. <p>(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.</p> <p>(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.</p> <p>(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.</p>
110	<p style="text-align: center;">HANDLING OF LOSS OR DAMAGE CLAIMS</p> <p>Claims for loss or damage shall be governed by the provisions of General Order No. 139.</p>
	<p>o Increase, Decision No.</p> <p style="text-align: center; font-size: 24pt;">87255</p>
	EFFECTIVE
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

MINIMUM RATE TARIFF 8-A

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 border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;"><u>CHARGES IN CENTS</u></th> </tr> <tr> <th></th> <th style="text-align: center;"><u>For First 30 Minutes or Fraction</u></th> <th style="text-align: center;"><u>For Each Additional 15 Minutes or Fraction</u></th> </tr> </thead> <tbody> <tr> <td>(a) For driver, helper, or other employee, per man--</td> <td style="text-align: center;">600</td> <td style="text-align: center;">300</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;">95</td> <td style="text-align: center;">50</td> </tr> </tbody> </table>		<u>CHARGES IN CENTS</u>			<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>	(a) For driver, helper, or other employee, per man--	600	300	(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)----	95	50	0120
	<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--	600	300											
(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)----	95	50											
<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 \$3.25.</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 \$3.90.</p>	0140												
<p>◊ Increase, Decision No.</p> <p style="font-size: 2em;">87255</p>													
<p>EFFECTIVE</p>													
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>													

Correction

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

CHARGES FOR LOADING AND UNLOADING

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).

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.

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 17 cents per 100 pounds, minimum additional charge 135 cents per shipment, shall be assessed for the service of handling shipment beyond carrier's equipment.

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.

NOTE 3.--Apply the rates in this note to the actual weight of shipments unloaded by helpers as shown below:

	Rates in cents per 100 pounds for commodities named in Items:							
	350				350			
	390	360	380	400	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	11½	15	11	10	22½	30	20	19
(b) Metropolitan Zones 201 through 262	13½	19½	11	11	20½	30	20	16½
(c) All points not located in (a) or (b)	5½	5½	5½	5½	5½	5½	5½	5½

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.

◊ Increase, Decision No. **87255**

EFFECTIVE

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

ISSUANCE OF DOCUMENTS

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)

A. Shipment (other than a Split Pickup, Split Delivery or Produce Service Shipment)

- (a) Name of carrier.
- (b) Name of debtor.
- (c) Name of consignor.
- (d) Name of consignee.
- (e) Point of origin.
- (f) Point of Destination
- (g) Date of delivery.
- (h) Description of shipment (kind and quantity of commodities shipped).
- (i) Weight of shipment. (See Item 330). Not applicable to shipments rated under Item 430.
- (j) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.

B. Split Pickup, Split Delivery or Produce Service Shipment.

- (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.

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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)

- (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.

The form of shipping document in Item 450 will be suitable and proper.

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.

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.

No change on this page, Decision No.

87255

EFFECTIVE

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

Correction

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 border="1" data-bbox="330 1191 1321 1361"> <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;">\$ 8.10</td> </tr> <tr> <td style="text-align: center;">20,000</td> <td style="text-align: center;">11.05</td> </tr> <tr> <td style="text-align: center;">30,000</td> <td style="text-align: center;">14.70</td> </tr> <tr> <td style="text-align: center;">40,000</td> <td style="text-align: center;">16.20</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	\$ 8.10	20,000	11.05	30,000	14.70	40,000	16.20
Minimum Weight (In Pounds)	Additional Charge (Per Shipment)										
10,000	\$ 8.10										
20,000	11.05										
30,000	14.70										
40,000	16.20										
<p style="text-align: center;">Increase, Decision No. 87255</p>											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											

Correction

MINIMUM RATE TARIFF 3-A

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM															
<p>REFRIGERATION--MECHANICAL</p> <p>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):</p> <table style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: left; border-bottom: 1px solid black;">Constructive Miles</th> <th style="text-align: left; border-bottom: 1px solid black;">Charge in Cents Per 100 Pounds</th> </tr> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Over</th> <th style="text-align: left; border-bottom: 1px solid black;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">150</td> <td style="text-align: center;">02</td> </tr> <tr> <td style="text-align: center;">150</td> <td style="text-align: center;">350</td> <td style="text-align: center;">3½</td> </tr> <tr> <td style="text-align: center;">350</td> <td style="text-align: center;">---</td> <td style="text-align: center;">5½</td> </tr> </tbody> </table> <p>NOTE 1.--</p> <p>(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.</p> <p>(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.</p> <p>(c) Minimum refrigeration charges shall be based on the actual weight of shipment.</p> <p>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.</p> <p>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.</p>	Constructive Miles		Charge in Cents Per 100 Pounds	Over	But Not Over		0	150	02	150	350	3½	350	---	5½	<p>0240</p>
Constructive Miles		Charge in Cents Per 100 Pounds														
Over	But Not Over															
0	150	02														
150	350	3½														
350	---	5½														
<p>o Increase, except as noted) o No change) Decision No.</p> <p style="text-align: center; font-size: 1.5em; font-weight: bold;">87255</p>																
EFFECTIVE																
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.															

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)
250	<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated nor combined by the carrier. (See Exceptions).</p> <p>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>EXCEPTION 2.--Component parts of a shipment may be consolidated at a carrier's established depot, subject to the following provisions:</p> <ul style="list-style-type: none">(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.

No change on this page, Decision No.

87255

EFFECTIVE

Correction

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS (Subject to Note)</p> <p>When a shipment is available to the carrier for immediate transportation at the time of the first pickup at a single point of origin, and the carrier is unable to pick up the entire shipment at one time, the following provisions shall apply in addition to other applicable rules and regulations:</p> <ol style="list-style-type: none"> 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
<p>No change on this page, Decision No. 87255</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

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 mile. 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	400
2,000	4,000	770
4,000	10,000	1070
10,000		1180

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.

o Increase, Decision No.

87255

EFFECTIVE

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

Correction

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

SPLIT DELIVERY

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

0300

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	400
2,000	4,000	770
4,000	10,000	1070
10,000		1180

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.

◊ Increase, Decision No.

87255

EFFECTIVE

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

Correction

ITEM:	SECTION 1--RULES OF GENERAL APPLICATION (Continued)																		
0310	<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> <ul style="list-style-type: none"> (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. <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> <ol style="list-style-type: none"> 1. Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups. 2. Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones. <p>(b) For each split pickup shipment a single bill of lading or other shipping document shall be issued; and at the time of or prior to the initial pickup the carrier shall be furnished with written instructions 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 border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Weight of Component Part (In Pounds)</th> <th style="text-align: center;">Split Pickup Charge for Each Component Part in Cents</th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But Not Over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">400</td> </tr> <tr> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">770</td> </tr> <tr> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">1070</td> </tr> <tr> <td style="text-align: center;">10,000</td> <td></td> <td style="text-align: center;">1180</td> </tr> </tbody> </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	<u>Over</u>	<u>But Not Over</u>		0	2,000	400	2,000	4,000	770	4,000	10,000	1070	10,000		1180
Weight of Component Part (In Pounds)		Split Pickup Charge for Each Component Part in Cents																	
<u>Over</u>	<u>But Not Over</u>																		
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	<p>◊ Increase, Decision No. 87255</p>																		
	EFFECTIVE																		
Correction	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
§FRUITS, NUTS, VEGETABLES ** 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	119	76	63	41	27	24	20
3	5	120	77	64	41	29	25	21
5	10	121	78	66	43	31	27	22
10	15	123	78	68	44	33	29	24
15	20	125	79	70	45	35	31	26
20	25	127	79	73	47	37	33	28
25	30	129	80	76	49	39	35	30
30	35	131	82	77	51	41	37	32
35	40	133	84	79	53	43	39	34
40	45	135	86	81	55	45	41	36
45	50	137	88	83	57	47	43	40
50	60	141	90	85	62	51	47	44
60	70	145	93	87	67	56	51	48
70	80	148	96	89	72	60	55	52
80	90	151	99	91	74	62	57	54
90	100	154	102	93	76	64	59	56
100	110	157	105	95	79	66	61	58
110	120	160	108	97	82	68	63	60
120	130	163	111	100	84	70	65	62
130	140	166	114	102	86	72	68	64
140	150	169	117	104	89	74	71	66
150	160	171	119	106	91	76	73	68
160	170	173	121	108	93	78	75	70
170	180	175	123	110	95	80	77	72
180	190	177	125	112	97	82	79	74
190	200	179	128	114	100	84	81	76
200	220	182	131	118	104	88	84	80
220	240	186	134	122	108	92	88	84
240	260	190	137	126	112	96	92	88
260	280	194	140	130	116	100	96	92

0350

(Continued)

§NOTE.--Rates in this item subject to minimum weights of 20,000 pounds or more will not apply to the transportation of bananas *originating at the banana loading facilities at Long Beach and/or Wilmington, see Item 380.

(1) Subject to the provisions of Item 370.

§ Change)
 * Addition)
 † Increase)
 ** Eliminated)

Decision No.

87255

EFFECTIVE

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

Correction

ITEM	SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)									
	MILES		Any Quantity	MINIMUM WEIGHT IN POUNDS					(1) 43,000	
Over	But Not Over	2,000		4,000	10,000	20,000	30,000			
0350	*FRUITS, NUTS, VEGETABLES ** AND EMPTY CONTAINERS, as described in Item 40, except does not apply on commodities for which rates are named in Item 360. (See Note).									
	280	300	198	143	134	120	104	100	96	
	300	325	202	148	138	124	109	105	100	
	325	350	207	153	143	128	115	110	104	
	350	375	212	159	149	134	121	116	109	
	375	400	217	165	155	140	127	122	114	
	400	425	222	171	161	146	133	128	119	
	425	450	227	178	168	153	139	134	125	
	450	475	232	185	175	160	146	141	131	
	475	500	238	192	182	167	153	148	137	
	500	525	244	199	189	174	160	155	143	
	525	550	250	206	196	181	167	162	149	
	550	575	256	213	203	188	174	169	156	
	575	600	261	220	210	195	181	176	162	
	600	625	266	226	216	201	188	182	168	
	625	650	271	232	222	207	195	188	174	
	650	675	276	238	228	213	201	194	180	
	675	700	281	244	234	219	207	200	186	
	For each 25 miles or fraction thereof, add to the rate for 700 miles:			05	06	06	06	06	06	06
	(Concluded)									
	NOTE.--Rates in this item subject to minimum weights of 20,000 pounds or more will not apply to the transportation of bananas *originating at the banana loading facilities at Long Beach and/or Wilmington, See Item 380. (1) Subject to the provisions of Item 370.									
	Change) * Addition) o Increase, except as noted) Decision No. 87255 o No change) ** Eliminated)									
	EFFECTIVE									
	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.									
	Correction									

MINIMUM RATE TARIFF 3-A

SECTION 2--DISTANCE COMMODITY RATES (Continued)
 (In Cents per 100 Pounds)

ITEM

FRUITS, *MUSHROOMS, NUTS AND VEGETABLES, viz.:

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	122	78	64	41	27
3	5	123	78	65	42	28
5	10	125	79	67	43	30
10	15	127	79	69	44	32
15	20	129	80	71	45	34
20	25	131	81	73	47	37
25	30	133	82	75	49	40
30	35	135	84	77	52	43
35	40	137	86	78	55	45
40	45	140	88	80	58	48
45	50	143	90	82	61	50
50	60	147	94	86	67	55
60	70	151	99	90	73	60
70	80	155	104	94	80	65
80	90	158	107	98	83	68
90	100	161	110	102	86	71
100	110	164	113	105	89	74
110	120	167	116	108	93	78
120	130	170	119	112	96	82
130	140	173	123	115	99	86
140	150	176	127	118	102	90
150	160	178	130	121	105	92
160	170	180	132	124	108	94
170	180	183	135	127	111	96
180	190	186	137	130	114	98
190	200	189	140	133	117	100
200	220	194	145	138	122	105
220	240	199	150	143	127	110
240	260	204	156	148	132	115
260	280	209	161	153	137	120

0360

(Continued)

* Addition)
 o Increase) Decision No.

87255

EFFECTIVE

Correction

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

ITEM	SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)							
	FRUITS, *MUSHROOMS, NUTS AND VEGETABLES, viz.:							
	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		Parasnips with tops	Watercress				
	MILES		Any Quantity	MINIMUM WEIGHT IN POUNDS				
	Over	But Not Over		2,000	4,000	10,000	20,000	
0360	280	300	214	166	158	142	125	
	300	325	220	173	164	148	131	
	325	350	226	179	170	155	137	
	350	375	235	187	178	163	143	
	375	400	244	195	186	171	149	
	400	425	253	204	194	179	155	
	425	450	262	213	202	187	161	
	450	475	271	222	211	196	167	
	475	500	279	231	220	205	173	
	500	525	287	240	229	214	178	
	525	550	295	249	238	223	183	
	550	575	304	258	247	232	189	
	575	600	313	267	256	241	195	
	600	625	322	276	264	250	201	
	625	650	330	284	272	258	207	
	650	675	338	292	280	266	213	
	675	700	346	300	288	274	218	
		For each 25 miles or fraction thereof, add to the rate for 700 miles:		06	06	06	06	06
	(Concluded)							

* Addition)
 ◊ Increase, except as noted) Decision No.
 ○ No change)

87255

EFFECTIVE

Correction

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

MINIMUM RATE TARIFF 2-A

SECTION 2--DISTANCE COMMODITY RATES (Continued)		ITEM										
<p>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 border="0"> <thead> <tr> <th style="text-align: left;">Number of Units of Equipment Used</th> <th style="text-align: right;">Minimum Weight (In Pounds)</th> </tr> </thead> <tbody> <tr> <td>1 -----</td> <td style="text-align: right;">43,000</td> </tr> <tr> <td>2 -----</td> <td style="text-align: right;">86,000</td> </tr> <tr> <td>3 -----</td> <td style="text-align: right;">129,000</td> </tr> <tr> <td>4 -----</td> <td style="text-align: right;">172,000</td> </tr> </tbody> </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>No change on this page, Decision No. 87255</p>												
EFFECTIVE												
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>												
Correction												

ITEM	SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)						
	0380	BANANAS (See Note) Minimum Weight 43,000 Pounds, subject to the provisions of Item 370.					
MILES Over		But Not Over	RATES	MILES Over		But Note Over	RATES
	0	3	43	190	200	93	
	3	5	44	200	220	97	
	5	10	45	220	240	101	
	10	15	46	240	260	105	
	15	20	47	260	280	109	
	20	25	49	280	300	113	
	25	30	51	300	325	118	
	30	35	52	325	350	123	
	35	40	54	350	375	129	
	40	45	56	375	400	135	
	45	50	58	400	425	141	
	50	60	60	425	450	147	
	60	70	62	450	475	153	
	70	80	64	475	500	160	
	80	90	66	500	525	167	
	90	100	68	525	550	173	
	100	110	71	550	575	180	
	110	120	74	575	600	187	
	120	130	77	600	625	194	
	130	140	80	625	650	200	
	140	150	83	650	675	206	
	150	160	85	675	700	212	
	160	170	87				
	170	180	89				
	180	190	91				
				For each 25 miles or fraction thereof, add to the rate for 700 miles:		06	
NOTE.--Rates in this item apply only to shipments of bananas originating at the banana loading facilities at Long Beach and/or Wilmington.							
o Change) o Increase, except as noted) Decision No. 87255 o No change)							
EFFECTIVE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							
Correction							

MINIMUM RATE TARIFF 8-A

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.

MILES			MILES		
Over	But Not Over	RATES	Over	But Note Over	RATES
0	3	16	140	150	58
3	5	17	150	160	60
5	10	18	160	170	62
10	15	19	170	180	64
15	20	21	180	190	66
20	25	23	190	200	68
25	30	25	200	220	72
30	35	26	220	240	76
35	40	27	240	260	80
40	45	28	260	280	84
45	50	30	280	300	88
50	60	33	300	325	93
60	70	36	325	350	98
70	80	39	350	375	103
80	90	41	375	400	108
90	100	43	400	425	114
100	110	46	425	450	120
110	120	49	450	475	126
120	130	52	475	500	132
130	140	55		(1)	

0390

(1) For distances exceeding 500 miles apply rates in Item 350.

o Increase, Decision No.

87255

EFFECTIVE

Correction

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

ITEM	SECTION 2--DISTANCE COMMODITY RATES (Concluded) (In Cents per 100 Pounds)					
	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	
0400	0	3	16	190	200	68
	3	5	17	200	220	72
	5	10	18	220	240	76
	10	15	19	240	260	80
	15	20	21	260	280	84
	20	25	23	280	300	88
	25	30	25	300	325	93
	30	35	26	325	350	98
	35	40	27	350	375	103
	40	45	28	375	400	108
	45	50	30	400	425	114
	50	60	33	425	450	120
	60	70	36	450	475	126
	70	80	39	475	500	132
	80	90	41	500	525	138
	90	100	43	525	550	144
	100	110	46	550	575	150
	110	120	49	575	600	155
	120	130	52	600		
	130	140	55			
140	150	58				
150	160	60				
160	170	62				
170	180	64				
180	190	66				
			For each 25 miles or fraction thereof, add to the rate for 600 miles:		05	

o Increase, except as noted)
 o No change) Decision No.

87255

EFFECTIVE

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

Correction