

ORIGINAL

Decision No. 89416 SEP 19 1978

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation for the purpose of considering and determining minimum rates for transportation of 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. 118
(Filed March 10, 1978;
amended June 16, 1978)

Richard W. Smith, Attorney at Law, for the California Trucking Association, petitioner.
Tom Hale, for the California Grape & Tree Fruit League; Frank Reyher, for Alpha Beta Company; Ralph O. Hubbard, Attorney at Law, and Allen R. Crown, for California Farm Bureau Federation; Robert G. Seely, for Orosi Trucking, Inc.; and Harold L. Allen, for Federal Produce Transportation Company, Inc.; interested parties.
Raymond Toohey and Robert E. Walker, 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 from points of production to wholesale and retail markets. By this petition California Trucking Association (CTA) seeks increases in such provisions generally averaging 15 percent, which will result in an estimated additional annual carrier revenue of approximately \$5,261,983.

The rates and charges of MRT 8-A are predicated upon comprehensive cost and economic studies introduced into evidence by

the Commission staff in Order Setting Hearing (OSH) 99.^{1/} Such provisions were subsequently adjusted to present levels by Decision No. 87255 dated April 26, 1977 (OSH 113). The minimum rates thus established became effective May 28, 1977 and reflect revisions of the basic cost data by the Commission staff, bringing such data to July 1, 1976 levels.^{2/}

Public hearing was held before Administrative Law Judge Pilling in San Francisco on July 6, 1978 and the matter was submitted. Evidence was presented by CTA, the Commission staff, and by a witness for the Grape & Tree Fruit League (the League).

Responsive to CTA's request, the staff prepared a report updating various costs to the most current levels. A staff transportation engineer presented the report in Exhibit 118-3, which generally revises Exhibit 113-1. The witness testified that the exhibit utilizes the basic performance data and format of Exhibit 113-1, with the following cost factor modifications applied thereto: equipment investment cost represents the average historical costs over the service life of the equipment through calendar year 1977 based upon the most current information available from the Commission's Data Bank and upon staff estimates; equipment running costs were revised to reflect current costs of fuel and oil based upon the January 1978 Data Bank Fuel and Oil Report; adjusted labor costs reflect July 1, 1978 labor rates and related changes, including Workers' Compensation Insurance which is increased from 8.45 percent to 10.04 percent; banana loading labor, including payroll charges, is updated to include costs current as of July 1, 1978; indirect costs are computed by the direct wage offset method; revenue expenses and operating ratio formulae were changed to reflect reductions in the Transportation Rate Fund Fee. The witness testified that an

^{1/} See Decision No. 85826.

^{2/} Such revisions were set forth in staff Exhibit 113-1.

adjustment for insurance costs (bodily injury, property damage, fire, theft, collision, and cargo coverage) was not made, but that it was his general understanding that the cost for such insurance coverage has increased subsequent to the preparation of Exhibit 113-1.

In Exhibits 118-4 and 118-5, a staff transportation rate expert recommended increases in the rates and charges in MRT 8-A to reflect the increased operating costs measured in Exhibit 118-3. The rate witness testified that the staff's cost studies for this petition were compared with the cost studies in Petition 112 and OSH 113, and the recommended rate adjustments reflected use of the direct wage offset method. The staff's recommended rate increase would result in estimated additional annual carrier revenue of \$4,967,000.

A witness for CTA testified that he believed the staff's Exhibit 118-3 fairly measured the specified cost changes as of the dates indicated. He took issue with the staff's use of the direct wage offset method but indicated that CTA was not prepared at this time to introduce any rebuttal evidence in support of another method.

A witness on behalf of the League testified that he had reviewed the suggested tariff amendments of the Commission's staff. He indicated that while he felt the staff's measurement of cost changes was generally accurate, it was his opinion that a consideration of other factors compelled reflection of these cost changes in the rate structure in a manner slightly different than that suggested by the staff. Such other considerations included an evaluation of current marketing needs, and the requirements of shippers and carriers during the 1978 harvest periods, among other factors. He generally specified the nature of changes in the staff's proposed scale of increased rates which he believed would fairly reflect cost increases measured by CTA and the staff and he indicated that he believed the suggested changes would be acceptable to other shipper interests and to carriers.

The CTA witness resumed the witness stand to introduce Exhibit 118-6, a proposed scale of rate and charge increases embodying changes, if any, suggested by the League in the staff's proposed increases in Exhibits 118-4 and 118-5. He testified that carriers had been apprised of the alternative shipper suggestion the day before hearings, but that they had reviewed it and found it acceptable as an alternative to delayed rate relief which was possible if more lengthy hearing processes were otherwise necessary. He estimated that the estimated annual increase in carrier revenue under Exhibit 118-6 would be \$4,200,000, somewhat less than would result from adoption of Exhibits 118-4 and 118-5. It was his hope that the availability of these specific changes in exhibit form could help expedite the Commission's consideration of these matters inasmuch as many crops were now being harvested and carriers were now experiencing the cost increases. Exhibit 118-6 in most instances proposes rate increases between one and four cents-per-hundredweight less than the increases proposed by the staff, except for the transportation of fruits, nuts, vegetables, and mushrooms (Items 350 and 360) in quantities of less than 2,000 pounds where Exhibit 118-6 proposes rate increases between one and five cents-per-hundredweight more than the increases proposed by the staff for those commodities in that weight range.

A representative of the California Farm Bureau Federation indicated that it would have no objection to the Commission's adoption of the alternative provisions set forth in Exhibit 118-6. The staff stated that it had no objection to the adoption of the lesser rates proposed in Exhibit 118-6, but it did object to the establishment of any higher rates than might appear in Exhibits 118-4 or 118-5 and contended that such lower rates, particularly those in Items 350 and 360 applicable to shipments weighing less than 2,000 pounds, should be adopted in lieu of those in Exhibit 118-6. There were no general objections to adoption of the alternative scale.

Findings

1. The minimum rates governing the statewide transportation of commodities subject to MRT 8-A were established by Decision No. 87255 dated April 26, 1977. Such rates reflect costs of operating, generally, as of July 1, 1976.

2. CTA and the Commission staff have demonstrated that since July 1, 1976 for-hire carriers governed by MRT 8-A have incurred substantial increases in their costs of operations.

3. The increased costs outlined and measured in Exhibit 118-3 are not now reflected in the historical cost data underlying current levels of rates named in MRT 8-A.

4. CTA seeks cost offset increases in the rates and charges of MRT 8-A, generally, averaging 15 percent.

5. The Commission staff has recommended lesser amounts of increase based upon the measurements of cost change in its Exhibit 118-3, as reflected in its Exhibits 118-4 and 118-5.

6. Evidence and testimony of a witness for shipper interests supports the need for adjustments of the rates and charges of MRT 8-A to reflect cost increases measured by the staff. However, it suggests an alternative method of reflecting such changes in the minimum rates.

7. The suggested alternative handling was reflected in Exhibit 118-6. There was no objection to adoption of the alternative in lieu of other suggestions for tariff change except that the staff stated that it objected to the adoption of any individual rates in Exhibit 118-6 which were higher than specified in Exhibits 118-4 and 118-5.

8. The alternative suggested tariff revisions enunciated by the witness for shipper interests, as reflected in Exhibit 118-6, is estimated to produce additional annual revenues to affected carriers of approximately \$4,200,000.

9. Cost offset increases in MRT 8-A, based upon the measured cost changes by CIA and the staff, have been shown to be necessary.

10. The specific adjustments of such rates and charges, as reflected in Exhibit 118-6, are reasonable for such purposes. The resulting rates and charges are, and will be, the just, reasonable, and nondiscriminatory minimum rates for transportation services governed by MRT 8-A.

11. No harmful impact on the movement of Items 350 and 360 commodities in shipments weighing under 2,000 pounds was shown to result if the scale of rates proposed in Exhibit 118-6 for those commodities at those weights were adopted.

12. To the extent that the provisions of MRT 8-A heretofore have been found to constitute reasonable 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 existing rates and charges of 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 and insufficient.

Conclusions

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

2. Common carriers should be authorized to depart from the long- and short-haul provisions of Sections 460 and 461.5 of the Public Utilities Code and the Commission's tariff circular requirements only to the extent necessary to publish the tariff adjustments ordered herein.

3. The effective date of this order should be the date on which it is signed because there is an immediate need for rate relief.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 8-A (MRT 8-A) (Appendix B to Decision No. 85826, as amended) is hereby further amended by incorporating therein, to become effective twenty-five days after the date hereof, 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 MRT 8-A are authorized to increase such rates by the same amounts authorized by this decision for MRT 8-A rates.

4. Common carriers maintaining rates on the same level as MRT 8-A rates for the transportation of commodities and/or transportation not subject to MRT 8-A are authorized to increase such rates by the same amounts authorized by this decision for MRT 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 MRT 8-A are authorized to increase such rates by the same amounts authorized by this decision for MRT 8-A rates.

6. 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 twenty-five days after the date hereof, on not less than ten days' notice to the Commission and to the public; such tariff publications

as are authorized shall be made effective not earlier than twenty-five days after the date hereof, on not less than ten days' notice to the Commission and to the public, and this authority shall expire unless exercised within sixty days after the effective date of this order.

7. 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.

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

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 19th day of SEPTEMBER, 1978.

 President
William J. Quinn

James L. Haggerty

Robert D. Howell

Paul D. Smith
 Commissioners

Commissioner Robert Batinovich, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

LIST OF REVISED PAGES TO
MINIMUM RATE TARIFF 8-A

SECOND	REVISED	PAGE	9
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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
No change on this page, Decision No. 89416	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

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: 50%; vertical-align: top;">When shipment moves under rates subject to minimum weights of:</td> <td style="width: 50%; vertical-align: top; text-align: center;">Deductions, in cents per 100 Pounds except as shown: <u>Columns</u></td> </tr> <tr> <td style="padding-left: 20px;">Less than 2,000 pounds-----</td> <td style="padding-left: 20px;">* 24 * 6 * 29 3/4</td> </tr> <tr> <td style="padding-left: 20px;">2,000 but less than 4,000 pounds-----</td> <td style="padding-left: 20px;">11 3/4 6 18</td> </tr> <tr> <td style="padding-left: 20px;">4,000 but less than 10,000 pounds-----</td> <td style="padding-left: 20px;">6 6 11 3/4</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 16 3/4 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 140 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: <u>Columns</u>	Less than 2,000 pounds-----	* 24 * 6 * 29 3/4	2,000 but less than 4,000 pounds-----	11 3/4 6 18	4,000 but less than 10,000 pounds-----	6 6 11 3/4
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2,000 but less than 4,000 pounds-----	11 3/4 6 18								
4,000 but less than 10,000 pounds-----	6 6 11 3/4								
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. S9416</p>									
<p>EFFECTIVE</p>									
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>									
<p>Correction</p>									

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<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. S9416</p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)
0110	<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 7 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> <ol style="list-style-type: none">(a) When rates provided in this tariff are applied in combination with common carrier rates under the provisions of:<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.(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.
115	<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 style="text-align: center;">◊ Increase, Decision No. 89416</p>
	<p style="text-align: center;">EFFECTIVE</p>
Correction	<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

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;">740</td> <td style="text-align: center;">370</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;">110</td> <td style="text-align: center;">55</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--	740	370	(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)----	110	55	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--	740	370											
(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)----	110	55											
<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 \$3.55.</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 \$4.30.</p>	0140												
<p>o Increase, Decision No. 89416</p>													
<p>EFFECTIVE</p>													
<p>Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>													

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)																																																														
	CHARGES FOR LOADING AND UNLOADING																																																														
	<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 20 cents per 100 pounds, minimum additional charge 155 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 border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2"></th> <th colspan="8" style="text-align: center;">Rates in cents per 100 pounds for commodities named in Items:</th> </tr> <tr> <th colspan="4" style="text-align: center;">Under 150 Constructive Miles</th> <th colspan="4" style="text-align: center;">150 Constructive Miles or more</th> </tr> <tr> <th></th> <th style="text-align: center;">350 4 390</th> <th style="text-align: center;">360</th> <th style="text-align: center;">380</th> <th style="text-align: center;">400</th> <th style="text-align: center;">350 4 390</th> <th style="text-align: center;">360</th> <th style="text-align: center;">380</th> <th style="text-align: center;">400</th> </tr> </thead> <tbody> <tr> <td><u>Shipments or component parts of shipments destined to points in:</u></td> <td colspan="4"></td> <td colspan="4"></td> </tr> <tr> <td>(a) Metropolitan Zones 101 through 135</td> <td style="text-align: center;">12</td> <td style="text-align: center;">16</td> <td style="text-align: center;">11½</td> <td style="text-align: center;">10½</td> <td style="text-align: center;">23½</td> <td style="text-align: center;">32</td> <td style="text-align: center;">21</td> <td style="text-align: center;">19½</td> </tr> <tr> <td>(b) Metropolitan Zones 201 through 262</td> <td style="text-align: center;">14½</td> <td style="text-align: center;">22</td> <td style="text-align: center;">12</td> <td style="text-align: center;">12</td> <td style="text-align: center;">22½</td> <td style="text-align: center;">33</td> <td style="text-align: center;">21½</td> <td style="text-align: center;">18</td> </tr> <tr> <td>(c) All points not located in (a) or (b)</td> <td style="text-align: center;">5½</td> <td style="text-align: center;">5½</td> <td style="text-align: center;">5½</td> <td style="text-align: center;">5½</td> <td style="text-align: center;">5½</td> <td style="text-align: center;">5½</td> <td style="text-align: center;">5½</td> <td style="text-align: center;">5½</td> </tr> </tbody> </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>		Rates in cents per 100 pounds for commodities named in Items:								Under 150 Constructive Miles				150 Constructive Miles or more					350 4 390	360	380	400	350 4 390	360	380	400	<u>Shipments or component parts of shipments destined to points in:</u>									(a) Metropolitan Zones 101 through 135	12	16	11½	10½	23½	32	21	19½	(b) Metropolitan Zones 201 through 262	14½	22	12	12	22½	33	21½	18	(c) All points not located in (a) or (b)	5½	5½	5½	5½	5½	5½	5½	5½
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	◊ Increase, Decision No. 89416																																																														
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Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																																																														

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

APPLICATION OF SPECIAL CHARGES ON SHIPMENTS DESTINED TO CERTAIN PRODUCE TERMINALS

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).

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

<u>Packages or Pieces Delivered</u>	<u>Charge (See Note 1)</u>	
25 or less -----	\$.75	
More than 25 but not more than 100 -----	1.50	
More than 100 but not more than 149 -----	3.00	0160
More than 149 but not more than 249 -----	7.00	
More than 249 -----	12.00	
<u>Shipments in Bulk (See Note 2)</u>	<u>Charge</u>	
Less than 2,000 pounds -----	\$3.00	
2,000 to 5,999 pounds inclusive -----	7.00	
6,000 pounds or more -----	12.00	

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.

NOTE 2.--The term "shipment in bulk" means shipments not in bags, sacks, packages, or other containers, except bins.

o Increase, Decision No.

89416

EFFECTIVE

Correction

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>
<p>No change on this page, Decision No. 89416</p>	
<p>EFFECTIVE</p>	
<p>Correction</p> <p style="text-align: right;">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;">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> <p>(a) Name of carrier. (h) Description of shipment (kind and quantity of commodities shipped).</p> <p>(b) Name of debtor. (i) Weight of shipment. (See Item 330). Not applicable to shipments rated under Item 430.</p> <p>(c) Name of consignor. (j) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.</p> <p>(d) Name of consignee.</p> <p>(e) Point of origin.</p> <p>(f) Point of destination.</p> <p>(g) Date of delivery.</p> <p>B. Split Pickup, Split Delivery or Produce Service Shipment.</p> <p>(a) Name of carrier.</p> <p>(b) Name of debtor.</p> <p>(c) For each component part:</p> <ol style="list-style-type: none"> 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). <p>(d) Weight of multiple shipment. (See Item 330)</p> <p>(e) Such other information as may be necessary to an accurate determination of the applicable rate and charge.</p> <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> <p>(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.</p> <p>(b) Rate and charge assessed.</p> <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>	190
<p>No change on this page, Decision No. 89416</p>	
<p>EFFECTIVE</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

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>										
0230	<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" style="margin-left: auto; margin-right: auto;"> <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;">\$ 9.05</td> </tr> <tr> <td style="text-align: center;">20,000</td> <td style="text-align: center;">12.40</td> </tr> <tr> <td style="text-align: center;">30,000</td> <td style="text-align: center;">16.45</td> </tr> <tr> <td style="text-align: center;">40,000</td> <td style="text-align: center;">18.15</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	\$ 9.05	20,000	12.40	30,000	16.45	40,000	18.15
Minimum Weight (In Pounds)	Additional Charge (Per Shipment)										
10,000	\$ 9.05										
20,000	12.40										
30,000	16.45										
40,000	18.15										
<p>o Increase, Decision No. 89416</p>											
<p>EFFECTIVE</p>											
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>											

Correction

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM														
REFRIGERATION--MECHANICAL																
<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 border="1"> <thead> <tr> <th colspan="2">Constructive Miles</th> <th rowspan="2">Charge in Cents Per 100 Pounds</th> </tr> <tr> <th>Over</th> <th>But Not Over</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>150</td> <td>2-1/4</td> </tr> <tr> <td>150</td> <td>350</td> <td>3-1/2</td> </tr> <tr> <td>350</td> <td>---</td> <td>5-1/2</td> </tr> </tbody> </table>		Constructive Miles		Charge in Cents Per 100 Pounds	Over	But Not Over	0	150	2-1/4	150	350	3-1/2	350	---	5-1/2	
Constructive Miles		Charge in Cents Per 100 Pounds														
Over	But Not Over															
0	150	2-1/4														
150	350	3-1/2														
350	---	5-1/2														
<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>		0240														
<p>◊ Increase, Decision No. 89416</p>																
EFFECTIVE																
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																
Correction																

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> <p>(a) The transportation charges for such consolidated shipment shall be paid by a single debtor;</p> <p>(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;</p> <p>(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;</p> <p>(d) The composite shipment shall weigh (or transportation charges shall be computed upon a weight of) not less than 10,000 pounds;</p> <p>(e) The deductions set forth in Item 50 shall not apply to shipments consolidated under the provisions of this exception.</p>
	<p style="text-align: center;">No change on this page, Decision No. 89416</p>
	EFFECTIVE
Correction	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-----	\$ 3.90	0260
Over 100 not over \$ 110-----	4.05	
Over 110 not over 120-----	4.35	
Over 120 not over 140-----	4.65	
Over 140 not over 160-----	4.85	
Over 160 not over 180-----	5.10	
Over 180 not over 200-----	5.40	
Over 200 not over 250-----	5.85	
Over 250 not over 300-----	6.55	
Over 300 not over 350-----	6.75	
Over 350 not over 400-----	7.20	
Over 400 not over 450-----	7.85	
Over 450 not over 500-----	8.55	
Over 500 not over 550-----	9.25	
Over 550 not over 600-----	9.90	
Over 600 not over 650-----	10.60	
Over 650 not over 700-----	11.30	
Over 700 not over 750-----	11.95	
Over 750 not over 800-----	12.65	
Over 800 not over 850-----	13.35	
Over 850 not over 900-----	14.00	
Over 900 not over 950-----	14.65	
Over 950 not over 1,000-----	15.30	
Over \$1,000 at rate of \$15.30 per \$1,000		
<p>◊ Increase, Decision No. 89416</p>		
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		
Correction		

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)
270	<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>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 rateable 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>
	<p>89416</p> <p>No change on this page, Decision No.</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;">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 2 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>	<p>250</p>
<p>No change on this page, Decision No.</p>	<p>89416</p>
<p>EFFECTIVE</p>	
<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)																	
	<p style="text-align: center;">PRODUCE SERVICE SHIPMENT</p> <p>The rate for the transportation of a produce service shipment shall be determined and applied as follows, subject to Notes 1, 2 and 3:</p> <p>(a) Distance rates shall be determined by the distance from that point of origin to that point of destination which produces the shortest distance via all point(s) of origin and/or destination. (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 1 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 point for the applicable metropolitan zone group.</p> <p>2. Between 2 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 produce service shipment a bill of lading or other shipping document shall be issued; and the carrier shall be furnished with instructions showing the name of each consignee or consignor, the point or points of origin and/or destination and the description of property in each component part of such shipment.</p> <p>NOTE 1.--In addition to the rate for transportation, the following additional charges shall be assessed for each component part for component handling service; except, that such additional charge shall not apply on any shipment involving only a single pickup and a single delivery:</p> <table border="1" data-bbox="367 1344 1332 1523"> <thead> <tr> <th colspan="2">Weight of Component Part (In Pounds)</th> <th rowspan="2">Charge for Each Component Part in Cents</th> </tr> <tr> <th>Over</th> <th>But Not Over</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>2,000</td> <td>455</td> </tr> <tr> <td>2,000</td> <td>4,000</td> <td>880</td> </tr> <tr> <td>4,000</td> <td>10,000</td> <td>1220</td> </tr> <tr> <td>10,000</td> <td></td> <td>1345</td> </tr> </tbody> </table> <p>NOTE 2.--See Item 50, paragraph 3, for deliveries within a single market area.</p> <p>NOTE 3.--Not applicable in connection with rates named in Section 3.</p>	Weight of Component Part (In Pounds)		Charge for Each Component Part in Cents	Over	But Not Over	0	2,000	455	2,000	4,000	880	4,000	10,000	1220	10,000		1345
Weight of Component Part (In Pounds)		Charge for Each Component Part in Cents																
Over	But Not Over																	
0	2,000	455																
2,000	4,000	880																
4,000	10,000	1220																
10,000		1345																
	<p>◊ Increase, Decision No. 89416</p>																	
	EFFECTIVE																	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM												
SPLIT DELIVERY													
<p>The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Notes 1, 2 and 3:</p>													
<p>(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).</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 1 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 2 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 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.</p>													
<p>(c) If split pickup is performed on a split delivery shipment or a component part thereof, or if shipping instructions do not conform with the requirements of paragraph (b) hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff.</p>													
<p>NOTE 1.--In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:</p>													
<table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Weight of Component Part (In Pounds)</th> <th style="text-align: right;">Split Delivery Charge for Each Component Part in Cents</th> </tr> <tr> <th style="text-align: left;"><u>Over</u></th> <th style="text-align: left;"><u>But Not Over</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: left;">0</td> <td style="text-align: left;">2,000 ----- 455</td> </tr> <tr> <td style="text-align: left;">2,000</td> <td style="text-align: left;">4,000 ----- 880</td> </tr> <tr> <td style="text-align: left;">4,000</td> <td style="text-align: left;">10,000 ----- 1220</td> </tr> <tr> <td style="text-align: left;">10,000</td> <td style="text-align: left;">----- 1345</td> </tr> </tbody> </table>	Weight of Component Part (In Pounds)	Split Delivery Charge for Each Component Part in Cents	<u>Over</u>	<u>But Not Over</u>	0	2,000 ----- 455	2,000	4,000 ----- 880	4,000	10,000 ----- 1220	10,000	----- 1345	0300
Weight of Component Part (In Pounds)	Split Delivery Charge for Each Component Part in Cents												
<u>Over</u>	<u>But Not Over</u>												
0	2,000 ----- 455												
2,000	4,000 ----- 880												
4,000	10,000 ----- 1220												
10,000	----- 1345												
<p>NOTE 2.--See Item 50, paragraph 3, for Deliveries Within a Single Market Area.</p>													
<p>NOTE 3.--Not applicable in connection with rates named in Section 3.</p>													
<p>o Increase, Decision No. 89416</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)																		
	SPLIT PICKUP																		
	<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 1 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 2 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 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;">Over</th> <th style="text-align: center;">But Not Over</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;">455</td> </tr> <tr> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">880</td> </tr> <tr> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">1220</td> </tr> <tr> <td style="text-align: center;">10,000</td> <td></td> <td style="text-align: center;">1345</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	Over	But Not Over		0	2,000	455	2,000	4,000	880	4,000	10,000	1220	10,000		1345
Weight of Component Part (In Pounds)		Split Pickup Charge for Each Component Part in Cents																	
Over	But Not Over																		
0	2,000	455																	
2,000	4,000	880																	
4,000	10,000	1220																	
10,000		1345																	
	<p>◊ Increase, Decision No. 89416</p>																		
	EFFECTIVE																		
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																		

0310

MINIMUM RATE TARIFF 8-A

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	137	87	72	47	31	28	23
3	5	138	89	74	47	33	29	24
5	10	139	90	76	49	36	31	25
10	15	141	90	78	51	38	33	28
15	20	144	91	81	52	40	36	30
20	25	146	91	84	54	43	38	32
25	30	148	92	87	56	45	40	35
30	35	151	93	89	59	47	43	37
35	40	153	94	91	61	49	45	39
40	45	155	96	93	63	52	47	41
45	50	157	99	94	64	54	49	45
50	60	159	101	95	69	57	53	49
60	70	162	104	97	75	63	57	54
70	80	166	108	100	81	67	62	58
80	90	168	111	102	83	69	64	60
90	100	171	114	104	85	72	66	63
100	110	174	117	106	88	74	68	65
110	120	178	120	108	91	76	70	67
120	130	181	123	111	93	78	72	69
130	140	184	127	113	95	80	75	71
140	150	188	130	115	99	82	79	73
150	160	190	132	118	101	84	81	75
160	170	192	134	120	103	87	83	78
170	180	194	137	122	105	89	85	80
180	190	196	139	124	108	91	88	82
190	200	199	142	127	111	93	90	84
200	220	202	145	131	115	98	93	89
220	240	206	149	135	120	102	93	93
240	260	211	152	140	124	107	102	98
260	280	215	155	144	129	111	107	102

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.

o Increase, Decision No. **89416**

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)
	Over	But Not Over		2,000	4,000	10,000	20,000	30,000	43,000
	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	220	159	149	133	115	111	107
	300	325	224	164	153	138	121	117	111
	325	350	230	170	159	142	128	122	115
	350	375	235	176	165	149	134	129	121
	375	400	241	183	172	155	141	135	127
	400	425	246	190	179	162	148	142	132
	425	450	252	198	186	170	154	149	139
	450	475	258	205	194	178	162	157	145
	475	500	264	213	202	185	170	164	152
	500	525	271	221	210	193	178	172	159
6350	525	550	278	229	218	201	185	180	165
	550	575	284	236	225	209	193	188	173
	575	600	290	244	233	216	201	195	180
	600	625	295	251	240	223	209	202	186
	625	650	301	258	246	230	216	209	193
	650	675	306	264	253	236	223	215	200
	675	700	312	271	260	243	230	222	206
	For each 25 miles or fraction thereof, add to the rate for 700 miles:		6	7	7	7	7	7	7
	(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.								
	◊ Increase, Decision No.		89416						
	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
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			
Kunquats		Paranips with tops		Watercress			
MILES		Any Quantity	Minimum Weight in Pounds				
Over	But Not Over		2,000	4,000	10,000	20,000	
0	3	140	90	74	47	31	
3	5	141	90	75	48	32	
5	10	144	91	77	49	35	
10	15	146	91	79	51	37	
15	20	148	92	82	52	39	
20	25	151	93	84	54	43	
25	30	153	94	86	56	46	
30	35	155	97	88	60	49	
35	40	157	99	90	63	52	
40	45	159	101	92	65	55	0360
45	50	162	103	94	69	58	
50	60	165	105	97	75	62	
60	70	169	111	101	82	67	
70	80	174	116	105	90	73	
80	90	177	119	110	93	76	
90	100	180	122	114	95	80	
100	110	183	125	118	99	83	
110	120	186	129	120	103	87	
120	130	189	132	124	107	91	
130	140	192	137	128	110	95	
140	150	195	141	131	113	100	
150	160	198	144	134	117	102	
160	170	200	147	138	120	104	
170	180	203	150	141	123	107	
180	190	206	152	144	127	109	
190	200	210	155	148	130	111	
200	220	215	161	153	135	117	
220	240	221	167	159	141	122	
240	260	226	173	164	147	128	
260	280	232	179	170	152	133	
(Continued)							
◊ Increase, Decision No.		89416					
EFFECTIVE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							
Correction							

MINIMUM RATE TARIFF 2-A

ITEM	SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)						
	FRUITS, MUSHROOMS, NUTS AND VEGETABLES, viz.:						
	Berries	Letks	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		MINIMUM WEIGHT IN POUNDS				
	Over	But Not Over	Any Quantity	2,000	4,000	10,000	20,000
9360	280	300	238	184	175	158	139
	300	325	244	192	182	164	145
	325	350	251	199	189	172	152
	350	375	261	208	198	181	159
	375	400	271	216	206	190	165
	400	425	281	226	215	199	172
	425	450	291	236	224	208	179
	450	475	301	246	234	218	185
	475	500	310	256	244	228	192
	500	525	319	266	254	238	198
	525	550	327	276	264	248	203
	550	575	337	286	274	258	210
	575	600	347	296	284	268	216
	600	625	357	306	293	278	223
	625	650	366	315	302	286	230
650	675	375	324	311	295	236	
675	700	384	333	320	304	242	
	For each 25 miles or fraction thereof, add to the rate for 700 miles:		7	7	7	7	7
	(Concluded)						
<p>o Increase, Decision No. 89416</p>							
EFFECTIVE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							
Correction							

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: center;"><u>Number of Units of Equipment Used</u></th> <th style="text-align: center;"><u>Minimum Weight (In Pounds)</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1 -----</td> <td style="text-align: center;">43,000</td> </tr> <tr> <td style="text-align: center;">2 -----</td> <td style="text-align: center;">86,000</td> </tr> <tr> <td style="text-align: center;">3 -----</td> <td style="text-align: center;">129,000</td> </tr> <tr> <td style="text-align: center;">4 -----</td> <td style="text-align: center;">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>		<u>Number of Units of Equipment Used</u>	<u>Minimum Weight (In Pounds)</u>	1 -----	43,000	2 -----	86,000	3 -----	129,000	4 -----	172,000	370
<u>Number of Units of Equipment Used</u>	<u>Minimum Weight (In Pounds)</u>											
1 -----	43,000											
2 -----	86,000											
3 -----	129,000											
4 -----	172,000											
<p>No change on this page, Decision No. 89416</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)					
	MILES		RATES	MILES		RATES
Over	But Not Over	Over		But Not Over		
380	BANANAS (See Note)					
	Minimum Weight 43,000 Pounds, subject to the provisions of Item 370.					
	0	3	51	190	200	106
	3	5	52	200	220	111
	5	10	53	220	240	115
	10	15	54	240	260	120
	15	20	55	260	280	124
	20	25	58	280	300	129
	25	30	60	300	325	135
	30	35	62	325	350	140
	35	40	64	350	375	147
	40	45	66	375	400	154
	45	50	68	400	425	161
	50	60	71	425	450	168
	60	70	73	450	475	174
	70	80	76	475	500	182
	80	90	78	500	525	190
	90	100	80	525	550	197
	100	110	82	550	575	205
	110	120	85	575	600	213
	120	130	88	600	625	221
	130	140	91	625	650	228
	140	150	95	650	675	235
	150	160	97	675	700	242
160	170	99	For each 25 miles or fraction thereof, add to the rate for 700 miles:		7	
170	180	101				
180	190	104				
NOTE.--Rates in this item apply only to shipments of bananas originating at the banana loading facilities at Long Beach and/or Wilmington.						
◊ Increase, Decision No. 89416						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

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 Not Over	RATES	
0	3	18	140	150	64	6390
3	5	20	150	160	67	
5	10	21	160	170	69	
10	15	22	170	180	71	
15	20	24	180	190	73	
20	25	26	190	200	75	
25	30	29	200	220	80	
30	35	30	220	240	84	
35	40	31	240	260	89	
40	45	32	260	280	93	
45	50	34	280	300	98	
50	60	37	300	325	103	
60	70	40	325	350	109	
70	80	44	350	375	114	
80	90	46	375	400	120	
90	100	48	400	425	127	
100	110	52	425	450	133	
110	120	55	450	475	140	
120	130	58	475	500	147	
130	140	61		(1)		
(1) For distances exceeding 500 miles apply rates in Item 350.						
♦ Increase, Decision No. 89416						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

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..					
400	MILES		RATES	MILES		RATES
	Over	But Not Over		Over	But Not Over	
	0	3	18	190	200	75
	3	5	20	200	220	80
	5	10	21	220	240	84
	10	15	22	240	260	89
	15	20	24	260	280	93
	20	25	26	280	300	98
	25	30	29	300	325	103
	30	35	30	325	350	109
	35	40	31	350	375	114
	40	45	32	375	400	120
	45	50	34	400	425	127
	50	60	37	425	450	133
	60	70	40	450	475	140
	70	80	44	475	500	147
	80	90	46	500	525	153
	90	100	48	525	550	160
	100	110	52	550	575	167
	110	120	55	575	600	172
	120	130	58	600		
	130	140	61			
	140	150	64			
	150	160	67			
	160	170	69			
	170	180	71			
	180	190	73			
				For each 25 miles or fraction thereof, add to the rate for 600 miles:		6
◊ Increase, Decision No. 89416						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						