

ORIGINALDecision No. 90612 JUL 31 1979

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. 120
(Filed December 18, 1978)

Richard W. Smith and William R. Haerle, Attorneys
at Law, for California Trucking Association,
petitioner.

Richard Harrington, Attorney at Law, for Alpha
Beta Company, California Grape & Tree Fruit
League, Lucky Stores, and Ralph's Grocery
Company; and Marion I. Quesenbery, Attorney
at Law, for Western Growers Association,
Associated Producer Dealers and Brokers of
Los Angeles, Inc., Agricultural Council of
California, Albertson's, Inc., Blue Anchor,
Inc., and California-Arizona Citrus League;
protestants.

Roger A. Carnagey, Attorney at Law, for Western
Conference of Teamsters, California Teamsters
Public Affairs Council; and Allen R. Crown,
Attorney at Law, for California Farm Bureau
Federation; interested parties.

Raymond Toohy and John Lemke, for the Commission
staff.

O P I N I O N

By its petition California Trucking Association (CTA) seeks an increase in rates and charges named in the Commission's Minimum Rate Tariff 8-A (MRT 8-A) of approximately 7.9 percent. 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.

Public hearing was held before Administrative Law Judge Daly at San Francisco with the matter being submitted upon concurrent briefs filed July 9, 1979.

The tariff was initially published in 1940 as Highway Carrier's Tariff No. 8 and subsequent general studies were conducted in 1952, 1962, and 1972. The rates and charges of MRT 8-A were predicated upon cost and economic studies conducted by the staff during the period 1972 through 1974 and were established by the Commission in Decision No. 85826 dated May 18, 1976 in Order Setting Hearing No. 99. Subsequent increases of 8.5 percent and 12 percent, reflecting increases in labor and other costs, were authorized in 1977 and 1978, respectively.

The basic difference between the studies presented by CTA and the staff relates to the methods employed. Full scale rate studies are usually conducted every ten years because of the time and expense involved. Included in such studies are (1) direct cost (labor, depreciation, vehicle running costs, and billing and collection), (2) indirect costs (legal, auditing, rates, property taxes, and communications), and (3) gross revenue expenses (Highway Carriers' Uniform Business License taxes, Cal PUC Transportation Rate Fund fees, and vehicle and cargo insurance).

To reflect interim increases various offset methods have been applied such as Wage Cost Offset (WCO) and Direct Wage Offset (DWO). If the WCO method is used, as in the case of CTA's study, it is assumed that indirect expense items have increased proportionately with the direct costs and are included. If the DWO method is used, indirect expenses are held constant and no allowance for change in indirects is made.

In support of its use of the WCO method CTA contends that virtually every element of cost identified as indirect expense has increased more or less in proportion to the direct expenses. To support its position CTA submitted data reflecting the steady increases in office equipment and supplies, office leasing, construction costs, utilities, communications, salaries for clerical employees, and family budgets.

CTA argues that this data has a direct relation to the components of indirect expenses and some provision should be made because carriers are unable to hold them constant or reduce them.

The staff employed a modified DWO method which is the same as that applied in the last offset proceeding where labor costs, known payroll charges, running expenses, and equipment investment were updated.

The same staff engineer who had participated in the 1972 study and had prepared the original report, as well as the subsequent modifications in 1977 and 1978, also prepared the latest cost report (Exhibit 1) updating the following costs to reflect the July 1, 1979 level:

1. Equipment investment costs which represent the average historical costs over the service life of the equipment to and including 1978 based upon the most current information available from the Commission's Data Bank and staff estimates.
2. Equipment running costs which were modified to reflect costs as of March 1979.
3. Labor costs which reflect known July 1, 1979 labor rates as well as Worker's Compensation insurance which was increased from 10.04 percent to 10.54 percent effective January 1, 1979.
4. Indirect costs remained fixed at the level of the original study.
5. Gross revenue expenses and operating ratio formulae were changed to include the reduction of the Transportation Rate Fund fee from 0.30 percent to 0.225 percent.

Based upon the updating information, as set forth in Exhibit 1, a transportation rate expert recommended an increase of 6.8 percent in the rates and charges in MRT 8-A, which would result in additional annual carrier revenue of approximately \$3,132,900.

Protestants contend that neither CTA nor the staff have met the burden of proof justifying an increase in rates because both of their studies ignore technological improvements that have taken place in the transportation of MRT 8-A commodities since 1972.

The Executive Vice President of the California Grape & Tree Fruit League testified that he conducted a two-year study of loading and unloading practices and found that because of greater use of pallets with power loading and unloading there has been a time savings of approximately 2½ hours in loading and unloading trucks. He further testified that trailer lengths have increased which has resulted in an increase in load factors with a corresponding decrease in costs. According to the witness no increase in rates should be authorized until a study is made to determine the extent such changes have had in reducing operating costs.

If the issues raised by CTA and the protestants were to be resolved, it would be necessary to conduct a new general study complete with field checks. There is no question that a general study would provide a more accurate account of conditions than the study conducted in 1972 through 1974. It would reflect all technical, operational, and equipment changes that have an effect upon costs and it would also provide a more suitable vehicle for the allocation of indirect costs. But because of the constraints of time, expense, and a limited staff such studies cannot be made every year, nor even every five years.

The staff has followed the same procedure that it has followed in the past. It took the basic cost study that was introduced as Exhibit 99-9 in the original proceeding and using a modified DWO method updated it to reflect cost levels as of July 1, 1979. This was in compliance with the Commission's direction in Decision No. 85826:

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

The offset procedure may not be the most accurate means for making necessary changes, but it provides a reasonable means for interim adjustments. The staff's cost study will be adopted.

Protestants also introduced the testimony of Robert R. Trout who is with Resources Planning Associates, Incorporated. He testified

that the Commission should adopt a Return on Equity approach in determining carrier profitability, rather than relying on Operating Ratio. He further testified that Exhibit 17, introduced by CTA, has no relevance because it does not follow accepted statistical principles in that all members of the population were not represented as is required in a random sample.

The Commission has always used information relating to operating ratio when considering the financial condition of a carrier or a group of carriers and sees no reason for changing. Exhibit 17 consisted of information on the operating ratios of carriers who earn more than 80 percent of their revenues pursuant to MRT 8-A, based on a limited number of carriers. The exhibit admittedly was not offered as a statistical report to establish the operating ratio for a group, class, or type of carrier, but only as an estimate of the operating ratio for transportation of commodities under MRT 8-A.

During the course of hearing a motion to dismiss was filed on the ground that the requested increases would fail to comply with the voluntary guidelines established by the Council on Wage & Price Stability.

The guidelines provide that price increases during the program year October 1978 through September 1979 should not exceed the average of increases which occurred during 1976 through 1977, less half of 1 percent, subject to a maximum program year increase of $9\frac{1}{2}$ percent.

The only evidence relating to compliance or noncompliance with the guidelines was introduced by the staff. Because MRT 8-A was established by Decision No. 85826 in 1976 the staff considered the tariff as a new product and, therefore, did not include the 4.4 percent increase that has been incorporated in the new tariff. By Decision No. 89255 dated May 28, 1977 the tariff was increased by 8.1 percent. The following is the staff's calculation (Exhibit 4) in applying the guidelines:

Price Increase 1976-1977	8.1%
Less $\frac{1}{2}$ percent	<u>.5</u>
Maximum increase allowed under guidelines	7.6
Less proposed present increase	<u>6.8</u>
Balance	.8%

Conclusion: The proposed increased rates in Exhibit 4 are within the Presidential Guidelines.

The staff made no allowance for 12 percent increase on Petition 118, which became effective October 14, 1978. The reason being that the staff felt that the increase fell within the exception of Section 705A-6 of the guidelines, which provides that when uncontrollable increases occur in costs, the price deceleration standard need not be observed if increases in price will not increase a company's profit margin over the average of any two of the company's last three fiscal years prior to October 2, 1978. According to the staff the 12 percent increase granted in mid-October 1978 was to give effect to cost increases between July 1977 and July 1978. The petition requesting the increase was filed March 10, 1978. The staff believes that it would be unfair to penalize the carriers by invoking the October 2, 1978 cutoff date. We agree with the staff and the motion to dismiss will be denied.

The staff's proposed increased rates and charges set forth in Exhibit 4 have been developed using the DWO method of measuring increased costs and are based on the cost data contained

in Exhibit 1. However, a decision issued on this date in Case No. 5438, Pet. 121 (2d Amendment) establishes surcharge increases of 5 and 6 percent for LTL and TL, respectively, to offset a 31 cents per gallon increase in fuel costs which has been incurred by MRT 8-A carriers. Allowing that surcharge to be added to the proposed rate increase would overstate the fuel cost factor by six cents per gallon. So as to accurately reflect fuel cost increases recognized by this decision and to avoid the duplication of the same increased fuel costs included in the surcharge increase authorized by the decision in Petition No. 121, a further supplement should be prepared for MRT 8-A cancelling the 5 and 6 percent surcharges and substituting 4 and 4-3/4 percent surcharges.

Findings of Fact

1. Although a general study would provide a more complete and accurate picture of costs in transporting commodities under MRT 8-A, it is not possible to conduct such studies as frequently as would be desired because of the time, expense, and a limited staff. During the intervals of the general studies, cost offset proceedings provide a reasonable means of making necessary adjustments to the tariff.

2. By using a modified DWO method to update Exhibit 99-9 in the original proceeding to reflect cost levels as of July 1, 1979, the staff was in compliance with the Commission's direction in Decision No. 85826.

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

4. The carriers operating under the rates set forth in MRT 8-A have experienced increases in operating costs since the present rates were established.

5. The rates and charges established by the ensuing order are just, reasonable, and nondiscriminatory minimum rates for the transportation governed thereby. They are estimated to produce an annual revenue increase of \$3,100,000.

6. To the extent that 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 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.

7. The rate increases authorized herein are less than those allowable under the Wage and Price Standards adopted by the Council on Wage and Price Stability.

Conclusions of Law

1. The revision 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 Section 460 and Section 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. Because we are in the middle of the harvest season and there is an immediate need for rate relief the effective date of this order should be the date on which it is signed.

4. The motion to dismiss and all motions made or filed in this proceeding heretofore not ruled upon should be denied.

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 reference are made a part hereof.

2. Common carriers subject to the Public Utilities Code, 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 in the same level as MRT 8-A rates for the transportation of commodities and/or transportation not subject to MRT 8-A rates 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 rates are authorized to increase such rates by the same amounts authorized by this decision for MRT 8-A rates.

6. Tariff publications required to be made by common carriers as a result of this order shall be filed and made effective twenty-five days after the date hereof and on not less than five days' notice to the Commission and to the public.

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

8. The motion to dismiss filed in this proceeding as well as all motions filed or made not heretofore ruled upon are denied.

The effective date of this order is the date hereof.

Dated JUL 31 1979, at San Francisco, California.

John E. Bayne
President

George L. Sturgeon

Robert D. Swale

Charles J. DeLoach

Samuel H. ...
Commissioners

APPENDIX A
LIST OF REVISED PAGES
TO MINIMUM RATE TARIFF 8-A

SUPPLEMENT			6
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(END OF APPENDIX A)

SURCHARGE SUPPLEMENT

SUPPLEMENT 6

(Cancels Supplement 5)
REVISION TO SUPPLEMENT 6
(Supplement 6 Contains all Changes)

TO BE APPLIED TO ALL RATES AND CHARGES IN THIS SUPPLEMENT UNLESS OTHERWISE SPECIFIED

MINIMUM RATE TARIFF 8-A

TO BE APPLIED TO ALL RATES AND CHARGES IN THIS SUPPLEMENT UNLESS OTHERWISE SPECIFIED

NAMING

TO BE APPLIED TO ALL RATES AND CHARGES IN THIS SUPPLEMENT UNLESS OTHERWISE SPECIFIED

MINIMUM RATES AND RULES

TO BE APPLIED TO ALL RATES AND CHARGES IN THIS SUPPLEMENT UNLESS OTHERWISE SPECIFIED

FOR THE

TRANSPORTATION OF FRESH FRUITS,

FRESH VEGETABLES AND EMPTY CONTAINERS OVER THE PUBLIC HIGHWAYS

CONTAINERS OVER THE PUBLIC HIGHWAYS

BETWEEN POINTS IN THE STATE OF

CALIFORNIA AS DESCRIBED HEREIN

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AND

AGRICULTURAL CARRIERS

Decision No.

90612

EFFECTIVE

5/25/79

MINIMUM RATE TARIFF 8-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. 90612</p>	
<p>EFFECTIVE 8/25/79</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)																				
	<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;"> <p>When shipment moves under rates subject to minimum weights of:</p> </td> <td style="width: 50%; vertical-align: top;"> <p>Deductions, in cents per 100 pounds except as shown:</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th colspan="3">Columns</th> </tr> <tr> <th>(1)</th> <th>(2)</th> <th>(3)</th> </tr> </thead> <tbody> <tr> <td>Less than 2,000 pounds-----</td> <td>26</td> <td>6½</td> <td>32</td> </tr> <tr> <td>2,000 but less than 4,000 pounds-----</td> <td>13</td> <td>6½</td> <td>19½</td> </tr> <tr> <td>4,000 but less than 10,000 pounds-----</td> <td>6½</td> <td>6½</td> <td>12½</td> </tr> </tbody> </table> </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 18 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>	<p>When shipment moves under rates subject to minimum weights of:</p>	<p>Deductions, in cents per 100 pounds except as shown:</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th colspan="3">Columns</th> </tr> <tr> <th>(1)</th> <th>(2)</th> <th>(3)</th> </tr> </thead> <tbody> <tr> <td>Less than 2,000 pounds-----</td> <td>26</td> <td>6½</td> <td>32</td> </tr> <tr> <td>2,000 but less than 4,000 pounds-----</td> <td>13</td> <td>6½</td> <td>19½</td> </tr> <tr> <td>4,000 but less than 10,000 pounds-----</td> <td>6½</td> <td>6½</td> <td>12½</td> </tr> </tbody> </table>	Columns			(1)	(2)	(3)	Less than 2,000 pounds-----	26	6½	32	2,000 but less than 4,000 pounds-----	13	6½	19½	4,000 but less than 10,000 pounds-----	6½	6½	12½
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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. 90612</p>																				
	<p style="text-align: right;">EFFECTIVE 8/25/79</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;">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. 90612</p>	
<p>EFFECTIVE 8/25/79</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)
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 7½ 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>♦ Increase, Decision No. 90612</p>
	<p style="text-align: right;">EFFECTIVE 8/25/79</p>
Correction	<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM												
<p 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;">815</td> <td style="text-align: center;">410</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;">120</td> <td style="text-align: center;">60</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--	815	410	(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)----	120	60	0120
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(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)----	120	60											
<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 \$3.75.</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 \$4.50.</p>	0140												
<p>◇ Increase, Decision No. 90612</p>													
<p>EFFECTIVE 8/25/79</p>													
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Correction

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)																																																																						
150	<p style="text-align: center;">CHARGES FOR LOADING AND UNLOADING</p> <p>1. The rates and charges named in this tariff include loading by the carrier, and the services of a single carrier employee (driver) for unloading (See Notes 1 and 2).</p> <p>2. If the services of helpers, lumpers or swampers are employed by the carrier to perform, or assist in the performance of unloading or other accessorial services rendered under this tariff at point of destination the charges set forth in Notes 3 and 4, as applicable, shall be billed directly to and collected from the debtor. The charges shall be in addition to all other rates and charges accruing under this tariff or under alternatively applied common carrier rates under Items 70-100. The accessorial charges provided in Notes 3 and 4 are in addition to those set forth in Notes 1 and 2.</p> <p>NOTE 1.--When a shipment subject to a minimum weight of less than 10,000 pounds is picked up at or delivered to a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 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 colspan="2"></th> <th colspan="8" style="text-align: center;"><u>Rates in cents per 100 pounds for Commodities named in Items:</u></th> </tr> <tr> <th colspan="2"></th> <th colspan="4" style="text-align: center;"><u>350</u></th> <th colspan="4" style="text-align: center;"><u>350</u></th> </tr> <tr> <th colspan="2"></th> <th style="text-align: center;"><u>390</u></th> <th style="text-align: center;"><u>360</u></th> <th style="text-align: center;"><u>380</u></th> <th style="text-align: center;"><u>400</u></th> <th style="text-align: center;"><u>390</u></th> <th style="text-align: center;"><u>360</u></th> <th style="text-align: center;"><u>380</u></th> <th style="text-align: center;"><u>400</u></th> </tr> <tr> <th colspan="2" style="text-align: left;"><u>Shipments or component parts of shipments destined to points in:</u></th> <th colspan="4" style="text-align: center;"><u>Under 150 Constructive Miles</u></th> <th colspan="4" style="text-align: center;"><u>150 Constructive Miles or more</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: left;">(a) Metropolitan Zones 101 through 135</td> <td></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 style="text-align: left;">(b) Metropolitan Zones 201 through 262</td> <td></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 style="text-align: left;">(c) All points not located in (a) or (b)</td> <td></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>			<u>Rates in cents per 100 pounds for Commodities named in Items:</u>										<u>350</u>				<u>350</u>						<u>390</u>	<u>360</u>	<u>380</u>	<u>400</u>	<u>390</u>	<u>360</u>	<u>380</u>	<u>400</u>	<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		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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SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM																																												
<p style="text-align: center;">ISSUANCE OF DOCUMENTS</p> <p>1. Shipping Documents. A shipping document shall be issued by the carrier to the debtor for each shipment within 48 hours of the final delivery, computed from 12 o'clock midnight of the day of final delivery. The shipping document shall show the following information: (See Note)</p> <p>A. Shipment (other than a Split Pickup, Split Delivery or Produce Service Shipment)</p> <table border="0"> <tr> <td>(a) Name of carrier.</td> <td>(h) Description of shipment (kind and quantity of commodities shipped).</td> </tr> <tr> <td>(b) Name of debtor.</td> <td>(i) Weight of shipment. (See Item 330). Not applicable to shipments rated under Item 430.</td> </tr> <tr> <td>(c) Name of consignor.</td> <td>(j) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.</td> </tr> <tr> <td>(d) Name of consignee.</td> <td></td> </tr> <tr> <td>(e) Point of origin.</td> <td></td> </tr> <tr> <td>(f) Point of destination.</td> <td></td> </tr> <tr> <td>(g) Date of delivery.</td> <td></td> </tr> </table> <p>B. Split Pickup, Split Delivery or Produce Service Shipment.</p> <table border="0"> <tr> <td>(a) Name of carrier.</td> <td></td> </tr> <tr> <td>(b) Name of debtor.</td> <td></td> </tr> <tr> <td>(c) For each component part:</td> <td></td> </tr> <tr> <td> 1. Name of party from whom received.</td> <td></td> </tr> <tr> <td> 2. Name of party to whom delivered.</td> <td></td> </tr> <tr> <td> 3. Point of origin.</td> <td></td> </tr> <tr> <td> 4. Point of destination.</td> <td></td> </tr> <tr> <td> 5. 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For accessorial service not included in the rate for actual transportation, the carrier shall issue a freight bill to the consignor or consignee who requested or ordered such accessorial service. The freight bill shall show the following information: (See Note)</p> <table border="0"> <tr> <td>(a) The information required of shipping documents as set forth in paragraph 1 of this item, or in lieu thereof specific reference may be made to the shipping document covering the shipment in question.</td> </tr> <tr> <td>(b) Rate and charge assessed.</td> </tr> </table> <p>The form of shipping document in Item 450 will be suitable and proper.</p> <p>A copy of each shipping document, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for any transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p> <p>NOTE.--A single combined shipping document and freight bill may be issued provided that all the information required of each is included on the single document.</p>	(a) Name of carrier.	(h) Description of shipment (kind and quantity of commodities shipped).	(b) Name of debtor.	(i) Weight of shipment. (See Item 330). Not applicable to shipments rated under Item 430.	(c) Name of consignor.	(j) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.	(d) Name of consignee.		(e) Point of origin.		(f) Point of destination.		(g) Date of delivery.		(a) Name of carrier.		(b) Name of debtor.		(c) For each component part:		1. Name of party from whom received.		2. Name of party to whom delivered.		3. Point of origin.		4. Point of destination.		5. Date of pickup.		6. Date of delivery.		7. Weight picked up.		8. Weight delivered.		9. Description of commodities (kind and quantity).		(d) Weight of multiple shipment. (See Item 330)		(e) Such other information as may be necessary to an accurate determination of the applicable rate and charge.		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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;">5 9.80</td> </tr> <tr> <td style="text-align: center;">20,000</td> <td style="text-align: center;">13.45</td> </tr> <tr> <td style="text-align: center;">30,000</td> <td style="text-align: center;">17.85</td> </tr> <tr> <td style="text-align: center;">43,000</td> <td style="text-align: center;">19.80</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	5 9.80	20,000	13.45	30,000	17.85	43,000	19.80
Minimum Weight (In Pounds)	Additional Charge (Per Shipment)										
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<p>◊ Increase, Decision No. 90612</p>											
<p>EFFECTIVE 8/25/74</p>											
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>											

MINIMUM RATE TARIFF 8-A

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>2-1/2</td> </tr> <tr> <td>150</td> <td>350</td> <td>3-3/4</td> </tr> <tr> <td>350</td> <td>---</td> <td>6</td> </tr> </tbody> </table>		Constructive Miles		Charge in Cents Per 100 Pounds	Over	But Not Over	0	150	2-1/2	150	350	3-3/4	350	---	6	
Constructive Miles		Charge in Cents Per 100 Pounds														
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0	150	2-1/2														
150	350	3-3/4														
350	---	6														
<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.</p> <p style="font-size: 2em; text-align: center;">90612</p>																
		EFFECTIVE 8/25/79														
<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)
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.
<p>No change on this page, Decision No. 90612</p>	
<p>EFFECTIVE 8/25/79</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>	280
<p>No change on this page, Decision No. 90612</p>	
	EFFECTIVE 8/25/79
<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)

PRODUCE SERVICE SHIPMENT
 (See Definition in Item 10)

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

- (a) Distance rates shall be determined by the distance from that point of origin to that point of destination which produces the shortest distance via all point(s) of origin and/or destination. (See Exceptions 1 and 2).

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

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

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

1. Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing point for the applicable metropolitan zone group.
2. Between 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.

- (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	500
2,000	4,000	970
4,000	10,000	1345
10,000		1485

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. **90612**

EFFECTIVE **8/25/79**

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 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.

- (b) For each split delivery shipment a single bill of lading or other shipping document shall be issued, and at the time of or prior to the tender of the shipment the carrier shall be furnished with written instructions in the form of a single document showing the name of each consignee, the point or points of destination and the description and weight or property in each component part of such shipment.

- (c) If split pickup is performed on a split delivery shipment or a component part thereof, or if shipping instructions do not conform with the requirements of paragraph (b) hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff.

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

Weight of Component Part (In Pounds)		Split Delivery Charge for Each Component Part in Cents
Over	But Not Over	
0	2,000	500
2,000	4,000	970
4,000	10,000	1345
10,000		1485

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.

90612

EFFECTIVE

8/25/79

Correction

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

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

SPLIT PICKUP

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

- (a) Distance rates shall be determined by the distance to point of destination from that point of origin which produces the shortest distance via the other point or points of origin. (See 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 1 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:

0310

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 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.
- (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.
 - (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.

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

Weight of Component Part (In Pounds)		Split Pickup Charge for Each Component Part in Cents
Over	But Not Over	
0	2,000	500
2,000	4,000	970
4,000	10,000	1345
10,000		1485

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

◊ Increase, Decision No.

90612

EFFECTIVE

8/25/79

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

Correction

MINIMUM RATE TARIFF 6-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	149	94	78	51	34	30	25
3	5	150	96	80	51	36	31	26
5	10	152	97	82	53	39	33	27
10	15	154	97	84	55	41	36	30
15	20	157	98	88	57	43	39	33
20	25	159	99	91	59	46	41	35
25	30	161	100	94	61	49	43	38
30	35	162	101	95	63	51	46	40
35	40	164	102	97	65	53	49	42
40	45	166	104	99	67	56	51	44
45	50	168	106	100	68	58	53	48
50	60	171	108	102	74	61	57	53
60	70	173	111	104	80	67	61	58
70	80	175	114	106	86	72	67	62
80	90	178	117	108	88	74	69	64
90	100	181	120	110	90	77	71	67
100	110	184	123	112	93	79	73	70
110	120	188	126	114	95	81	75	72
120	130	191	130	117	97	83	78	74
130	140	195	134	120	99	86	81	76
140	150	199	138	122	105	88	85	78
150	160	201	140	125	108	90	87	80
160	170	204	142	127	111	93	89	83
170	180	206	144	129	113	95	91	86
180	190	209	146	131	116	97	94	88
190	200	212	148	135	119	100	97	90
200	220	216	152	139	125	105	100	95
220	240	220	156	143	129	109	105	100
240	260	224	160	148	133	114	109	105
260	280	228	164	153	137	119	114	109

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 Harbor, Los Angeles Harbor and/or Port Hueneme, see Item 360.

(1) Subject to the provisions of Item 370.

o Increase, Decision No.

90612

EFFECTIVE

8/25/74

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)									
	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	
0350	280	300	232	169	158	141	123	119	114	
	300	325	238	175	162	147	129	125	119	
	325	350	244	181	170	152	137	131	123	
	350	375	250	187	177	160	143	137	129	
	375	400	256	194	184	167	149	143	135	
	400	425	262	201	191	175	156	151	141	
	425	450	268	209	198	182	164	158	148	
	450	475	274	217	206	190	172	166	154	
	475	500	280	225	214	197	180	174	161	
	500	525	286	233	222	205	188	182	168	
	525	550	292	241	230	212	196	190	174	
	550	575	298	248	237	219	204	198	182	
	575	600	304	255	245	226	212	206	190	
	600	625	310	262	252	233	220	214	197	
	625	650	316	269	258	240	228	221	204	
	650	675	322	276	265	247	235	228	211	
	675	700	328	283	272	254	242	235	218	
	For each 25 miles or fraction thereof, add to the rate for 700 miles:			06	07	07	07	07	07	07
	(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 Harbor, Los Angeles Harbor and/or Port Hueneme, see Item 380.									
(1) Subject to the provisions of Item 370.										

o Increase)
 o No change) Decision No.

90612

EFFECTIVE

8/25/79

Correction

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

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			
Kumquats		Parsnips with tops		Watercress			
MILES		Any Quantity	Minimum Weight in Pounds				ITEM
Over	But Not Over		2,000	4,000	10,000	20,000	
0	3	153	98	80	51	34	
3	5	154	98	81	52	35	
5	10	157	99	84	53	38	
10	15	159	99	86	55	41	
15	20	161	100	89	56	43	
20	25	164	101	91	58	46	
25	30	165	102	93	61	50	
30	35	167	104	95	64	53	
35	40	169	106	97	67	56	
40	45	171	108	99	70	59	0360
45	50	174	110	101	74	62	
50	60	177	113	105	80	67	
60	70	181	118	109	88	72	
70	80	184	123	112	96	78	
80	90	188	126	117	99	81	
90	100	191	129	122	101	86	
100	110	194	133	126	106	89	
110	120	197	137	128	110	93	
120	130	200	141	132	114	97	
130	140	204	145	136	117	102	
140	150	207	150	140	120	107	
150	160	210	153	143	124	109	
160	170	212	156	147	128	111	
170	180	215	159	150	131	114	
180	190	218	161	154	135	117	
190	200	223	164	158	139	119	
200	220	228	171	163	144	125	
220	240	234	177	169	150	131	
240	260	240	183	175	157	137	
260	280	246	189	181	162	142	

(Continued)

o Increase, Decision No. **90612**

EFFECTIVE

8/25/79

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	252	195	186	168	149
	300	325	259	204	194	174	155
	325	350	267	212	202	184	163
	350	375	275	220	210	193	169
	375	400	286	229	218	202	175
	400	425	296	239	228	211	182
	425	450	307	250	237	221	190
	450	475	318	260	248	231	196
	475	500	327	270	258	241	204
	500	525	336	280	268	251	209
	525	550	344	290	278	261	214
	550	575	354	300	288	271	221
	575	600	364	310	298	281	227
	600	625	374	320	308	291	234
	625	650	384	330	317	301	242
650	675	394	340	326	310	248	
675	700	403	349	335	319	254	
	For each 25 miles or fraction thereof, add to the rate for 700 miles:		07	07	07	07	07
	(Concluded)						
<input type="radio"/> Increase) <input type="radio"/> No Change)			Decision No.				
90612							
EFFECTIVE 8/25/79							
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											

No change on this page, Decision No.

90612

EFFECTIVE

8/25/79

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)					
	BANANAS (See Note) Minimum Weight 43,000 Pounds, subject to the provisions of Item 370.					
	MILES		RATES	MILES		RATES
	Over	But Not Over		Over	But Not Over	
0380	0	3	52	190	200	111
	3	5	53	200	220	116
	5	10	54	220	240	121
	10	15	55	240	260	126
	15	20	56	260	280	131
	20	25	59	280	300	136
	25	30	62	300	325	141
	30	35	64	325	350	148
	35	40	66	350	375	155
	40	45	68	375	400	162
	45	50	70	400	425	169
	50	60	73	425	450	176
	60	70	76	450	475	183
	70	80	79	475	500	190
	80	90	81	500	525	198
	90	100	83	525	550	206
	100	110	86	550	575	214
	110	120	89	575	600	222
	120	130	92	600	625	230
	130	140	95	625	650	238
140	150	99	650	675	245	
150	160	101	675	700	252	
160	170	103	For each 25 miles or fraction thereof, add to the rate for 700 miles:			0 7
170	180	106				
180	190	109				
NOTE.--Rates in this item apply only to shipments of bananas originating at the banana loading facilities at Long Beach Harbor, Los Angeles Harbor, and/or Port Hueneme.						
<input type="checkbox"/> Increase) <input type="checkbox"/> No change.) Decision No. 90612						
EFFECTIVE 8/25/79						
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						

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			RATES
Over	But Not Over	RATES	Over	But Not Over	RATES	
0	3	20	140	150	69	0390
3	5	22	150	160	72	
5	10	23	160	170	75	
10	15	24	170	180	77	
15	20	26	180	190	79	
20	25	28	190	200	81	
25	30	30	200	220	86	
30	35	32	220	240	90	
35	40	34	240	260	95	
40	45	36	260	280	100	
45	50	38	280	300	106	
50	60	41	300	325	111	
60	70	44	325	350	118	
70	80	48	350	375	123	
80	90	50	375	400	128	
90	100	52	400	425	136	
100	110	56	425	450	143	
110	120	59	450	475	150	
120	130	63	475	500	157	
130	140	66		(1)		
(1) For distances exceeding 500 miles apply rates in Item 350.						
◊ Increase, Decision No.		90612				
EFFECTIVE						8
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	20	190	200	81
	3	5	22	200	220	86
	5	10	23	220	240	90
	10	15	24	240	260	95
	15	20	26	260	280	100
	20	25	28	280	300	106
	25	30	30	300	325	111
	30	35	32	325	350	118
	35	40	34	350	375	123
	40	45	36	375	400	128
	45	50	38	400	425	136
	50	60	41	425	450	143
	60	70	44	450	475	150
	70	80	48	475	500	157
	80	90	50	500	525	163
	90	100	52	525	550	169
	100	110	56	550	575	175
	110	120	59	575	600	181
	120	130	63			
	130	140	66			
140	150	69				
150	160	72				
160	170	75				
170	180	77				
180	190	79				
			For each 25 miles or fraction thereof, add to the rate for 600 miles:		06	

◊ Increase)
 ○ No Change) Decision No.

90612

EFFECTIVE

8/25/79

Correction

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

MINIMUM RATE TARIFF 8-A

SECTION 3--SPECIAL LOS ANGELES AREA RATES In Cents per 100 Pounds, except as noted								ITEM	
VEGETABLES, fresh or green, including mushrooms, and strawberries, fresh, in containers weighing not more than 75 pounds each. Rates in this item include mechanical refrigeration service. Subject to Note. FROM: Los Angeles Local Produce Territory as described in Item 420. TO: Los Angeles Market Area as described in Item 420. NOTE.--Not subject to the provisions of Item 150, paragraph 2, nor to Items 290, 300, and 310.									
RATES IN CENTS PER PACKAGE									
MILES		WEIGHT PER PACKAGE IN POUNDS		SHIPMENTS IN QUANTITIES OF:					
Over	But Not Over	Over	But Not Over	1 to 100 Packages	101 to 200 Packages	201 to 400 Packages	Over 400 Packages		
0	35	0	15	20½	17	14	12	0430	
		15	25	21½	18½	16	13		
		25	40	34	28	21½	17		
		40	60	46	32	29	23½		
		60	100	51	42	37	30		
35	60	0	15	22½	20½	17	14		
		15	25	26	21½	18½	16		
		25	40	39	30	27	21½		
		40	60	51	39	34	30		
		60	100	62	51	41	39		
60	80	0	15	26	22½	20½	18½		
		15	25	28	23½	21½	20½		
		25	40	41	33	32	31		
		40	60	53	40	38	34		
		60	100	67	54	44	42		
EMPTY CONTAINERS, as described in Item 40, returning from an outbound paying load or forwarded for a return paying load for which rates in Item 430 apply. Subject to Note. NOTE.--Not subject to the provisions of Item 150, paragraph 2, nor to Items 290, 300, and 310.									
RATES									
MILES		MINIMUM WEIGHT IN POUNDS							
Over	But Not Over	Any Quantity	2,000	4,000	10,000				
0	3	138	82	61	37			0440	
3	5	139	83	62	38				
5	10	140	86	63	39				
10	15	141	87	65	40				
15	20	142	88	67	41				
20	25	143	90	68	42				
25	30	144	91	69	43				
30	35	146	93	71	44				
35	40	147	95	72	46				
40	--	148	98	73	47				
◊ Increase, Decision No.									
90612									
EFFECTIVE 8/25/79									
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.									
Correction									