

Decision 93156 JUN 2 1981

ORIGINAL

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 5438  
Petition for Modification  
127  
(Filed May 22, 1980;  
amended September 19, 1980  
and February 9, 1981)

Richard W. Smith, Attorney at Law, for California  
Trucking Association, petitioner.  
E. F. Nelson, for Certified Freight Lines, Inc.;  
and Roland R. Schmidt and Albert C. Parolini,  
for Central Coast Truck Service; respondents.  
Allen R. Crown, Attorney at Law, for California  
Farm Bureau; and Philip K. Davies and  
Frank Spellman, for themselves; interested  
parties.  
Raymond Toohy, for the Commission staff.

O P I N I O N

By this petition, as amended, California Trucking Association (CTA) seeks increases averaging approximately 15% in the rates and charges in Minimum Rate Tariff 8-A (MRT 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. Decision (D.) 92438 dated November 18, 1980 granted a partial interim surcharge increase of 5% pending hearing and final decision in this matter.

Public hearing was held before Administrative Law Judge Mooney at San Francisco on April 13 and 15, 1981, and the matter was submitted upon the filing of late-filed Exhibit 9 by CTA on April 24, 1981. Evidence was presented by the Special Assistant for Regulatory Affairs of CTA and by a transportation engineer and a rate expert of the Commission staff.

Presently MRT 8-A is subject to additional increases as described in surcharge Supplement 11 to the tariff. A surcharge of 14-1/2% applies on charges computed at rates subject to minimum weights of 4,000 pounds or more and a 12-3/4% surcharge applies on all other rates and charges with certain named exceptions.<sup>1/</sup> These surcharge amounts include the 5% interim increase ordered by D.92438 and fuel surcharges ordered by various decisions. CIA seeks cancellation of the supplement and the incorporation of these surcharges plus the additional increases it seeks directly into the tariff rates and charges. The staff concurs with this procedure, but differs on the volume of additional rate relief required.

Exclusive of increases granted periodically to offset increased fuel costs, the rates and charges in MRT 8-A were last generally adjusted by D.90612 dated July 21, 1979 in Case (C.) 5438 (Petition 120). The increases in direct costs that have occurred since then developed by CIA and the staff in their respective cost Exhibits 1 and 7 are identical. Those elements of direct expense that were updated in the two cost exhibits are:

1. Equipment fixed (historical) costs through 1979.
2. Equipment running and repair costs as of May 1980.
3. Labor and related costs as of July 1, 1981.

The basic difference between the two studies is the cost methods used. CIA has employed the Wage Cost Offset (WCO) procedure which assumes that indirect expense items have increased proportionately with increases in the direct costs and includes such increases in the cost calculations. The staff has used the Direct Wage Offset (DWO) procedure which holds indirect costs constant and gives no recognition to any possible changes in them.

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<sup>1/</sup> Supplement 12 to MRT 8-A increased the surcharge amounts by including additional fuel offset amounts and canceled Supplement 11 pursuant to D.93113 dated May 19, 1981 in C.5438 (Petition 121). This action was subsequent to the submission of the petition before us and is not included in our discussion of the issues.

The rates proposed by CTA are based on the WCO method plus a 4% addition for equipment capital cost. CTA contended 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 (Exhibit 2) reflecting recent increases in the costs of office equipment and supplies, office leasing and construction costs, communications and other utility costs, and salaries for clerical employees. CTA asserted 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 such costs constant or reduce them.

CTA presented a study on equipment fleet composition and costs (Exhibit 3). The study was based on a new 4-week field survey of approximately 40 MRT 8-A carriers. It concluded that the MRT 8-A datum plane and rate structure does not recapture the cost of carrier equipment and that the low rates have resulted in an aging of the fleets beyond the economically useful service life. CTA contended that a minimum 4% additional rate adjustment is required to cover the cost to carriers of purchasing and maintaining a modern fleet capacity co-equal with the needed public service.

The rates proposed by the staff are based on the DWO method plus a 2% addition for equipment capital cost. The staff's reasons for using the DWO method were Commission policy, the time since the date of the original study, and the reregulation study for MRT 8-A now in progress. The staff based its 2% allowance for equipment capital cost on its observation of the inadequate state of the composite carrier fleet in MRT 8-A service. It believes the 2% more adequately reflects the actual carrier cost than the 4% proposed by CTA in its study. The staff offered no evidence or study to support its belief.

Based upon this updated information, the staff recommended an additional increase of 6% over the 5% authorized by D.92483 in the rates and charges in MRT 8-A. The staff recommendation that 2% for equipment capital cost be added to the rates was made at the hearing and is not shown in its Rate Exhibit 8. At the close of the hearing, CTA offered to restate the staff rate proposal, including the 2%, in a late-filed exhibit. The staff agreed, and it was received in evidence as late-filed Exhibit 9.

In addition to the general increase of the rates and charges in MRT 8-A, CTA requested revision of the provisions of Item 150 dealing with the loading of banana shipments and the hiring of helpers. The present tariff language provides for the cost of banana loaders to be included in the base banana rate. CTA proposed that the cost of banana loading be removed from the base rate, and, if incurred by the carrier, be billed separately from the rate for transporting the banana shipments. CTA contended that such tariff revision would bring the rules in MRT 8-A into harmony with recent federal loading rules adopted under the Motor Carrier Act of 1980. At the hearing, the staff endorsed the Item 150 revisions sought by CTA. United Brands Company, a major banana importer, filed a motion supporting this CTA proposal.

Consistent with the removal of the loader cost, CTA proposed revision of the banana rates in Item 380 of MRT 8-A. The CTA proposal would establish new banana rates without the provision for loading. The staff agreed to the proposed form of a new Item 380, but suggested a lesser level of rates, taking into account the holddown in indirect expenses proposed for the remaining items in the tariff.

All parties agreed the proposals made will not significantly affect energy efficiency within the meaning of Public Utilities (PU) Code §§ 3502.1 and 3502.2.

Discussion

The record clearly establishes that most of the increases in the direct equipment fixed costs, equipment running and repair costs, and labor and related costs referred to above are now being experienced by MRT 8-A carriers; all will be effective by July 1, 1981; and none of these increases are now reflected in the cost datum plane on which the rates in the tariff are based. For the past several years, it has been the Commission's policy to apply the DWO method, advocated by the staff, in adjusting rates and charges in offset proceedings involving changes in direct costs such as the increases in issue. This procedure is appropriate in this proceeding.

The record also establishes that because of the considerable increases that have been continually occurring in the cost of new equipment, MRT 8-A carriers have not been replacing equipment because of the substantial capital or debt required, and this has resulted in a more than average aging of the total fleet dedicated to MRT 8-A hauling. Some relief to MRT 8-A haulers is warranted to help remedy this. We will adopt the CTA-recommended 4% allowance for equipment capital cost. We recognize that the CTA study of equipment costing for MRT 8-A carriers was, as pointed out by the staff, somewhat limited. However, this is the only documentary evidence we have before us on this issue, and it does show that some adjustment in the rates is necessary to provide carriers with needed capital for equipment replacement. While we have adopted the CTA recommendation in this proceeding, it is expected that any similar future proposals will be based on more thorough studies.

The revisions proposed by CTA in Item 150 of MRT 8-A and the revisions in the banana rates proposed by the staff in Item 388 of the tariff have been shown to be reasonable and will be adopted.

The additional increases we have adopted average approximately 8% and, including the 5% interim surcharge authorized by D.92483, the total of the average of the increases is approximately 13%. They are estimated to produce an annual revenue increase of approximately \$3,850,000.

All of the surcharges in Supplement 11 plus the additional increases authorized will be incorporated directly into the MRT 8-A rates and the charges subject to them. The additional fuel surcharges authorized by D.93113 will be stated separately in a new supplement to the tariff.

Findings of Fact

1. The minimum rates and charges in MRT 8-A were last permanently adjusted by D.90612 dated July 31, 1979. That decision and the rates ordered reflect cost levels as of July 1, 1979. Subsequently, surcharge increases to offset increased fuel costs have been added to the tariff by supplement.
2. CTA and the Commission staff have demonstrated that since July 1, 1979 for-hire carriers governed by MRT 8-A have incurred substantial increases in their costs of operations.
3. In Petition 127, CTA seeks cost offset increases in the rates and charges of MRT 8-A, generally averaging 15%.
4. On November 18, 1980 the Commission by D. 92438 granted interim rate relief to MRT 8-A carriers in the form of a 5% surcharge pending public hearing and final decision in Petition 127.
5. Increases in MRT 8-A, based upon measured cost changes, as developed using the DWO method presented by the staff in Exhibit 7, plus the 4% equipment capital cost developed by CTA in Exhibit 3, have been shown to be reasonable and necessary.
6. The revisions proposed for Item 150, as shown in CTA's Exhibit 6, plus the new banana rates in Item 380 of Exhibit 8 of the staff, have been shown to be reasonable and necessary.

7. The rates and charges referred to in Findings 5 and 6 and established by the ensuing order are just, reasonable, and non-discriminatory minimum rates for the transportation governed.

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

9. The increases in rates and charges authorized by this decision are justified, and are just and reasonable.

10. The following order has no reasonably foreseeable impact on the energy efficiency of highway carriers.

#### Conclusions of Law

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 PU Code §§ 460 and 461.5 and the Commission's tariff circular requirements only to the extent necessary to publish the tariff adjustments ordered.

3. Because the harvest season is commencing and there is an immediate need for rate relief, the effective date of this order should be the date on which it is signed, the revised rates and charges and the supplement should be made effective five days after, and required tariff publications should be authorized to be made effective five days after the date of the order on five days' notice.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 8-A (MRT 8-A) (Appendix B to D.85826, as amended) is further amended by incorporating, to become effective 5 days after today, the revised tariff pages and supplement contained in Appendix A, which is attached.
2. Common carriers subject to the PU Code, to the extent that they are subject also to D.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 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 not earlier than the effective date of this order and made effective 5 days after this date, on not less than 5 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 PU Code §§ 460 and 461.5 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 and to this order.

8. To the extent not granted, Petition 127 is denied.

9. The Executive Director shall serve a copy of the decision on every common carrier, or such carriers' authorized tariff publishing agents, performing transportation services subject to MRT 8-A.

10. The Executive Director shall serve a copy of each of the tariff amendments on each subscriber to MRT 8-A.

This order is effective today.

Dated JUN 2 1981, at San Francisco, California.

John E. Bryan  
President  
Richard D. ...  
Leonard ...  
Victor ...

Commissioners

Commissioner Priscilla C. Grow, being necessarily absent, did not participate in the disposition of this proceeding.

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

SUPPLEMENT		PAGE	
FOURTH	REVISED	PAGE	13
FOURTH	REVISED	PAGE	9
FOURTH	REVISED	PAGE	10
FIFTH	REVISED	PAGE	13
FIFTH	REVISED	PAGE	14
FOURTH	REVISED	PAGE	15
FOURTH	REVISED	PAGE	16
FOURTH	REVISED	PAGE	19
FOURTH	REVISED	PAGE	20
FOURTE	REVISED	PAGE	21
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FOURTH	REVISED	PAGE	45

(END OF APPENDIX A)

SURCHARGE SUPPLEMENT

SUPPLEMENT 13

(Cancels Supplement 12)

(Supplement 13 Contains All Changes)

TO

MINIMUM RATE TARIFF 8-A

NAMING

MINIMUM RATES AND RULES

FOR THE

TRANSPORTATION OF FRESH FRUITS,

FRESH VEGETABLES AND EMPTY

CONTAINERS OVER THE PUBLIC HIGHWAYS

BETWEEN POINTS IN THE STATE OF

CALIFORNIA AS DESCRIBED HEREIN

BY

HIGHWAY CONTRACT CARRIERS

AND

AGRICULTURAL CARRIERS

Decision No.

93155

EFFECTIVE

6/7/81

## APPLICATION OF SURCHARGE

Except as otherwise provided, compute the amount of charges in accordance with rates and rules in this tariff and increase the amount so computed as follows: (See Exception)

1. By two and one-half (2-1/2) percent on charges computed at rates subject to minimum weights of 4,000 pounds or more;
2. By two (2) percent on all other rates and charges.

For purposes of disposing of fractions under provisions hereof, fractions of less than one-half (1/2) cent shall be dropped and fractions of one-half (1/2) cent or greater shall be increased to the next higher whole cent.

EXCEPTION: The surcharge herein shall not apply to:

1. Item 50 - Depot allowance;
2. Items 70, 80, 90 and 100 - (Railhead-to-railhead charges only);
3. Items 110 and 120 - Accessorial Services;
4. Item 150 - Charges for Loading and Unloading;
5. Item 160 - Special Charges on Shipments Destined to Certain Produce Terminals;
6. Item 260 - Collect on Delivery (C.O.D.) Shipments;
7. Items 290, 300 and 310 - Charges for Produce Service Shipment, Split Delivery and Split Pickup;
8. Item 330 - Gross Weight (Charges resulting under paragraph (d)).

THE END

A Change, neither increase nor reduction, Decision No.

93155

72892

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. <b>93158</b></p>	
<p>EFFECTIVE <b>6/7/81</b></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;"><b>APPLICATION OF RATES</b></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="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">WHEN SHIPMENTS MOVES UNDER RATES SUBJECT TO MINIMUM WEIGHTS OF:</th> <th colspan="3" style="text-align: center;">DEDUCTIONS, IN CENTS PER 100 POUNDS EXCEPT AS SHOWN:</th> </tr> <tr> <td></td> <th colspan="3" style="text-align: center;">COLUMNS</th> </tr> <tr> <td></td> <th style="text-align: center;">(1)</th> <th style="text-align: center;">(2)</th> <th style="text-align: center;">(3)</th> </tr> </thead> <tbody> <tr> <td>Less than 2,000 pounds-----</td> <td style="text-align: center;">* 32</td> <td style="text-align: center;">* 7-3/4</td> <td style="text-align: center;">* 38</td> </tr> <tr> <td>2,000 but less than 4,000 pounds-----</td> <td style="text-align: center;">15-1/2</td> <td style="text-align: center;">7-3/4</td> <td style="text-align: center;">23-1/2</td> </tr> <tr> <td>4,000 but less than 10,000 pounds-----</td> <td style="text-align: center;">7-3/4</td> <td style="text-align: center;">7-3/4</td> <td style="text-align: center;">15-1/4</td> </tr> </tbody> </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 20 cents per 100 pounds, or less than the pickup and delivery rate, whichever is lower.</p> <p>3. DELIVERIES WITHIN A SINGLE MARKET AREA</p> <p>For the purpose of applying the rates in this tariff, multiple deliveries, not exceeding six in number, will be permitted within a single market area as defined in Item 340 and shall be deemed to be made to one consignee at one point of destination provided charges are paid by a single consignor or a single consignee.</p>	WHEN SHIPMENTS MOVES UNDER RATES SUBJECT TO MINIMUM WEIGHTS OF:	DEDUCTIONS, IN CENTS PER 100 POUNDS EXCEPT AS SHOWN:				COLUMNS				(1)	(2)	(3)	Less than 2,000 pounds-----	* 32	* 7-3/4	* 38	2,000 but less than 4,000 pounds-----	15-1/2	7-3/4	23-1/2	4,000 but less than 10,000 pounds-----	7-3/4	7-3/4	15-1/4
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4,000 but less than 10,000 pounds-----	7-3/4	7-3/4	15-1/4																						
60	<p style="text-align: center;"><b>APPLICATION OF COMBINATIONS OF RATES</b> (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. <b>93158</b></p>																								
	<p style="text-align: right;">EFFECTIVE <b>6/7/81</b></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;"><b>ALTERNATIVE APPLICATION OF SPLIT PICKUP UNDER RATES                  CONSTRUCTED BY USE OF COMBINATIONS WITH                  COMMON CARRIER RATES</b></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;"><b>ALTERNATIVE APPLICATION OF SPLIT DELIVERY UNDER RATES                  CONSTRUCTED BY USE OF COMBINATIONS WITH                  COMMON CARRIER RATES</b></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. <b>93258</b></p>	
<p>EFFECTIVE <b>6/7/81</b></p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,                  SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)
<p>◇ 110</p>	<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"> <li>(1) For loading carrier's equipment 9 cents per 100 pounds assessed on the weight on which transportation charges are computed (See Note);</li> <li>(2) For unloading carrier's equipment--charges provided in Item 150;</li> <li>(3) For C.O.D. services--charges provided in Item 260;</li> <li>(4) For other accessorial service--charges provided in Item 120;</li> <li>(5) Split pickup or split delivery shall not be accorded unless included in the common carrier rate (See Items 90 and 100 for exceptions).</li> </ol> <p>NOTE.--The charges for loading and/or unloading shall apply in all circumstances except:</p> <ol style="list-style-type: none"> <li>(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"> <li>(1) Paragraph (a) of Item 80, only the accessorial charges for unloading shall be assessed;</li> <li>(2) Paragraph (b) of Item 80, only the accessorial charges for loading shall be assessed; and</li> <li>(3) Paragraph (c) of Item 80, no charge for either loading and/or unloading shall be assessed.</li> </ol> </li> <li>(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.</li> <li>(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.</li> <li>(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.</li> </ol>
<p>115</p>	<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. <span style="font-size: 1.2em; font-weight: bold;">93155</span></p>
	<p style="text-align: right;">EFFECTIVE <span style="font-size: 1.2em;">6/7/81</span></p>
<p>Correction</p>	<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,        SAN FRANCISCO, CALIFORNIA.</p>



SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM												
<p style="text-align: center;"><b>ACCESSORIAL CHARGES</b></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;">970</td> <td style="text-align: center;">485</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;">128</td> <td style="text-align: center;">64</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--	970	485	(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)----	128	64	<p>◇ 120</p>
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<p style="text-align: center;"><b>ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</b></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;"><b>MINIMUM CHARGE</b></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 \$4.50.</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 \$5.65.</p>	◇ 140												
<p>◇ Increase, Decision No. <b>93155</b></p>													
<p>EFFECTIVE <b>6/7/81</b></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)																																																												
	<b>CHARGES FOR LOADING AND UNLOADING</b>																																																												
	<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, 2 and 3).</p> <p>¶2. The rates and charges named in Item 380 of this tariff include the services of a single carrier employee (driver) for loading and unloading. If services of helpers, lumpers or swampers are used to perform or assist in the performance of loading, or other accessorial service rendered under this tariff at the point of origin, the actual charge incurred therefor, plus thirty-five (35%) percent shall be billed directly to and collected from the debtor (See Notes 1 and 2).</p> <p>¶3. 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 4 and 5, 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 4 and 5 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 22 cents per 100 pounds, minimum additional charge 165 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>¶150 ¶NOTE 3.--Not applicable to shipments rated under the provisions of Item 380 (bananas).</p> <p>¶NOTE 4.--Apply the rates in this note to the actual weight of shipments unloaded by helpers as shown below:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="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="2"></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> <tr> <th colspan="2" style="text-align: left;">Shipments or component parts of shipments destined to points in:</th> <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> </thead> <tbody> <tr> <td style="text-align: left;">(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;">11-1/2</td> <td style="text-align: center;">10-1/2</td> <td style="text-align: center;">23-1/2</td> <td style="text-align: center;">32</td> <td style="text-align: center;">21</td> <td colspan="2" style="text-align: center;">19-3/4</td> </tr> <tr> <td style="text-align: left;">◇(b) Metropolitan Zones 201 through 262</td> <td style="text-align: center;">18</td> <td style="text-align: center;">28</td> <td style="text-align: center;">15</td> <td style="text-align: center;">15</td> <td style="text-align: center;">26</td> <td style="text-align: center;">39</td> <td style="text-align: center;">25</td> <td colspan="2" style="text-align: center;">20-1/2</td> </tr> <tr> <td style="text-align: left;">(c) All points not located in (a) or (b)</td> <td style="text-align: center;">5-3/4</td> <td style="text-align: center;">5-3/4</td> <td style="text-align: center;">5-3/4</td> <td style="text-align: center;">5-3/4</td> <td style="text-align: center;">5-3/4</td> <td style="text-align: center;">5-3/4</td> <td style="text-align: center;">5-3/4</td> <td style="text-align: center;">5-3/4</td> <td style="text-align: center;">5-3/4</td> </tr> </tbody> </table> <p>¶NOTE 5.--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:										350 4 390	360	380	400	350 4 390	360	380	400	Shipments or component parts of shipments destined to points in:		Under 150 Constructive Miles				150 Constructive Miles or more				(a) Metropolitan Zones 101 through 135	12	16	11-1/2	10-1/2	23-1/2	32	21	19-3/4		◇(b) Metropolitan Zones 201 through 262	18	28	15	15	26	39	25	20-1/2		(c) All points not located in (a) or (b)	5-3/4	5-3/4	5-3/4	5-3/4	5-3/4	5-3/4	5-3/4	5-3/4	5-3/4
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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. Date of pickup.</td> <td></td> </tr> <tr> <td>    6. Date of delivery.</td> <td></td> </tr> <tr> <td>    7. Weight picked up.</td> <td></td> </tr> <tr> <td>    8. Weight delivered.</td> <td></td> </tr> <tr> <td>    9. Description of commodities (kind and quantity).</td> <td></td> </tr> <tr> <td>(d) Weight of multiple shipment. (See Item 330)</td> <td></td> </tr> <tr> <td>(e) Such other information as may be necessary to an accurate determination of the applicable rate and charge.</td> <td></td> </tr> </table> <p>2. Freight Bill. A freight bill (either individual or manifest form) shall be issued by the carrier to the debtor for each shipment transported. Except with respect to intercarrier transactions and as hereinafter provided, only one freight bill shall be issued for each shipment transported and the carrier shall not apportion, prorate, or otherwise divide the freight charges between or among the consignor(s), consignee(s), or any other parties. For accessorial service not included in the rate for actual transportation, the carrier shall issue a freight bill to the consignor or consignee who requested or ordered such accessorial service. The freight bill shall show the following information: (See Note)</p> <table border="0"> <tr> <td>(a) The information required of shipping documents as set forth in paragraph 1 of this item, or in lieu thereof specific reference may be made to the shipping document covering the shipment in question.</td> <td></td> </tr> <tr> <td>(b) Rate and charge assessed.</td> <td></td> </tr> </table> <p>The form of shipping document in Item 450 will be suitable and proper.</p> <p>A copy of each shipping document, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for any transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p> <p>NOTE.--A single combined shipping document and freight bill may be issued provided that all the information required of each is included on the single document.</p>	(a) Name of carrier.	(h) Description of shipment (kind and quantity of commodities shipped).	(b) Name of debtor.	(i) Weight of shipment. (See Item 330). Not applicable to shipments rated under Item 430.	(c) Name of consignor.	(j) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.	(d) Name of consignee.		(e) Point of origin.		(f) Point of destination.		(g) Date of delivery.		(a) Name of carrier.		(b) Name of debtor.		(c) For each component part:		1. Name of party from whom received.		2. Name of party to whom delivered.		3. Point of origin.		4. Point of destination.		5. Date of pickup.		6. Date of delivery.		7. Weight picked up.		8. Weight delivered.		9. Description of commodities (kind and quantity).		(d) Weight of multiple shipment. (See Item 330)		(e) Such other information as may be necessary to an accurate determination of the applicable rate and charge.		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<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)										
200	<p style="text-align: center;"><b>PACKING REQUIREMENTS</b></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;"><b>RATES BASED ON VARYING MINIMUM WEIGHTS OR QUANTITIES</b></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;"><b>REFERENCES TO ITEMS AND OTHER TARIFFS</b></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>										
<p>◇ 230</p>	<p style="text-align: center;"><b>REFRIGERATION--ICING</b></p> <p>Commodities, as described in Item 40, for which rates in this tariff apply may be refrigerated by the shipper or his agent, or by the carrier, by means of vehicle or bunker icing, subject to the following conditions:</p> <p>(a) Transportation charges for the weight of the ice used shall be based on the rate from point of origin to point of destination applicable on the lowest rated commodity shipped.</p> <p>(b) Ice shall be furnished by or at the expense of the shipper.</p> <p>(c) Weight of the ice may be used to make up the applicable minimum weight.</p> <p>(d) When movement of carrier's equipment to ice plant is involved the following additional charges shall apply:</p> <table border="1" data-bbox="360 1252 1248 1468"> <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;">\$11.60</td> </tr> <tr> <td style="text-align: center;">20,000</td> <td style="text-align: center;">15.95</td> </tr> <tr> <td style="text-align: center;">30,000</td> <td style="text-align: center;">21.25</td> </tr> <tr> <td style="text-align: center;">43,000</td> <td style="text-align: center;">23.45</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	\$11.60	20,000	15.95	30,000	21.25	43,000	23.45
Minimum Weight (In Pounds)	Additional Charge (Per Shipment)										
10,000	\$11.60										
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<p>◇ Increase, Decision No. <b>93153</b></p>											
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MINIMUM RATE TARIFF 2-6

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM															
REFRIGERATION--MECHANICAL																	
Commodities as described in Item 60 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):																	
<table border="1"> <thead> <tr> <th colspan="2"><u>Constructive Miles</u></th> <th><u>Charge in Cents</u></th> </tr> <tr> <th><u>Over</u></th> <th><u>But Not Over</u></th> <th><u>Per 100 Pounds</u></th> </tr> </thead> <tbody> <tr> <td>0</td> <td>150</td> <td>2-3/4</td> </tr> <tr> <td>150</td> <td>350</td> <td>4</td> </tr> <tr> <td>350</td> <td>---</td> <td>6-1/2</td> </tr> </tbody> </table>		<u>Constructive Miles</u>		<u>Charge in Cents</u>	<u>Over</u>	<u>But Not Over</u>	<u>Per 100 Pounds</u>	0	150	2-3/4	150	350	4	350	---	6-1/2	
<u>Constructive Miles</u>		<u>Charge in Cents</u>															
<u>Over</u>	<u>But Not Over</u>	<u>Per 100 Pounds</u>															
0	150	2-3/4															
150	350	4															
350	---	6-1/2															
NOTE 1.--																	
(a) Mileages to be used in determining the minimum charge in connection with shipments transported under the provisions of Items 80, 90, 100, 300 or 310 shall be computed in the same manner as the mileage employed in determining the line-haul rate specifically named in this tariff.		◇ 240															
(b) The minimum charge applicable in connection with shipments moving under combinations of rates named in this tariff shall be determined under the provisions of Item 60.																	
(c) Minimum refrigeration charges shall be based on the actual weight of shipment.																	
NOTE 2.-- The charges provided in this item will not be applicable if the carrier is informed by the debtor at the time of or prior to the shipment that mechanical refrigeration service is not required, and the shipping document contains a statement to that effect.																	
NOTE 3.--The carrier shall not be liable for loss or damage due to spoilage on shipments transported without unusual delay when the debtor indicates that refrigeration service is not required.																	
◇ Increase, Decision No. <b>93158</b>																	
EFFECTIVE <b>6/7/81</b>																	
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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"><li>(a) The transportation charges for such consolidated shipment shall be paid by a single debtor;</li><li>(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;</li><li>(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;</li><li>(d) The composite shipment shall weigh (or transportation charges shall be computed upon a weight of) not less than 10,000 pounds;</li><li>(e) The deductions set forth in Item 50 shall not apply to shipments consolidated under the provisions of this exception.</li></ul>
No change on this page, Decision No. <b>93158</b>	
EFFECTIVE <b>6/7/81</b>	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;"><b>SHIPMENTS TRANSPORTED IN MULTIPLE LOTS</b> (Subject to Note)</p> <p>When a shipment is available to the carrier for immediate transportation at the time of the first pickup at a single point of origin, and the carrier is unable to pick up the entire shipment at one time, the following provisions shall apply in addition to other applicable rules and regulations:</p> <ol style="list-style-type: none"> <li>1. 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.</li> <li>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.</li> <li>3.             <ol style="list-style-type: none"> <li>a. If rated under the rates in this tariff, the entire shipment shall be picked up by the carrier within a period of 2 days computed from 12:01 a.m. of the date on which the first pickup commences, excluding Saturdays, Sundays and legal holidays.</li> <li>b. If rated under the provisions of Items 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"> <li>(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;</li> <li>(2) a 24-hour period computed from 12:01 a.m. of the date on which the initial pickup commences, when the shipment is loaded other than under the conditions specified in subparagraph (1) above.</li> </ol> </li> </ol> </li> <li>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.</li> </ol> <p>Any property separately picked up without complying with the foregoing provisions shall constitute a separate shipment and shall be subject to the rates, rules and regulations applicable thereto.</p> <p>NOTE.--Not applicable in connection with rates named in Section 3.</p>	280
<p>No change on this page, Decision No. <b>93155</b></p>	
	EFFECTIVE <b>6/7/81</b>
<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)																		
◇ 290	<p><b>PRODUCE SERVICE SHIPMENT</b>            (See Definition in Item 1?)</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><b>EXCEPTION 1.--</b>Add to the distance determined under the provisions of paragraph (a) above, 2 constructive miles for each point in excess of one located within:</p> <ul style="list-style-type: none"> <li>(a) a single metropolitan zone, or</li> <li>(b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or</li> <li>(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.</li> </ul> <p><b>EXCEPTION 2.--</b>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> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul> <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><b>NOTE 1.--</b>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 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;">Charge for Each Component Part in Cents</th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But Not Over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">590</td> </tr> <tr> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">1140</td> </tr> <tr> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">1585</td> </tr> <tr> <td style="text-align: center;">10,000</td> <td></td> <td style="text-align: center;">1745</td> </tr> </tbody> </table> <p><b>NOTE 2.--</b>See Item 50, paragraph 3, for deliveries within a single market area.  <b>NOTE 3.--</b>Not applicable in connection with rates named in Section 3.</p>	Weight of Component Part (In Pounds)		Charge for Each Component Part in Cents	<u>Over</u>	<u>But Not Over</u>		0	2,000	590	2,000	4,000	1140	4,000	10,000	1585	10,000		1745
Weight of Component Part (In Pounds)		Charge for Each Component Part in Cents																	
<u>Over</u>	<u>But Not Over</u>																		
0	2,000	590																	
2,000	4,000	1140																	
4,000	10,000	1585																	
10,000		1745																	
	◇ Increase, Decision No. <b>93155</b>																		
	EFFECTIVE: <b>6/7/81</b>																		
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																		



MINIMUM RATE TABLE 8-A

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM																		
<b>SPLIT DELIVERY</b>																			
<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 one located within:</p>																			
<p>(a) a single metropolitan zone, or</p>																			
<p>(b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or</p>																			
<p>(c) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction.</p>																			
<p>EXCEPTION 2.--In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p>																			
<p>1. Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups.</p>																			
<p>2. Between 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 colspan="2" style="text-align: center;">Weight of Component Part (In Pounds)</th> <th style="text-align: center;">Split Delivery 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;">590</td> </tr> <tr> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">1140</td> </tr> <tr> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">1585</td> </tr> <tr> <td style="text-align: center;">10,000</td> <td></td> <td style="text-align: center;">1745</td> </tr> </tbody> </table>	Weight of Component Part (In Pounds)		Split Delivery Charge for Each Component Part in Cents	Over	But Not Over		0	2,000	590	2,000	4,000	1140	4,000	10,000	1585	10,000		1745	<p>◇ 300</p>
Weight of Component Part (In Pounds)		Split Delivery Charge for Each Component Part in Cents																	
Over	But Not Over																		
0	2,000	590																	
2,000	4,000	1140																	
4,000	10,000	1585																	
10,000		1745																	
<p>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.</p>																			
<p>◇ Increase, Decision No. <b>93155</b></p>																			
<p>EFFECTIVE: <b>6/7/81</b></p>																			
Correction	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,          SAN FRANCISCO, CALIFORNIA.</p>																		

ITEM	SECTION 1--RULES OF GENERAL APPLICATION (Continued)																		
	<p><b>SPLIT PICKUP</b></p> <p>The rate for the transportation of a split pickup shipment shall be determined and applied as follows, subject to Notes 1 and 2:</p> <p>(a) Distance rates shall be determined by the distance to point of destination from that point of origin which produces the shortest distance via the other point or points of origin. (See Exceptions 1 and 2.)</p> <p><b>EXCEPTION 1.--</b>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><b>EXCEPTION 2.--</b>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 miles, 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><b>NOTE 1.--</b>In addition to the rate for transportation, the following additional charges shall be assessed for split pickup service:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Weight of Component Part (In Pounds)</th> <th style="text-align: center;">Split Pickup Charge for Each Component Part in Cents</th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But Not Over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">590</td> </tr> <tr> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">1140</td> </tr> <tr> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">1585</td> </tr> <tr> <td style="text-align: center;">10,000</td> <td></td> <td style="text-align: center;">1745</td> </tr> </tbody> </table> <p><b>NOTE 2.--</b>Not applicable in connection with rates named in Section 3.</p>	Weight of Component Part (In Pounds)		Split Pickup Charge for Each Component Part in Cents	<u>Over</u>	<u>But Not Over</u>		0	2,000	590	2,000	4,000	1140	4,000	10,000	1585	10,000		1745
Weight of Component Part (In Pounds)		Split Pickup Charge for Each Component Part in Cents																	
<u>Over</u>	<u>But Not Over</u>																		
0	2,000	590																	
2,000	4,000	1140																	
4,000	10,000	1585																	
10,000		1745																	
◇ 310	<p>◇ Increase, Decision No. <b>93155</b></p>																		
	EFFECTIVE <b>6/7/81</b>																		
	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																		
Correction																			

MINIMUM RATE TARIFF C-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					
Ovr	But Not Over		2,000	4,000	10,000	20,000	30,000	(1) 43,000
0	3	176	113	92	60	42	36	29
3	5	177	114	94	61	43	37	30
5	10	180	115	98	63	46	40	33
10	15	183	117	102	66	50	43	37
15	20	186	118	105	69	54	46	40
20	25	189	119	109	71	57	49	43
25	30	193	121	113	74	60	52	46
30	35	194	123	115	77	63	55	50
35	40	196	124	116	80	67	59	53
40	45	197	125	118	83	70	62	57
45	50	199	127	120	87	73	66	60
50	60	201	131	123	93	78	73	67
60	70	204	134	125	99	85	78	74
70	80	208	138	129	105	90	84	78
80	90	212	142	132	109	93	87	81
90	100	217	147	135	113	96	90	84
100	110	221	151	137	116	99	93	87
110	120	224	155	140	119	102	96	89
120	130	229	160	143	123	104	101	92
130	140	234	164	146	125	107	104	95
140	150	238	168	149	129	110	107	98
150	160	241	171	152	132	113	110	101
160	170	244	172	155	134	116	113	104
170	180	247	175	158	137	119	116	107
180	190	250	177	161	141	122	118	110
190	200	253	181	164	143	125	121	113
200	220	258	185	169	150	132	125	119
220	240	264	192	176	155	138	131	124
240	260	270	196	182	161	144	138	129
260	280	275	202	188	167	150	142	135

◇ 350

(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 380.

(1) Subject to the provisions of Item 370.

◇ Increase, Decision No. **93155**

EFFECTIVE **6/7/81**

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, 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	(2) 43,000		
◇ 350	280	300	281	207	194	173	156	147	141	
	300	325	287	215	203	182	165	156	149	
	325	350	299	224	212	191	174	167	157	
	350	375	307	234	221	200	184	176	166	
	375	400	316	245	231	211	194	186	174	
	400	425	326	255	241	221	204	196	188	
	425	450	336	265	252	231	214	207	191	
	450	475	345	275	262	241	224	217	198	
	475	500	354	285	271	251	234	226	208	
	500	525	363	296	282	262	245	237	218	
	525	550	367	306	293	272	255	247	226	
	550	575	374	315	303	281	265	258	237	
	575	600	382	323	313	291	275	269	247	
	600	625	390	339	321	300	286	278	257	
	625	650	397	341	329	309	296	287	266	
	650	675	405	350	338	318	305	297	274	
	675	700	413	359	347	326	315	306	284	
	For each 25 miles or fraction thereof, add to the rate for 700 miles:			8	9	9	9	9	9	9
	(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.										
◇ Increase, Decision No. <b>93158</b>										
EFFECTIVE <b>6/7/81</b>										
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 Suesy 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		
Over	MILES But Not Over	Any Quantity	Minimum Weight In Pounds			
			2,000	4,000	10,000	20,000
0	3	180	116	94	60	38
3	5	182	117	95	61	40
5	10	185	119	98	64	44
10	15	188	120	102	67	48
15	20	192	121	106	69	53
20	25	195	123	109	72	57
25	30	199	124	113	74	61
30	35	201	125	116	79	65
35	40	203	128	118	84	69
40	45	205	132	121	89	73
45	50	207	135	123	93	76
50	60	212	139	127	102	84
60	70	216	142	132	111	92
70	80	220	149	137	119	98
80	90	223	154	143	123	104
90	100	228	159	148	127	109
100	110	232	164	153	131	114
110	120	236	169	158	136	119
120	130	241	173	163	140	124
130	140	245	178	168	144	129
140	150	250	183	172	149	134
150	160	254	187	176	153	138
160	170	257	191	180	157	142
170	180	261	195	183	161	146
180	190	265	199	187	165	150
190	200	269	203	191	169	154
200	220	276	211	198	176	161
220	240	283	218	206	184	169
240	260	291	225	214	193	175
260	280	298	233	222	201	183
(Continued)						
◇ Increase, Decision No.		93158				
EFFECTIVE						6/7/81
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

◇  
360

ITEM	SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)						
	FRUITS, MUSHROOMS, NUTS AND VEGETABLES, viz.:						
	Berries		Lacks		Peppers		
	Cauliflower		Lettuce, other than iceberg		Prickly Pears		
	Chop Suey Mix		Mushrooms		Romaine		
	Cucumbers, Hot House		Onions, green		Shallots		
	Endive		Oliva		Spinach		
	Escarolo		Oyster Plant (Gaisify)		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
◇ 360	280	300	307	238	230	209	191
	300	325	318	250	241	220	200
	325	350	330	265	254	233	209
	350	375	344	279	267	246	218
	375	400	357	291	280	259	226
	400	425	370	305	293	272	235
	425	450	383	318	306	287	244
	450	475	396	331	319	298	253
	475	500	410	345	332	312	262
	500	525	423	358	345	325	270
	525	550	436	371	358	338	279
	550	575	449	384	370	351	288
	575	600	462	397	383	364	296
	600	625	474	410	396	377	306
	625	650	487	422	408	390	316
650	675	500	435	419	402	323	
675	700	512	447	431	414	331	
	For each 25 miles or fraction thereof, add to the rate for 700 miles:		9	9	9	9	9
	(Concluded)						
◇ Increase, Decision No. <b>93158</b>							
EFFECTIVE <b>6/7/81</b>							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							
Correction							

MINIMUM RATE TARIFF 2-A

SECTION 2--DISTANCE COMMODITY RATES (Continued)		ITEM										
<p><b>MULTIPLE TRUCKLOAD WEIGHTS</b></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. <b>93153</b></p>												
		EFFECTIVE <b>6/7/81</b>										
<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		
0180	BANANAS (See Note)					
	Minimum Weight 43,000 Pounds, subject to the provisions of Item 370.					
	0	3	23	190	200	98
	3	5	24	200	220	104
	5	10	26	220	240	110
	10	15	29	240	260	116
	15	20	31	260	280	122
	20	25	33	280	300	128
	25	30	36	300	325	135
	30	35	38	325	350	143
	35	40	39	350	375	153
	40	45	41	375	400	◇ 163
	45	50	43	400	425	◇ 173
	50	60	47	425	450	◇ 183
	60	70	51	450	475	◇ 193
	70	80	55	475	500	◇ 203
	80	90	59	500	525	◇ 213
	90	100	63	525	550	◇ 223
	100	110	67	550	575	◇ 233
	110	120	71	575	600	◇ 243
120	130	75	600	625	◇ 253	
130	140	79	625	650	◇ 263	
140	150	83	650	675	273	
150	160	86	675	700	283	
160	170	89	For each 25 miles or fraction thereof, add to the rate for 700 miles:		◇ 10	
170	180	92				
180	190	95				
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 Hueneke.						
◇ Increase ) ◇ Reduction, except as noted ) Decision No. <b>93158</b>						
EFFECTIVE <b>6/7/81</b>						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						



SECTION 2--DISTANCE COMMODITY RATES (Continued)						ITEM
CITRUS FRUITS, viz.:						◇ 390
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	25	140	150	87	
3	5	27	150	160	90	
5	10	28	160	170	93	
10	15	30	170	180	97	
15	20	32	180	190	100	
20	25	34	190	200	103	
25	30	36	200	220	109	
30	35	39	220	240	116	
35	40	41	240	260	123	
40	45	44	260	280	128	
45	50	47	280	300	135	
50	60	52	300	325	143	
60	70	57	325	350	152	
70	80	62	350	375	161	
80	90	65	375	400	169	
90	100	69	400	425	177	
100	110	73	425	450	186	
110	120	75	450	475	195	
120	130	79	475	500	204	
130	140	84		(1)		
(1) For distances exceeding 500 miles apply rates in Item 350.						
◇ Increase, Decision No. <b>93153</b>						
EFFECTIVE <b>6/7/81</b>						
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.					
	MILES		RATES	MILES		RATES
	Over	But Not Over		Over	But Not Over	
	0	3	25	190	200	103
	3	5	27	200	220	109
	5	10	28	220	240	116
	10	15	30	240	260	123
	15	20	32	260	280	128
	20	25	34	280	300	135
	25	30	36	300	325	143
	30	35	39	325	350	152
	35	40	41	350	375	161
	40	45	44	375	400	169
◇ 400	45	50	47	400	425	177
	50	60	52	425	450	186
	60	70	57	450	475	195
	70	80	62	475	500	204
	80	90	65	500	525	213
	90	100	69	525	550	221
	100	110	73	550	575	229
	110	120	75	575	600	237
	120	130	79			
	130	140	84			
	140	150	87			
	150	160	90			
	160	170	93			
	170	180	97			
	180	190	100			
				For each 25 miles or fraction thereof, add to the rate for 600 miles:		8
◇ Increase, Decision No. <b>93156</b>						
EFFECTIVE <b>6/7/81</b>						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

MINIMUM RATE TARIFF S-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.								
MILES		RATES IN CENTS PER PACKAGE						430
		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	24½	20	16½	14	
		15	25	25	21½	19	15	
		25	40	40	33	25	20	
		40	60	55	38	34	27	
		60	100	61	50	44	35	
35	60	0	15	27	24½	20½	17	
		15	25	31	26	22½	19½	
		25	40	47	36	32	26	
		40	60	62	47	41	36	
		60	100	75	62	50	47	
60	80	0	15	31	27	24½	22½	
		15	25	34	28	26	24½	
		25	40	50	40	39	37	
		40	60	65	49	46	41	
		60	100	81	66	54	51	
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.								
MILES		MINIMUM WEIGHT IN POUNDS				440		
		Any Quantity	2,000	4,000	10,000			
Over	But Not Over							
0	3	167	99	73	44			
3	5	168	100	74	46			
5	10	169	104	75	47			
10	15	170	105	78	48			
15	20	171	106	80	49			
20	25	172	109	82	51			
25	30	173	110	83	52			
30	35	175	112	85	53			
35	40	177	115	86	56			
40	--	178	118	88	57			
♦ Increase, Decision No. <b>9315S</b>								
EFFECTIVE <b>6/7/81</b>								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								
Correction								