

ORIGINAL

Decision No. 46021

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment of rates, rules and regulations for the transportation of property by radial highway common carriers and highway contract carriers between, and by city carriers within, the cities of Oakland, Alameda, Albany, Berkeley, Emeryville and Piedmont.)

Case No. 4108

In the Matter of the Investigation and Establishment of rates, charges, classifications, rules, regulations, contracts and practices of East Bay Drayage and Warehouse Co., et al., between the cities of Oakland, Alameda, Albany, Berkeley, Emeryville and Piedmont.)

Case No. 4109

SUPPLEMENTAL OPINION AND ORDER

Minimum rates for drayage operations within and between East Bay cities are set forth in City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A. Special rates and charges, lower than the normal drayage rates and charges, are named in Item No. 1070-C thereof for drayage service between vessel carrier terminals, on the one hand, and warehouses and industries having railroad spur track facilities, on the other. These special charges were designed to be equivalent to the charges applicable in connection with railroad switching service. In the latter service, the aggregate charges are those for the railroad switching operation plus carloading and car unloading charges at the docks, piers or wharves. Item No. 1070-C specifically names a rate of 59 cents per ton, minimum charge \$12.83 per shipment. This is the factor of the total charge corresponding to the railroad switching charges. By an appropriate further provision Item No. 1070-C adopts the carloading and unloading charges set forth in the tariffs of the

Marine Terminal Association and of the Port of Oakland by reference to those tariffs.

By joint petitions filed May 23, 1951, the Draymen's Association of Alameda County and the Pacific Motor Tariff Bureau propose that the 59-cent rate be increased to 60 cents and that the minimum charge of \$12.83 be increased to \$13.09. Petitioners also propose that carloading and unloading charges in San Francisco Bay Carloaders' Bureau Tariff No. 1-C, FMBT No. 2 be adopted by reference to that tariff.

The verified petition shows that railroad switching rates and charges were raised to the level here proposed on April 4, 1951; that, when switching rates were adjusted in prior instances, corresponding adjustments were made in the drayage rates; and that the sought increase in drayage charges is necessary to restore the long-standing equality of aggregate charges in railroad and drayage operations. The verified petition also shows that the terminal tariffs referred to in Item No. 1070-C do not apply for movements involving direct transfer between ship and open car, and that the Carloaders' Bureau Tariff covers such movements.

Interested parties have been notified of the proposed adjustments. No objections have been offered. In the circumstances, the sought adjustment of the minimum rates and the inclusion of the additional tariff references are justified. Since the item involved was last changed the rates of the carloaders and unloaders in the Marine Terminal Association tariff referred to in Item No. 1070-C have been transferred to a new tariff. The reference to that tariff will be changed accordingly.

A public hearing is not necessary.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A (Appendix "A" of Decision No. 41362 as amended) be and it is hereby further amended by

Item No.	SECTION NO. 4 - SPECIAL COMMODITY RATES		
	FREIGHTInhaul and Shipping		
	BETWEEN	AND	CHARGE
*1070-D Cancels 1070-C	Water Carriers' Docks, Piers or Wharves	Warehouses and industries directly served by Railroad Spur Track Facilities	(1) ◊ 60 cents per ton, minimum charge ◊ \$13.09 per shipment, plus the carloading charge on shipments transported from water carriers' docks, piers, or wharves, or car unloading charge on shipments transported to water carriers' docks, piers or wharves. (See Note 1)
	<p>(1) Charge includes inside pickup and delivery not to exceed eight feet beyond the vehicle. Where pickup or delivery exceeds eight feet and is less than thirty-five feet beyond the vehicle, an additional charge of 75 cents per ton shall be made. Charge includes pickup and delivery in the same condition as when received, with respect to sorting. If any additional sorting, segregation or piling is performed, an additional charge of 40 cents per ton with a minimum charge of \$1.97 per hour per man shall be made.</p> <p>NOTE 1-*(a) Carloading and car unloading charges on shipments transported from or to the docks, piers or wharves operated by Emcal Terminal, Howard Terminal and the Port of Oakland shall be the charges applicable at such docks, piers or wharves as published in Marine Terminal Association of Central California Terminal Tariff No. 1-A, F.M.B.T. No. 1 of H. C. Cantelow, Agent, or Port of Oakland Tariff No. 1 and amendments to and reissues of said publications. For rates applicable from ship direct to open car, or open car direct to ship, apply the charges for this service as published in San Francisco Bay Carloaders Tariff Bureau Tariff No. 1-C, F.M.B.T. No. 2 and amendments to and reissues of said publication.</p> <p>(b) Carloading and car unloading charges on shipments transported from or to docks, piers or wharves other than those covered by paragraph (a) shall be the lowest charge provided in any of the tariffs referred to in paragraph (a).</p>		
<p>*Change) ◊Increase) Decision No. 46021</p>			
EFFECTIVE SEPTEMBER 4, 1951			
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 58</p>			

incorporating therein, to become effective September 4, 1951, Fourth Revised Page 44 cancels Third Revised Page 44, which page is attached hereto and by this reference made a part hereof.

IT IS HEREBY FURTHER ORDERED that tariff publications required or authorized to be made by common carrier respondents in Case No. 4109 as a result of this order may be made effective on not less than five (5) days' notice to the Commission and to the public.

In all other respects the aforesaid Decision No. 41362, as amended, shall remain in full force and effect.

The effective date of this order shall be twenty (20) days after the date hereof.

Dated at San Francisco, California, this 31st day of July, 1951.

P. J. [Signature]
Justus F. Galen
Harold A. Hild
[Signature]
[Signature]
[Signature]
Commissioners