

Decision No. 47110

**ORIGINAL**

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

City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A provides minimum rates for drayage operations within and between East Bay cities. Item No. 1070-E thereof names special rates and charges, lower than the normal drayage rates and charges, for drayage service between vessel carrier terminals, on the one hand, and warehouses and industries having railroad spur track facilities, on the other hand. This special basis was established to provide rate parity between drayage and rail switching service in connection with interstate and foreign traffic moved through the terminals. The drayage rates have been adjusted from time to time as the interstate rail rates have been changed. The last adjustment of the drayage rates was made by Decision No. 46137 of August 26, 1951. It increased the rate from 60 to 62½ cents per ton and the minimum charge from \$13.09 to \$13.60.

By petition filed April 23, 1952, the Draymen's Association of Alameda County and the Pacific Motor Tariff Bureau propose that the rate of 62½ cents be increased to 67.85 cents and that the minimum charge of \$13.60 be increased to \$14.75.

Item No.	SECTION NO. 4 - SPECIAL COMMODITY RATES	
	FREIGHT .....Inhaul and Shipping	
	BETWEEN	AND CHARGE
*1070-F Cancels 1070-E	Water Carriers' Docks, Piers or Wharves	Warehouses and industries directly served by Railroad Spur Track Facilities (1) 067.85 cents per ton, minimum charge 0\$14.75 per shipment, plus the carloading charge on shipments transported from water carriers' docks, piers, or wharves, or car unloading charge on shipments trans- ported to water car- riers' 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 78 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 Encinal 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>	
	*Change ◇ Increase	) Decision No. 47110
EFFECTIVE JUNE 2, 1952		
<p>Issued by the Public Utilities Commission of the State of California,          San Francisco, California.          Correction No. 66</p>		

The verified petition shows that the interstate railroad switching charges were increased, effective May 2, 1952, to the level here proposed for the corresponding drayage service; and that the sought increase in the drayage basis is necessary in order to restore rate equality.

Interested parties have been notified of the proposed adjustment. No objections have been offered. In the circumstances, the sought adjustment of the minimum rates is justified. 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 incorporating therein, to become effective June 2, 1952, Sixth Revised Page 44 cancels Fifth Revised Page 44, which page is attached hereto and by this reference made a part hereof.

IT IS HEREBY FURTHER ORDERED that tariff publications to be made by common carrier respondents in Case No. 4109 pursuant to 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 5th day of May, 1952.

[Signature]  
 President

[Signature]  
 Commissioner

[Signature]  
 Commissioner

[Signature]  
 Commissioner