

Decision No. 52476

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into the rates, rules, regulations, charges, allowances and practices of all common carriers, highway carriers and city carriers, relating to the transportation of property in the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Monterey, Napa, Santa Clara, Santa Cruz, San Benito, San Mateo, Solano and Sonoma.

Case No. 5441

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-F thereof names special rates and charges, lower than the normal rates and charges, for drayage service between vessel carrier terminals and warehouses and industries having railroad spur track facilities. This special basis was established to provide rate equality between drayage and rail switching service in connection with traffic moved through the terminals. The drayage rates have been adjusted from time to time as the rail rates have been changed. The last adjustment was made by Decision No. 47110 of May 5, 1952, which authorized the present rate of 67.85 cents per ton and the minimum charge of \$14.75 per shipment.

The rate of 67.85 cents per ton is composed of a base railroad switching rate of 59 cents per ton plus a 15 percent surcharge authorized by Decision No. 49290, 53 Cal.P.U.C. 4 (1953). By Decision No. 52285, dated November 29, 1955, the California railroads were authorized to eliminate the percentage increases and to incorporate the surcharge into the rates,¹ Incorporating the

¹ Similar authority has been granted by the Interstate Commerce Commission in Ex Parte No. 175, Increased Freight Rates, 1951, on October 17, 1955.

15 percent surcharge into the rate and disposing of fractions results in a railroad switching rate of 68 cents per ton.

An increase in the corresponding drayage rate from 67.85 cents to 68 cents per ton is necessary in order to restore rate equality. A public hearing is not necessary.

Therefore, good cause appearing,

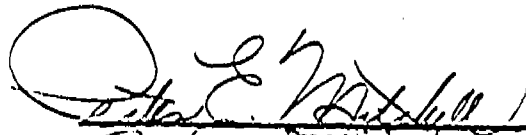
IT IS HEREBY ORDERED that City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A (Appendix "A" of Decision No. 41362 as amended) be and it is hereby further amended by incorporating therein, to become effective February 15, 1956, Seventh Revised Page 44 cancels Sixth Revised Page 44, which page is attached hereto and by this reference made a part hereof.

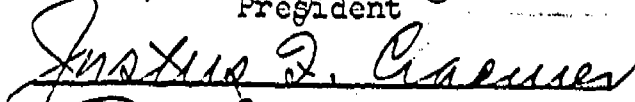
IT IS HEREBY FURTHER ORDERED that tariff publications to be made by common carriers pursuant to this order may be made effective on not less than five days' notice to the Commission and to the public.

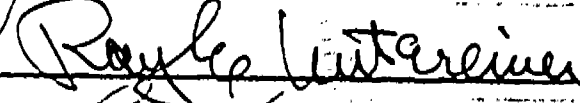
In all other respects the aforesaid Decision No. 41362, as amended, shall remain in full force and effect.

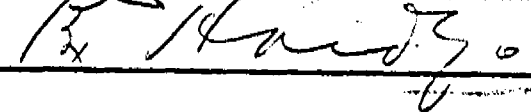
The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 16th day of January, 1956.



President






Commissioners

Item No.	SECTION NO. 4 - SPECIAL COMMODITY RATES		
	FREIGHTInhaul and Shipping		
	BETWEEN	AND	CHARGE
*1070-G Cancels 1070-F	Water Carriers' Docks, Piers or Wharves	Warehouses and industries directly served by Railroad Spur Track Facilities	(1) ◊. 68 cents per ton, minimum charge \$14.75 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 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. 52476		
EFFECTIVE FEBRUARY 15, 1956			
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 163			