

Decision No. 53715

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)	Case No. 5437
to the transportation of sand, rock,)	
gravel and related items (com-)	
modities for which rates are pro-)	
vided in Minimum Rate Tariff No. 7).)	

SUPPLEMENTAL OPINION AND ORDER

Decision No. 52952 of April 24, 1956, in this proceeding, established, effective May 15, 1956, general distance tonnage rates for the transportation of property in dump truck equipment within Northern Territory.¹ The rates in question are set forth in Item No. 130 of Minimum Rate Tariff No. 7. There are three scales of rates subject to minimum weights of 8, 18 and 23 tons, respectively. The 18 and 23-ton rates, in order to protect the per-trip revenue, are restricted to apply only when the minimum weight is transported in one unit of equipment at one time. Under these provisions, the 8-ton rate scale is the only one that can be used by 2 or 3-axle trucks; the 18-ton rate scale is used by 4-axle semitrailer units; and the 23-ton scale is used by 5-axle hopper bottom and transfer semitrailer units.

Upon receiving informal representations from carriers and shippers concerning the effect of the new rates, the Commission's transportation rate staff made a further field investigation. The staff investigation disclosed that on jobs where hopper equipment

¹ Northern Territory consists of all of the counties in California except Santa Barbara, Ventura, Los Angeles, Orange, San Diego, Imperial, Riverside, San Bernardino, Inyo and Mono.

cannot be used it is a shipper practice in making contract bids to estimate the cost of delivering material to a job site on the basis of the 18-ton scale. However, in some cases the shipper is unable to secure sufficient equipment of the 4-axle semitrailer type or larger to handle the traffic. In order to meet some deadlines it has been necessary for the shipper to employ 3-axle trucks and absorb the difference in transportation charges. For the lengths of haul commonly encountered by the 3-axle truck and the 4-axle semitrailer units of equipment, the 3-axle truck can deliver approximately as many tons per hour to a job site as the 4-axle semitrailer. However, for greater distances, the 3-axle truck is unable to meet the performance of the 4-axle semitrailer unit. The 3-axle equipment has been employed at the new tonnage rates only rarely if at all. Much 3-axle equipment has been idle while construction jobs were plentiful and operators of 4 and 5-axle equipment were unable to supply the demand.

Based upon these conditions, the Commission staff prepared a proposed exhibit setting forth staff conclusions and recommendations. The recommendation is made that the present eight-ton scale of rates be cancelled and that the minimum weight provision of the existing eighteen-ton scale of rates be reduced to eight tons.

The staff exhibit was distributed on July 30, 1956, to interested parties for study and comment. The California Dump Truck Owners Association, Inc., California Trucking Associations, Inc., and several individual carriers and shippers urge adoption of the staff recommendation. Two carriers offered objection. Other parties did not respond.

Upon consideration of the facts and circumstances the Commission concludes and finds as a fact that the aforesaid changes proposed by its staff will result in just, reasonable and non-discriminatory minimum rates.


Therefore, good cause appearing,

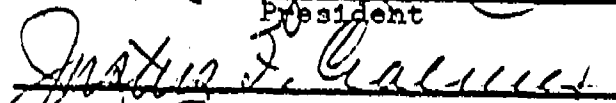
IT IS HEREBY ORDERED that Minimum Rate Tariff No. 7 (Appendix "A" of Decision No. 32566 as amended) be and it is hereby further amended by incorporating therein, to become effective October 1, 1956, Ninth Revised Page 8 Cancels Eighth Revised Page 8, which page is attached hereto and by this reference made a part hereof.

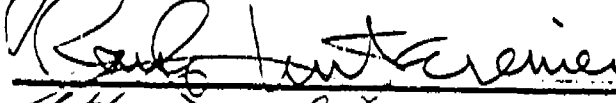
In all other respects said Decision No. 32566, as amended, shall remain in full force and effect.


This order shall become effective twenty days after the date hereof.


Dated at San Francisco, California, this 14th day of September, 1956.



President








Commissioners

30	31	155	123	106
31	32	155	126	109
32	33	155	129	111
33	34	155	132	114
34	35	155	135	116
35	37	173	140	121
37	39	173	145	125
39	40	173	150	129
40	41	191	150	129
41	43	191	155	134
43	45	191	160	139
45	50	208	172	150
50	55	228	184	160
55	60	244	196	170
60	65	261	208	180
65	70	279	220	190
70	75	296	232	200
75	80	314	244	210
80	85	332	255	220
85	90	350	266	230
90	95	368	277	240
95	100	384	288	250
100	<u>X</u>			
<u>X</u> Add to rate for 100 miles for each 5 miles or fraction thereof		18	11	10

- (1) Rates do not apply on commodities described in Item No. 146.
(2) Rates apply only as follows:
(a) From a commercial producing plant, a railhead, or a distributing yard (See Items Nos. 10 and 11); or
(b) To a cement, ceramic or glass factory, a hot plant, a distributing yard, or a railhead (See Items Nos. 10 and 11).
(3) Rates are subject to Item No. 96.
(4) Except as otherwise provided in Item No. 96, the minimum weight must be transported in one unit of equipment at one time.

* Change)
& Reduction) Decision No. **53715**

EFFECTIVE OCTOBER 1, 1956

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 533