

ORIGINAL

Decision No. 54540

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
(Petition No. 23)

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-G 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. 52476 of January 16, 1956, which authorized the present rate of 68 cents per ton and the minimum charge of \$14.75 per shipment.

By Petition for Modification No. 23, as amended, the Draymen's Association of Alameda County proposes that the special switching charge be increased to 76 cents per ton, and the minimum charge per shipment to \$16.42, to correspond to the present switching rates on interstate shipments. In I.C.C. Ex Parte 196-A, effective March 7, 1956, the rail interstate switching rates were raised from

68 cents to 72 cents per ton. In I.C.C. Ex Parte 206 emergency increases, effective December 28, 1956, the rate was raised to 76 cents per ton and the minimum charge was increased to \$16.42 per shipment. To keep the drayage rate for this service on a parity with the rail interstate switching rate, the proposed increases with respect to these rates will be granted.

Petitioner also requests that the minimum charge named in Item No. 1070-G for additional sorting, segregating, or piling be increased from \$1.97 per hour per man to \$3.75 per hour per man to make this accessorial charge the same as the accessorial charge provided in Item No. 90-D of the tariff. In the amended petition, it is pointed out that when these rates were put into effect in City Carriers' Tariff No. 2 - Highway Carriers' Tariff No. 1 the two charges were the same and based on identical costs. Since that time, according to petitioner, although the general accessorial charge, now in Item No. 90-D, was increased from time to time to reflect increased costs, similar increases were not always sought in the corresponding charge now appearing in Item No. 1070-G. It appears that the parity of these charges should be restored.

It has come to our attention that Port of Oakland Tariff No. 1 referred to in Item No. 1070-G of the tariff has been superseded by Port of Oakland Tariff No. 2. Item No. 1070-G will be amended accordingly.

It appears, and the Commission finds, that the proposed increased rates and charges are reasonable. 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

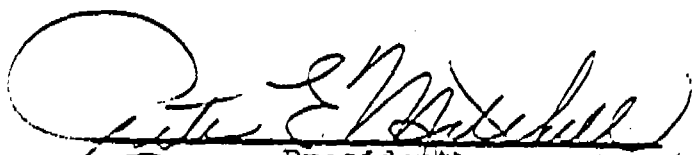
therein, to become effective April 1, 1957, Eighth Revised Page 44 Cancels Seventh Revised Page 44, which page is attached hereto and by this reference made a part hereof.

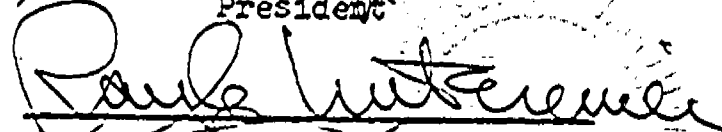
IT IS HEREBY FURTHER ORDERED that tariff publications to be made by common carriers pursuant to this order may be made effective on not less than five days' notice to the Commission and to the public.


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

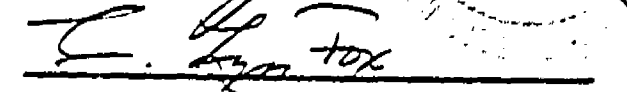
The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 19th day of February, 1957.



President






Commissioners

Item
No.

SECTION NO. 4 - SPECIAL COMMODITY RATES

FREIGHTInhaul and Shipping

BETWEEN AND CHARGE

Water Carriers' Docks, Piers or Wharves	Warehouses and industries directly served by Railroad Spur Track Facilities	(1) 0. 76 cents per ton, minimum charge 0\$16.42 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)
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*1070- H
Cancels
1070- G

(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 0\$3.75 per hour per man shall be made.

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. 2 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 Bureau Tariff No. 1-C, F.M.B.T. No. 2 and amendments to and reissues of said publication.

(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).

*Change)
 0 Increase) Decision No. 54540

EFFECTIVE APRIL 1, 1957

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 San Francisco, California.
 Correction No. 172