

Decision No. 56512

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
(Petition for Modification
No. 28)

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-I thereof contains a rate for certain drayage service between vessel carrier terminals, on the one hand, and warehouses and industries having railroad spur track facilities, on the other hand.

Inasmuch as there is little intrastate vessel traffic from or to the East Bay cities, virtually all of the movements under the tariff item in question are interstate or foreign in character. Although shipments by railroads in switching service are governed by the Interstate Commerce Commission, the local highway movements are not regulated by the Interstate Commerce Commission and are, hence, subject to the jurisdiction of this Commission.

This special rate contained in Item No. 1070-I was established to provide rate equality between drayage and rail switching service, and is lower than otherwise would be applicable. The drayage rates have been adjusted from time to time as the rail interstate switching charges have been changed. The last adjustment was made by Decision No. 55960 of December 16, 1957, which authorized the current rate of 81 cents per ton and the minimum charge of \$17.52 per shipment.

By Petition for Modification No. 28, the California Trucking Associations, Inc., asks that the special drayage rate be

increased to 85 cents per ton, and the minimum charge per shipment to \$18.40, to correspond to the present switching rates on interstate rail shipments which became effective February 15, 1958. The sought increase would reestablish the parity between the drayage rate and the rail interstate switching rate.

It appears, and the Commission finds, that the proposed increased rates and charges will be reasonable minimum rates and charges. A public hearing is not necessary.

Therefore, good cause appearing,

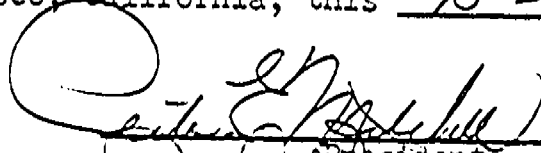
IT IS ORDERED that City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A (Appendix "A" of Decision No. 41362, as amended) is hereby further amended by incorporating therein, to become effective May 19, 1958, Tenth Revised Page 44 Cancels Ninth Revised Page 44, which page is attached hereto and by this reference made a part hereof.

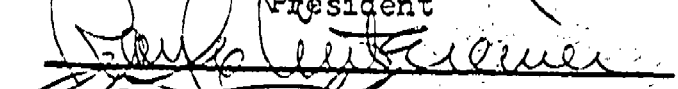
IT IS FURTHER ORDERED that tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the effective date hereof on not less than five days' notice to the Commission and the public, and that such required tariff publications shall be made effective not later than May 19, 1958.

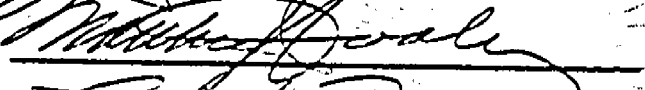
In all other respects the aforesaid Decision No. 41362, as amended, shall remain in full force and effect.

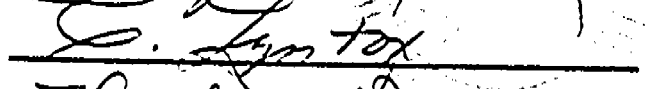
The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 15th day of April, 1958.



President






Theodore Jenner
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)	.085 cents per ton, minimum charge of \$18.40 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)
*1070 -J Cancels 1070- I	(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 \$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 Tariff 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) Increase)	Decision No. 56512	
EFFECTIVE MAY 19, 1958			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 177			