

ORIGINAL

Decision No. 69971

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 motor vehicles and)
related items (commodities for which)
rates are provided in Minimum Rate)
Tariff No. 12).)

Case No. 5604
Petition for Modification
No. 15
(Filed June 3, 1965)
(Amended August 9, 1965)

OPINION AND ORDER

By this petition, California Trucking Association seeks to have the split pickup, split delivery and intermediate application provisions of Minimum Rate Tariff No. 12 amended to reflect changes in the concept of mileage determination.¹ Petitioner requests that all common carriers be directed to establish in their respective tariffs such modifications as may be prescribed by the Commission in this proceeding, including relief from the long- and short-haul provisions of Section 460 of the Public Utilities Code.

Petitioner proposes that, in computing the distance for a split pickup or split delivery shipment, 2 constructive miles shall be added to the distance determined for each point in excess of one located in a single metropolitan zone, or a single incorporated city or community, including the extended area of such city or community, when the points are not within a metropolitan zone. It also proposes that the point-to-point rates between San Francisco and

¹ The split pickup, split delivery and intermediate application provisions are set forth in Items Nos. 130, 140 and 410 of Minimum Rate Tariff No. 12.

Los Angeles Territories be made to apply at all points within the pickup and delivery limits of mileage basing points when the authorized highway route passes through such mileage basing points and lower charges result than those otherwise accruing under the distance rates.

According to petitioner, the tariff provisions in question were established when Distance Table No. 4 was in effect. Petitioner states that Distance Table No. 5, now applicable, contains several important changes in structure and concept² and asserts that such changes should be reflected in Minimum Rate Tariff No. 12 for purposes of tariff simplification.

Copies of the petition and amendment were served upon shipper associations, various chambers of commerce and other interested parties on or about June 2 and August 6, 1965, respectively. The petition and amendment were listed on the Commission's Daily Calendar of June 4 and August 11, 1965, respectively. No objection to the granting of the petition, as amended, has been received.

In the circumstances, it appears, and the Commission finds, that petitioner's proposal is reasonable and justified by transportation conditions and that the resulting minimum rates will be just, reasonable and nondiscriminatory minimum rates for the transportation involved. A public hearing is not necessary. The Commission concludes that the petition, as amended, should be granted.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 12 (Appendix A of Decision No. 50218, as amended) is further amended by incorporating therein,

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By Decision No. 67566, effective August 29, 1964, Minimum Rate Tariff No. 12 was amended to provide for the use of Distance Table No. 5 in determining distance rates.

to become effective December 25, 1965, Sixth Revised Page 9, Sixth Revised Page 10 and Fourth Revised Page 20, attached hereto and by this reference made a part hereof.

2. Tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order on not less than ten days' notice to the Commission and to the public and such tariff publications shall be made effective not later than December 25, 1965; and the tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

3. Common carriers, in establishing and maintaining the rules authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rules published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

4. In all other respects said Decision No. 50218, 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 16th day of November, 1965.

Fredrick B. Heblhoff
President
George J. Crowder
Walter J. ...
William W. ...

Commissioners

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SPLIT PICKUP</p> <p>The charge for transportation of a split pickup shipment (as defined in Item No. 15) shall be the charge applicable under rates in Item No. 400 or 410, or any combination of said rates, for transportation of a single shipment of the same number of motor vehicles, computed on one of the following bases: (Subject to Notes 1 and 2.)</p> <p>§(a) Distance rates shall be determined by the distance from point of origin to that point of destination which produces the shortest distance via the other point or points of origin. (See Exceptions 1 and 2)</p> <p>EXCEPTION 1.--Add to the distance determined under the provisions of paragraph (a) above, 2 constructive miles for each point in excess of one located within:</p> <ul style="list-style-type: none"> (a) a single metropolitan zone, or (b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or (c) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction. <p>EXCEPTION 2.--In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <ul style="list-style-type: none"> (a) Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups. (b) Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones. <p>(b) Under point-to-point rates, point of destination and all points of origin must be located within the territories between which the point-to-point rates apply, or located between said territories on a single authorized route.</p> <p style="text-align: center;">**</p>	<p>§130</p>

NOTE 1.--An additional charge of \$2.15 shall be made for each component part picked up.

NOTE 2.--The provisions of this item shall not apply and each component part shall be rated as a separate shipment under other provisions of this tariff:

- (a) If split delivery service is accorded.
- (b) Unless at the time of or prior to the first pickup a single bill of lading or other shipping document shall have been issued for the composite shipment and the carrier shall have been furnished with written instructions showing the name and address of the consignor, the points of origin, the point of destination, and a description of the motor vehicles in each component part.

Change.
** Paragraph (c) eliminated } Decision No. 69971

EFFECTIVE DECEMBER 25, 1965

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

Correction No. 44

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SPLIT DELIVERY</p> <p>The charge for transportation of a split delivery shipment (as defined in Item No. 15) shall be the charge applicable under rates in Item No. 400 or 410, or any combination of said rates, for transportation of a single shipment of the same number of motor vehicles, computed on one of the following bases: (Subject to Notes 1 and 2.)</p> <p>∅(a) Distance rates shall be determined by the distance from point of origin to that point of destination which produces the shortest distance via the other point or points of destination. (See Exceptions 1 and 2)</p> <p>EXCEPTION 1.--Add to the distance determined under the provisions of paragraph (a) above, 2 constructive miles for each point in excess of one located within:</p> <ul style="list-style-type: none"> (a) a single metropolitan zone, or (b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or (c) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction. <p>EXCEPTION 2.-- In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <ul style="list-style-type: none"> (a) Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups. (b) Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones. <p>(b) Under point-to-point rates, point of origin and all points of destination must be located within the territories between which the point-to-point rates apply, or located between said territories on a single authorized route.</p> <p style="text-align: center;">**</p>	<p style="text-align: right;">∅140</p>

NOTE 1.--An additional charge of \$2.15 shall be made for each component part delivered.

NOTE 2.--The provisions of this item shall not apply and each component part shall be rated as a separate shipment under other provisions of this tariff:

- (a) If split pickup service is accorded.
- (b) Unless at the time of or prior to the tender of the shipment a single bill of lading or other shipping document shall have been issued for the composite shipment and the carrier shall have been furnished with written instructions showing the name and address of each consignee, the point of origin, the points of destination, and a description of the motor vehicles in each component part.

∅ Change)
** Paragraph (c) eliminated) Decision No. **69971**

EFFECTIVE DECEMBER 25, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 45

SECTION NO. 3 - RATES (Concluded)					Item No.	
POINT-TO-POINT RATES IN DOLLARS PER VEHICLE (1)						
BETWEEN	AND	Number of Motor Vehicles Per Shipment				6410
Los Angeles Territory	San Francisco Territory	1	2	3	4 or more	
		\$67.00	\$60.25	\$55.50	\$51.50	
<p>Ø (1) If charges accruing under rates in this item, applied on shipments from, to or between points intermediate between the Los Angeles and San Francisco Territories via routes shown in Section 4, are lower than charges accruing under the Distance Rates in Item No. 400, on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one mile on either side of the highway and at all points located within incorporated cities or within the pickup and delivery limits of mileage basing points through which the highway route passes.</p>						
<p>Ø Change, Decision No. 69971</p>						
EFFECTIVE DECEMBER 25, 1965						
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>						
Correction No. 46						