

ORIGINAL

Decision No. 70287

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
National Motor Freight Traffic
Association, Inc., Agent, for and
on behalf of certain highway common
carriers and express corporations,
for authority to make various re-
visions in National Motor Freight
Classification A-8 and its Califor-
nia Supplement.)

Application No. 48137
(Filed December 21, 1965)

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 any and all commodities between and
within all points and places in the
State of California (including, but
not limited to, transportation for
which rates are provided in Minimum
Rate Tariff No. 2).)

Case No. 5432
(Petition for Modification
No. 401)
(Filed December 21, 1965)

And Related Matters)

Cases Nos. 5435, 5439, 5440,
5441, 5603 and 7858
(Petitions for Modification
Nos. 71, 40, 30, 98, 25
and 11 respectively)
(Filed December 21, 1965)

OPINION AND ORDER

Various common carriers participate in National Motor Freight Classification A-8(CAL) as governed by National Motor Freight Classification A-8, hereinafter referred to as the Governing Classification, for class ratings and other provisions. Also, various Commission minimum rate tariffs are subject to the class ratings and/or other provisions of such classification.

By Application No. 48137, National Motor Freight Traffic Association, Inc., Agent, seeks authority, on behalf of such common carriers, to publish various revisions in the Governing Classification.¹ By the above petitions, California Trucking Association seeks to have the ratings and other provisions in the Governing Classification similarly revised to govern the minimum rates, rules and regulations in various Commission minimum rate tariffs.² Petitioner requests that all common carriers be directed to establish in their respective tariffs such modifications as may be prescribed by the Commission in these proceedings, including relief from the long- and short-haul provisions of Section 460 of the Public Utilities Code.

Applicant and petitioner, hereinafter referred to as applicants, state that the Governing Classification is periodically revised to meet the changing needs of commerce. Applicants allege that the procedures available to shippers and carriers to initiate such revisions, to participate in their disposition and to protect their interests are generally known to the carriers and shippers. Applicants aver that the sought revisions have been authorized by the National Classification Board after due process, including public hearings in California and other locations, and are now generally effective for tariffs covering areas other than California, and that such revisions, if authorized, would permit maintenance of uniformity of classification provisions between California and the balance of the nation.

¹ The changes (other than ratings) are set forth in Exhibits A and C; and the related ratings, in Exhibits B and D, all attached to the application.

² The tariffs are Minimum Rate Tariffs Nos. 1-B (East Bay Drayage), 2 (General Commodities Statewide), 5 (Los Angeles Drayage), 9-B (San Diego Drayage), 10 (Cement Statewide), 11-A (Uncrated New Furniture Statewide), City Carriers' Tariff No. 1-A (San Francisco Drayage) and Exception Ratings Tariff No. 1.

A review of applicants' requested revisions indicates that they pertain principally to (1) format of classification; (2) correction of publishing errors and omissions; (3) clarification of existing descriptions of articles; and (4) establishment of specific ratings for newly designed or manufactured articles. Such changes are within the framework of the criteria heretofore announced by this Commission.³

Applicants suggest, to protect the interests of all parties, that the effective date of any order issued herein should be thirty days after the date of this decision. This will provide ample opportunity for any interested party to advise applicants and the Commission concerning those items which may require separate and further consideration, without unduly delaying the effectiveness of the great body of classification changes which, applicants assert, are necessary and desirable, and concerning which there is no question or dispute.

Copies of the application and petitions were mailed to various chambers of commerce, shipper organizations, carrier representatives and other interested parties on or about December 21, 1965. The application and petitions were listed on the Commission's Daily Calendar of December 22, 1965. No objection to the granting of the application and petitions has been received.

³ See Decision No. 68324 in Case No. 5432, et al., 63 Cal.P.U.C. 728, and Decision No. 68711 in Case No. 5432, et al., 64 Cal.P.U.C. 146.

In the circumstances, it appears, and the Commission finds, that:

1. The proposed classification revisions set forth in Application No. 48137 are reasonable and, to the extent that said ratings, rules and regulations will result in increases, such increases are justified.

2. The proposed ratings, rules and regulations which applicant will be authorized to establish, except to the extent that said ratings, rules and regulations are different from and are superseded by present exceptions contained in the respective minimum rate tariffs and the governing exception sheet, are suitable to govern the minimum rates established by the Commission.

3. The rates and charges resulting from the application of the aforesaid ratings, rules and regulations are, and for the future will be, the just, reasonable and nondiscriminatory minimum rates for the transportation of property by city carriers and highway carriers subject to the applicable minimum rate tariffs.

Based on the above findings, the Commission concludes that the proposed classification changes set forth in Application No. 48137 should be authorized, and that such ratings, rules and regulations should be adopted and approved to govern the minimum rates established by the Commission. The Commission further concludes that participating common carriers in applicant's National Motor Freight Classification A-8 and A-8(CAL) should be authorized to depart from the provisions of Article XII, Section 21 of the Constitution of the State of California and Section 460 of the

Public Utilities Code, to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations. The order which follows will be made effective thirty days after the date hereof and the earliest effective date of the tariff publications involved shall be March 15, 1966.

IT IS ORDERED that:

1. National Motor Freight Traffic Association, Inc., Agent, on behalf of participating common carriers in National Motor Freight Classification A-8 (CAL) as governed by National Motor Freight Classification A-8, is authorized to establish and publish the classification ratings, rules and regulations set forth in Application No. 48137 to become effective not earlier than March 15, 1966, ✓ on not less than ten days' notice to the Commission and to the public.

2. The classification ratings, rules and regulations authorized herein are approved and adopted as the just, reasonable and nondiscriminatory ratings, rules and regulations to govern the minimum rates, rules and regulations promulgated by the Commission in City Carriers' Tariff No. 1-A, Minimum Rate Tariff No. 1-B, Minimum Rate Tariff No. 2, Minimum Rate Tariff No. 5, Minimum Rate Tariff No. 9-B, Minimum Rate Tariff No. 10 and Minimum Rate Tariff No. 11-A.

3. Tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than March 15, 1966, on not less than ten days' notice to the Commission and to the public; 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 March 15, 1966, and may be made effective on not less than ten days' notice to the Commission and to the public if filed within sixty days of the effective date of the tariff publications authorized in Ordering Paragraph 1 hereof.

4. The classification ratings, rules and regulations authorized to be established by Ordering Paragraph 1 hereof are authorized to be made applicable also for the transportation of:

- (a) Commodities for which minimum rates have not been established, or
- (b) Commodities which are subject to higher rates than, or more restrictive provisions than, the minimum rates or provisions otherwise applicable.

5. Any provisions concurrently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in City Carriers' Tariff No. 1-A, Minimum Rate Tariff No. 1-B, Minimum Rate Tariff No. 2,

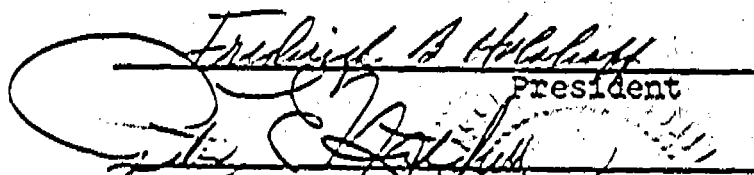
A. 48137, C. 5432, Pet. 401, et al. - se

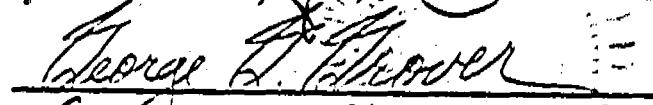
Minimum Rate Tariff No. 5, Minimum Rate Tariff No. 9-B, Minimum Rate Tariff No. 10 and Minimum Rate Tariff No. 11-A, are authorized to be maintained in connection with the ratings, rules and regulations authorized and directed to be established herein.

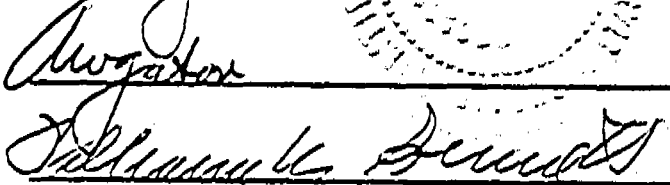
6. Common carriers, in establishing and maintaining the ratings, rules and regulations authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding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

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

Dated at San Francisco, California, this 25th day of January, 1966.



President


George H. Hoover


Commissioners