

ORIGINAL

Decision No. 70686

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 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. 415
(Filed April 4, 1966)

OPINION AND ORDER

San Francisco Warehouse Co., a corporation, operates as a highway common carrier of general commodities between points within the San Francisco-East Bay Cartage Zone and between San Francisco and San Jose and intermediate points. By Decision No. 69143, dated May 25, 1965, in Case No. 5432 (Petition for Modification No. 378), it was authorized to publish a rate of 7½ cents per 100 pounds, minimum weight 89,600 pounds, for the transportation of rice, in bulk, in mobile sea vans furnished by the shipper from San Francisco to Oakland and Alameda, subject to certain other specified conditions. This rate is lower than the established minimum rate and is published to expire with May 31, 1966. Petitioner now seeks authority to continue to publish this rate beyond that date.

Petitioner alleges that it has sustained a wage increase of \$0.80 per day for drivers since the effective date of Decision No. 69143, supra, but that the effect of this increase has been offset by an increase in the weight of rice transported in the sea vans. Petitioner further alleges that this transportation has been substantial and profitable and the conditions under which it is performed continue to be favorable.

Petitioner states that the shipper, Grosjean Rice Milling Co., has a need for the proposed service. Petitioner asserts that it would lose this profitable business unless the currently authorized rate continues to be made available to this shipper and the loss of this traffic would have an adverse effect upon its over-all operations.

Revenue and expense data submitted by petitioner indicate that the transportation has been profitable and reasonably may be expected to be profitable in the future.

The certificate of service shows that copies of the petition were mailed to Draymen's Association of San Francisco and California Trucking Association on April 1, 1966. The petition was listed on the Commission's Daily Calendar of April 5, 1966. No objection to its being granted has been received.

In the circumstances, it appears, and the Commission finds, that the proposed rate is reasonable for the transportation involved. A public hearing is not necessary. The Commission concludes that the petition should be granted. However, as the conditions surrounding the transportation may change, this authority will be made to expire with May 31, 1967.

In view of the impending expiration date of the current authority, the order which follows will be made effective on May 26, 1966.

IT IS ORDERED that:

1. San Francisco Warehouse Co., a corporation, is authorized to publish and file, to expire with May 31, 1967, a rate of 7½ cents per 100 pounds, minimum weight 89,600 pounds, for the transportation of rice, in bulk, from San Francisco to Oakland and Alameda subject to the following conditions:

(a) Rate applies only on shipments of rice, in bulk, in Mobile Sea Vans furnished by the shipper.

(b) Shipments must be tendered to carrier in Mobile Sea Vans subject to a minimum weight of 44,800 pounds per Mobile Sea Van.

- (c) The weight of the Mobile Sea Van will not be used in determining the weight of the shipment nor the charges thereon.
- (d) Rate includes movement of the empty Mobile Sea Van from Oakland or Alameda to San Francisco for loading.
- (e) Carrier will not furnish any loading or unloading service and such service is not included in the rate.
- (f) Rate subject hereto may not be used in combination with any other rate.
- (g) Rate will apply only to shipments having a further movement by water transportation in interstate or foreign commerce.

2. Tariff publications authorized to be made as a result of the order herein may be made effective not earlier than five days after the effective date of this order on not less than five days' notice to the Commission and the public.

The effective date of this order shall be May 26, 1966.

Dated at San Francisco, California, this 10th day of May, 1966.

Frederick B. Holdhoff
President

George E. Hoover

Augusta

William W. Stewart
Commissioners

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