

ORIGINAL

Decision No. 70767

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 petroleum and petroleum products in)
bulk (commodities for which rates are)
provided in Minimum Rate Tariff No. 6-A.)

Case No. 5436
(Petition for Modifi-
cation No. 75)
(Filed May 2, 1966)

INTERIM OPINION AND ORDER

Decision No. 69529, dated August 10, 1965, in Case No. 5436 (Petition for Modification No. 69) authorized a 10 percent allowance from the otherwise applicable mileage rates on shipments of asphalt and road oil in bulk in tank trucks and tank trailers when such shipments are delivered after certain hours.¹ The allowance was experimental in nature. To allow interested shippers and carriers time to evaluate the effects of this tariff revision, it was made subject to an expiration date of July 1, 1966.

By this petition, California Trucking Association seeks to extend the expiration date of the aforementioned allowance to December 31, 1966. Petitioner requests that all common carriers be authorized to establish in their respective tariffs such modifications as may be prescribed in the Commission's order in this proceeding, including relief from the long- and short-haul provisions of Section 460 of the Public Utilities Code.

¹
These provisions are published in Item No. 70 of Minimum Rate Tariff No. 6-A.

Petitioner asserts that the discussions between shippers and carriers concerning this, and other possible revisions in the tariff, have not been concluded. Petitioner alleges that such extension will benefit, and is supported by, both shippers and carriers.

Copies of the verified petition were mailed to various shipper organizations and carrier representatives on or about April 29, 1966. The petition was listed on the Commission's Daily Calendar of May 3, 1966. No objection to the granting of the petition has been received.

In the circumstances, it appears, and the Commission finds, that the extension of the expiration date, as proposed, is justified. The Commission concludes that the petition should be granted.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 6-A (Appendix A of Decision No. 67154, as amended) is further amended by incorporating therein to become effective July 1, 1966, First Revised Page 9-A 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 fifth day after the effective date of this order on not less than five days' notice to the Commission and to the public and such tariff publications shall be made effective not later than July 1, 1966; and 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 fifth day after the effective date of this order, and may be made effective on not less than five 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 page incorporated in this order.

3. Common carriers, in establishing and maintaining the rule 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 rule 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 Decision No. 67154, 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 24th day of May, 1966.

Frederick B. Holliff
President
John E. Mitchell
George L. Grover
Margaret
Commissioners

SECTION NO. 1--RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">ALLOWANCE FOR DELIVERY AFTER HOURS</p> <p>1. Except as set forth under paragraph 2, when consignee elects to unload, at destination points, on Sundays and legal holidays or between the hours of 5:00 p.m. and 8:00 a.m. on other days, the following allowance may be made by carrier for this extra service, viz. (see Note 1):</p> <p>(a) An allowance of \$1.50 per hour, not to exceed \$3.00, may be made by carrier for the time required to unload. No payment shall be made when the accrued allowance is less than \$1.00. Fractions of an hour shall be computed to the nearest 6 minutes.</p> <p>(b) All receipts for unloading must show the time when unloading was commenced and when unloading was completed, and the allowance due thereunder may be paid directly by the carrier to the consignee on each load so unloaded.</p> <p>(E)2. Subject to the provisions of Note 2, shipments of Asphalt and Road Oil will be subject to rates of 90% of the mileage rates otherwise applicable for transportation when such shipments are ordered before 4:00 p.m. and are loaded, transported and delivered to bulk storage facilities all within the following periods of time:</p> <p>(a) Between 4:00 p.m. and 2:00 a.m. Monday through Friday.</p> <p>(b) Between 4:00 p.m. Friday and 2:00 a.m. the following Monday.</p> <p>NOTE 1.--When unloading is commenced during hours when allowance is not accorded and is completed under the provisions of this item, the allowance may be made only on the portion of the time covered by this item.</p> <p>NOTE 2.--The provisions of this rule are applicable only on shipments consigned to destinations located within 100 constructive miles of the point of origin or of the Group Basing Point whichever is applicable.</p>	670
<p>06 (E) Expires with December 31, 1966.</p> <p>∅ Change) ◇ Increase) Decision No. 70767 ⊕ Reduction)</p>	

EFFECTIVE JULY 1, 1966

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

Correction No. 40

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