

ORIGINAL

Decision No. 71691

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Western Motor Tariff)
Bureau, Inc. under the Shortened)
Procedure Tariff Docket for and on)
behalf of California Motor Express)
Ltd. and California Motor Transport)
Co. to become participants in a)
rule providing for special provi-)
sions for delay time which will)
result in increase provisions over)
those presently applicable.)

Shortened Procedure
Tariff Docket
Application No. 48843
(Filed October 6, 1966)

OPINION AND ORDER

By this application, Western Motor Tariff Bureau, Inc., seeks authority to publish, on behalf of California Motor Express Ltd. and California Motor Transport Co., rules providing for assessment of charges for delays to motor-truck equipment, which occur prior to the commencement of loading and/or unloading operations.¹

According to applicant, the above carriers presently provide for delays to motor-truck equipment formulated on time occurring between the commencement and completion of the actual loading or unloading service. Applicant states that the carriers involved have found that many times they are called upon to have equipment available prior to the commencement of loading or unloading operations but that such equipment must sit idly by until the shipper or consignee is able to commence loading or unloading operations.

¹

The proposed rules are contained in Items Nos. 175 and 252 of Western Motor Tariff Bureau, Inc., Agent, Local, Joint and Proportional Freight and Express Tariffs Nos. 109, 111, Cal. P.U.C. Nos. 13 and 15, respectively.

Applicant proposes generally to apply the same charges for delays to equipment, which occur prior to commencement of loading or unloading operations, as now apply for delays that occur after commencement of such services. Applicant also proposes that these charges generally apply when the period of time between tender and actual placement of carrier's equipment exceeds 30 minutes and such delays are due to the shipper's and/or consignee's inability to accept the carrier's equipment for actual placement. Applicant avers that the proposed provisions are necessary in order that traffic involving the aforementioned delays will not become a burden on other traffic.

Applicant asserts that increases resulting from the establishment of the proposed rules would not increase the California intrastate gross revenue of the carriers involved by as much as one percent.

The application was listed on the Commission's Daily Calendar of October 7, 1966. No objection to the granting of the application has been received.

In the circumstances, it appears, and the Commission finds, that increases resulting from the publication of the rules as proposed in the application are justified. A public hearing is not necessary. The Commission concludes that the application should be granted.

IT IS ORDERED that:

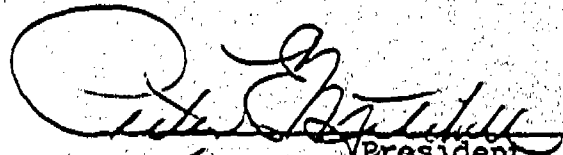
1. Western Motor Tariff Bureau, Inc., is hereby authorized to publish rules for delay time in loading and/or unloading on behalf of the carriers named herein as proposed in the application.

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

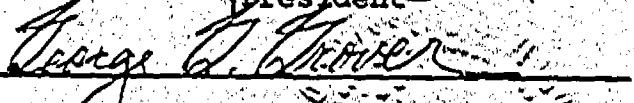
3. The authority herein granted shall expire unless exercised within ninety days after the effective date of this order.

This order shall become effective twenty days after the date hereof.

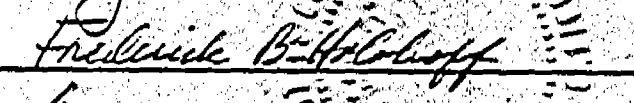
Dated at San Francisco, California, this 13th day of December, 1966.



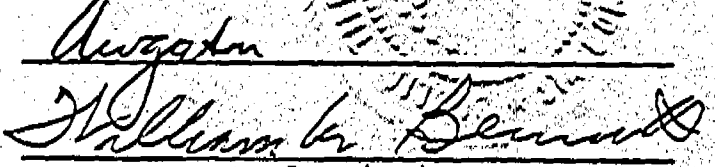
President



Frederick B. Holbrook



Alexander



Commissioners