

ORIGINALDecision No. 71717

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of Western Motor Tariff Bureau,
Inc., a Corporation, for permission
to establish a uniform re-delivery
rule on behalf of certain of its
member carriers.

Application No. 48508
(Filed May 26, 1966)

Arlo D. Poe and W. J. Knoell, for Western Motor
Tariff Bureau, Inc., applicant.
Kenneth C. Delaney, for Los Angeles Chamber of
Commerce; A. E. Norrbom, for Traffic Managers
Conference of Calif.; John T. Reed, for
California Manufacturers Assn., interested
parties.
J. M. Jenkins and J. C. Matson, for the Commission
staff.

O P I N I O N

By this application, Western Motor Tariff Bureau, Inc., seeks authority on behalf of the highway common carriers who are parties to its Local, Joint and Proportional Freight and Express Tariff No. 111, Cal. P.U.C. No. 15,^{1/} to publish a uniform rule relating to charges for redelivery of a shipment. Concurrently, applicant seeks authority to cancel nine presently different rules pertaining to this subject.

Public hearing on the application was held before Examiner Turpen at Los Angeles on October 24, 1966. Testimony in support of the proposal was offered by applicant's general manager. No one protested granting of the application.

The witness explained that over the past several years as carriers have become parties to Tariff No. 111, whatever rules they

1/ Hereinafter sometimes referred to as Tariff No. 111.

may have had pertaining to redelivery have been transferred directly without change, from other tariffs in which these carriers participated, resulting in a variety of different rules and charges, and in the case of some carriers no rule. Cancellation of the present rules and adoption of a uniform rule will result in both increases and reductions. Increases result where carriers have no rule at present, or have a rule many years old with charges based on conditions and costs as existed a number of years ago.

The rule provides for assessment of charges when the carrier tenders a shipment for delivery to the consignee and such delivery cannot be accomplished through no fault of the carrier. The proposed charges are in cents per 100 pounds and are the same as the 4th class rates for under 30,000 pounds, 5th class for 30,000 pounds and Class D for 40,000 pounds, all for the distance 0 to 3 miles.

The witness explained that redelivery is expensive to the carrier and is similar to a short haul where the 0 to 3 mile rates are applicable. He said that nearly all common carriers throughout the country have such a rule.

The record clearly shows, and the Commission finds, that the proposed rule and charges are reasonable, and the resultant increases are justified. We conclude that the application should be granted.

O R D E R

IT IS ORDERED that:

1. Western Motor Tariff Bureau, Inc., is authorized to amend its Local, Joint and Proportional Freight and Express Tariff No. 111, Cal. P.U.C. No. 15, by establishing the tariff rules and charges set

forth in Appendix "A", as amended, of Application No. 48508, and by cancelling Items Nos. 340, 345, 346, 347, 350, 355, 360, 370 and 429 of that tariff.

2. The tariff publications herein authorized shall be made on not less than thirty days' notice to the Commission and to the public, and may be made effective not earlier than thirty days after the effective date of this order.

3. The authority hereinabove granted shall expire if not 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 20th day of DECEMBER, 1966.

Robert E. Reichert President
Fredrick B. Holdhoff
Augustus

 Commissioners

Commissioner George G. Grover, being necessarily absent, did not participate in the disposition of this proceeding.
 Commissioner William M. Bennett, being necessarily absent, did not participate in the disposition of this proceeding.