

ORIGINAL

Decision No. 72371

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. 447)
(Filed March 17, 1967)

In the Matter of the Investigation)
for the purpose of considering and)
determining revisions in or reissues)
of Minimum Rate Tariff No. 14-A.)

Case No. 7857
(Petition for Modification
No. 12)
(Filed March 17, 1967)

OPINION AND ORDER

By Petitions for Modification Nos. 447 and 12 in Cases Nos. 5432 and 7857, California Trucking Association seeks various amendments in Minimum Rate Tariffs Nos. 2 and 14-A pertaining to the transportation of field pickup shipments of grain, rice and related commodities. ¹ Petitioner asks that common carriers be directed to establish in their respective tariffs such modifications as may be prescribed by the Commission's order in these proceedings, including relief from the long- and short-haul provisions of Section 460 of the Public Utilities Code. Petitioner requests that the sought relief be expedited in view of the rapidly approaching harvest seasons of the commodities involved.

¹ Minimum Rate Tariff No. 2 names statewide minimum rates for the transportation of general commodities, including grain, rice and related commodities in packages, or in bulk when subject to lesser minimum weights than 10,000 pounds. Minimum Rate Tariff No. 14-A names statewide minimum rates for the transportation of specific agricultural commodities, including grain, rice and related commodities in bulk when generally subject to minimum weights of 10,000 pounds or more.

Petitioner proposes (1) to cancel the field pickup provisions in Minimum Rate Tariff No. 2; (2) to provide in Minimum Rate Tariff No. 14-A that a field pickup shipment shall include property transported by a carrier from a point (instead of more than one point) in a single field or farm site; and (3) to establish in the latter tariff an additional charge of 1 cent per 100 pounds for loading certain field pickup shipments when the truck equipment is not moved more than its own length in loading such shipments and the shipments are not forwarded from warehouses, silos, bins or tanks with a minimum storage capacity of 48,000 pounds.

Petitioner states that recent discussions between shipper and carrier representatives indicate that certain revisions in the above tariffs are needed to reflect changing circumstances involving field operations during the harvest in connection with the transportation in question. Petitioner alleges that the proposed changes in Minimum Rate Tariff No. 14-A will create greater certainty concerning the application of field pickup charges and will provide a lower charge in some instances where carrier services are more limited than contemplated under the present tariff provisions. Petitioner avers that the use of the field pickup provisions in Minimum Rate Tariff No. 2 is believed to be non-existent.

Copies of the petitions were mailed to various chambers of commerce, shipper organizations and carrier representatives on or about March 16, 1967. The petitions were listed on the Commission's Daily Calendar of March 20, 1967. California Farm Bureau Federation has informed the Commission by letter that it supports petitioner's proposals. No objection to the granting of the petitions has been received.

In the circumstances, it appears, and the Commission finds, that petitioner's proposals are reasonable and that the resulting minimum rates and charges will be just, reasonable and nondiscriminatory minimum rates and charges for the transportation involved, and, to the extent that said rates and charges will result in increases, such increases are justified. A public hearing is not necessary. The Commission concludes that the petitions should be granted. Minimum Rate Tariff No. 2 will be amended accordingly by the order herein. In order to avoid duplication of tariff distribution, Minimum Rate Tariff No. 14-A will be amended by separate order.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 2 (Appendix D to Decision No. 31606, as amended) is further amended by incorporating therein, to become effective June 3, 1967, Eighth Revised Page 16-A, Fourteenth Revised Page 51 and Thirteenth Revised Page 51-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 tenth day after the effective date of this order on not less than ten days' notice to the Commission and to the public and shall be made effective not later than June 3, 1967.


3. Common carriers, in canceling the rates and rules 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 canceled rates and rules published

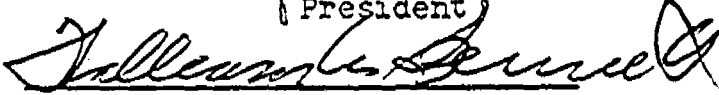
under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

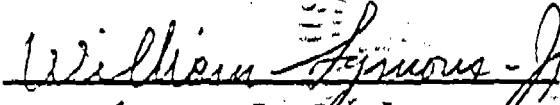
4. In all other respects, Decision No. 31606, as amended, shall remain in full force and effect.

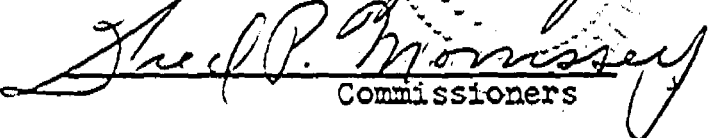
The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 27th day of May, 1967.



President





Commissioners

Commissioner A. W. Gatov, being necessarily absent, did not participate in the disposition of this proceeding.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
85	<p data-bbox="535 407 1153 440" style="text-align: center;">**SHIPMENTS TRANSPORTED IN MULTIPLE LOTS</p> <p data-bbox="299 471 1428 602">(a) When a carrier does not pick up an entire shipment, including a split delivery shipment and a split pickup shipment at one time, the following provisions shall apply in addition to other applicable rules and regulations:</p> <ol data-bbox="389 633 1450 1862" style="list-style-type: none"><li data-bbox="389 633 1450 703">1. The entire shipment shall be available to the carrier for immediate transportation at the time of the first pickup.<li data-bbox="389 734 1450 1025">2. The carrier shall not transport a multiple lot shipment unless prior to or at the time of the initial pickup, written information has been received from the consignor describing the kind and quantity of property which will constitute the multiple lot shipment. Preparation by the shipper of the required single multiple lot document for the entire shipment, referred to in paragraph 3 of this item, for execution by the shipper and carrier prior to or at the time of initial pickup, will constitute compliance with this paragraph.<li data-bbox="389 1056 1450 1445">3. At the time of or prior to the initial pickup, the carrier shall issue to the consignor a single multiple lot document for the entire shipment. It shall show the name of the consignor, point of origin, date of the initial pickup, name of the consignee (or consignees), point of destination (or points of destinations), and the kind and quantity of property. In addition, a shipping document (see Item No. 255) shall be issued for each pickup (including the initial pickup) which shall give reference to the single multiple lot document governing the entire shipment, by its date and number (if assigned a number), the name of the consignor, and such other information as may be necessary to clearly identify the single multiple lot document.<li data-bbox="389 1476 1450 1607">4. The entire shipment shall be picked up by the carrier within a period of two days computed from 12:01 a.m. of the date on which the initial pickup commences, excluding Saturdays, Sundays and legal holidays.<li data-bbox="389 1638 1450 1862">5. The separate pickups made in accordance with the foregoing provisions shall constitute a composite shipment which shall be subject to the rates named or provided for in this tariff, including Items Nos. 200, 210, 220 and 230, in effect on the date of the first pickup, for the transportation of a single shipment of like kind and quantity of property picked up or transported on a single vehicle or connected train of vehicles. <p data-bbox="299 1893 1450 2081">(b) If any of the property described in the single multiple lot document is picked up without complying with the foregoing provisions, each such pickup shall be rated as a separate shipment under other provisions of this tariff. The property picked up in accordance with the provisions of paragraph (a) hereof shall constitute the multiple lot shipment.</p>

ø Change)
** Circle 1 reference and) Decision No. 72371
explanation eliminated)

EFFECTIVE JUNE 3, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1826

Item No.	SECTION NO. 3 COMMODITY RATES (Continued)
<p>653½</p>	<p style="text-align: center;">APPLICATION OF RATES IN ITEMS MAKING SPECIFIC REFERENCE HERETO</p> <p>1. Demurrage:</p> <p>(a) (Applies only in connection with shipments of grain as set forth in List No. 1 of Item No. 652.) Shall be computed in accordance with the provisions of Item No. 143.</p> <p>(b) (Applies only in connection with shipments of grain, rice, seeds, grain products and related articles as described in Lists 2 through 10, Items Nos. 652-653.) Shall be computed in accordance with the provisions of Item No. 142.</p> <p style="text-align: center;">* * *</p> <p>3. Two stops in transit for inspection and receipt of delivery instructions or other purposes will be permitted in connection with each shipment of grain described in List No. 1, Item No. 652. Distances shall be computed via the transit points. A charge of \$2.15 shall be assessed for the second stop.</p> <p>4. Premiums and Advertising Matter:</p> <p>(a) The rates on articles in packages containing premiums shall be 110 percent of the rates applicable to the same article without premiums.</p> <p>(b) Advertising matter, not to exceed 5 percent of the gross weight of the shipment, may be included at the rate applicable to the lowest rated article in the shipment.</p>
	<p style="text-align: center;">APPLICATION OF RATES IN ITEM NO. 654½ MAKING SPECIFIC REFERENCE HERETO</p> <p>Rates referring to this item are subject to varying minimum weights per shipment, dependent upon the number of units of carrier's equipment used, as shown below, regardless of the weight loaded in each unit of equipment. In no event shall the minimum weight per shipment be less than 48,000 pounds, or actual weight, whichever is greater.</p>

Number of Units of
Carrier's Equipment Used

Minimum Weight
(In Pounds)

1	48,000
2	96,000
3	144,000
4	192,000

Over 4--Add to the minimum weight for 4
units of carrier's equipment
48,000 pounds for each unit of
carrier's equipment in excess of
4.

∅ Change)
* * Paragraph 2 eliminated)

Decision No. **72371**

EFFECTIVE JUNE 3, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1827

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents Per 100 Pounds				
	GRAIN, RICE, SEEDS, GRAIN PRODUCTS AND RELATED ARTICLES as described in Lists Nos. 1 through 10 of Items Nos. 652-653. (See Item No. 653½ for Application of Rates in this item.)						
MILES		RATES (See Note)					
Over	But Not Over	MINIMUM WEIGHT IN POUNDS					
		10,000	20,000	30,000	40,000	(2) 48,000	
654½	0	3	13	10½	8½	8½	8½
	3	5	14	12	9½	8½	8½
	5	10	15	13	10½	9½	9½
	10	15	16	14	12½	11½	11
	15	20	18½	15	13½	12½	12
	20	25	20½	16	14½	13½	13
	25	30	21½	17	15½	14½	14
	30	35	23½	18½	16½	15½	15
	35	40	24½	19½	18	16½	16
	40	45	27	20½	19	18	17
	45	50	29	22	20½	19	18
	50	60	32	23½	21½	20½	19½
	60	70	34	24½	22½	21½	20½
	70	80	36	26	23½	22½	21½
	80	90	38	28	24½	23½	22½
	90	100	41	29	26	24½	24
	100	110	43	31	28	26	26
	110	120	46	32	29	27	27
	120	130	48	33	30	28	28
	130	140	52	35	32	30	30
	140	150	55	37	33	31	31
	150	160	57	39	34	32	32
	160	170	59	40	36	34	33
	170	180	61	41	37	35	34
	180	190	63	43	38	37	35
	190	200	67	45	41	38	37
	200	220	70	48	44	40	39
	220	240	73	50	46	42	41
	240	260	77	54	49	44	43
	260	280	80	57	52	46	45
	280	300	84	60	55	49	46
	300	325	88	62	57	52	47
	325	350	91	64	60	54	49
	350	375	94	68	62	56	52
	375	400	98	70	64	58	54
	400	425	101	73	66	60	56
	425	450	105	76	69	62	58
	450	475	108	80	72	64	60
	475	500	111	82	74	66	62
	500	-	(1)	(1)	(1)	(1)	(1)

NOTE.-(a) Except as to Rice, Exception 1 of Item No. 100 will not apply in connection with rates in this item.

**

- (1) Add to rate for 500 miles, $2\frac{1}{2}$ cents per 100 pounds for each 25 miles or fraction thereof.
- (2) Rates in this column are subject to the provisions of Item No. 653 $\frac{3}{4}$.

∅ Change
** Paragraph (b) of Note eliminated } Decision No. 72371

EFFECTIVE JUNE 3, 1967

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

Correction No. 1628