

ORIGINAL

Decision No. 74383

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

IN THE MATTER OF THE APPLICATION)	
OF SAN FRANCISCO BARGE TARIFF)	Shortened Procedure
BUREAU, under the Shortened Procedure))	Tariff Docket
Tariff Docket, to make increases in)	Application No. 50191
rates in its Local Freight Tariff)	(Filed April 26, 1968)
No. 1, Cal. P.U.C. No. 2 of William)	
M. Larimore, Agent, as set forth)	
in this Application.)	

OPINION AND ORDER

By this application, San Francisco Barge Tariff Bureau seeks authority, for and on behalf of each of the carriers participating in its tariff, to amend its tariff provisions pertaining to the cleaning of contaminated clean barges so that such provisions shall also apply when cleaning of contaminated dirty barges is required.¹

According to applicant, the carriers have historically operated two classes of barges, clean and dirty. Applicant states that dirty barges are those which have been used for the transportation of residual or heavy fuel oil and clean barges are those which have not been used to transport such oils. Applicant alleges that clean barges can be used for highly refined products, such as aviation gasoline, where no contamination of the commodity can be permitted. Applicant declares that an airplane carrier, tanker or other vessel occasionally desires to remove the contents of a particular tank and requests either a clean or dirty barge from the carrier, depending upon the commodity involved, to receive such

¹The rule is published in Item No. 60 of San Francisco Barge Tariff Bureau Local Freight Tariff No. 1, Cal.P.U.C. No. 2, issued by William M. Larimore, Agent.

contents for transportation to a shore installation or another vessel and that sometimes the contents of such tank have become contaminated, and, in turn, contaminate the barge's tanks.

Applicant avers that, when the tanks of a clean barge have become contaminated, it is essential that they be cleaned immediately before further use. Applicant asserts that the carriers have recently found that their dirty barges have become contaminated and must also be cleaned before they can again be used even for transportation of residual or heavy fuel oil. According to applicant, the proposed tariff amendment will provide the same basis of charges for cleaning the tanks of a dirty barge as now exists for cleaning the tanks of a clean barge.

Applicant states that increases resulting from the proposal herein would not increase the California intrastate gross revenue of each of the carriers involved by as much as one percent.

Copies of the application were mailed to all customers of the participating carriers involved. The application was listed on the Commission's Daily Calendar of April 29, 1968. No objection to the granting of the application has been received.

In the circumstances, it appears, and the Commission finds, that increases resulting from publication of the amendment to the barge contamination rule as specifically 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. San Francisco Barge Tariff Bureau is hereby authorized to publish in its Local Freight Tariff No. 1, Cal.P.U.C. No. 2, on behalf of all common carriers participating therein, the amendment

to the barge contamination rule as specifically proposed in the application.

2. Tariff publications authorized to be made as a result of the order herein shall be filed not earlier than the effective date of this order and 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 9th day of July, 1968.

William J. Lyons Jr.
President
John E. McElhatch
William W. Brown
Augusta
John P. Monahan
Commissioners